J. KEISTER.

Railway-Gates.

No. 150,474. Patented May 5, 1874.

Fig. 1.

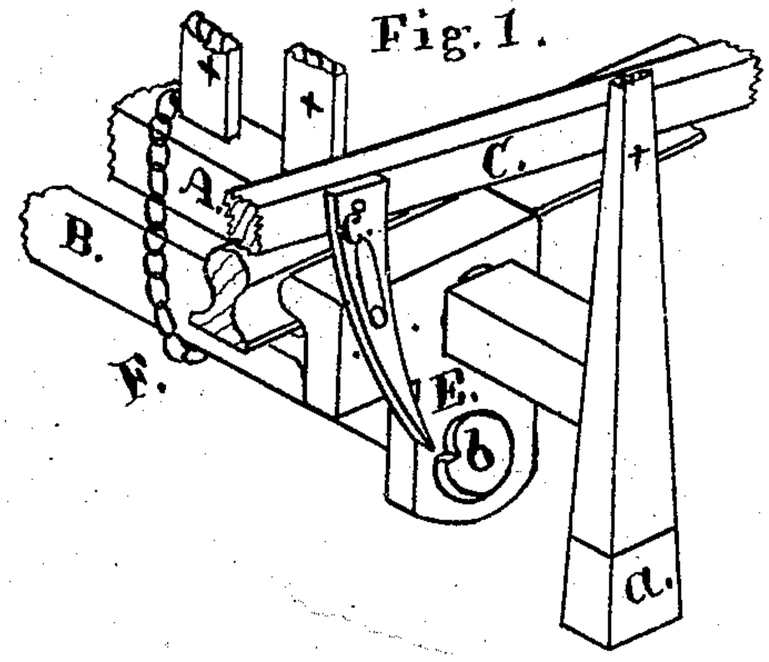


Fig. 2.

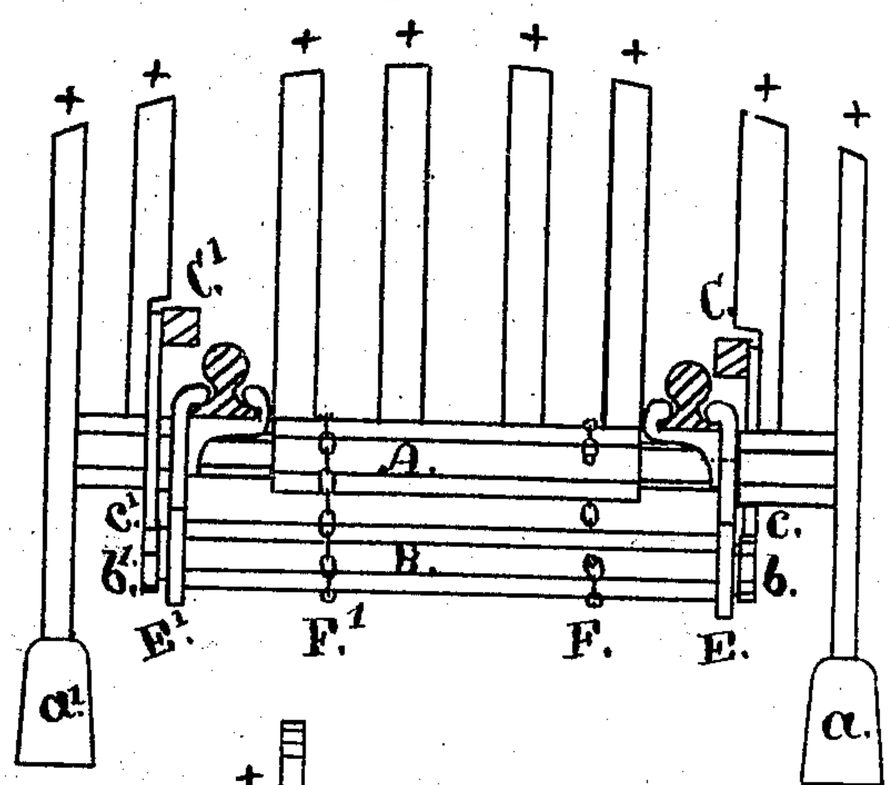
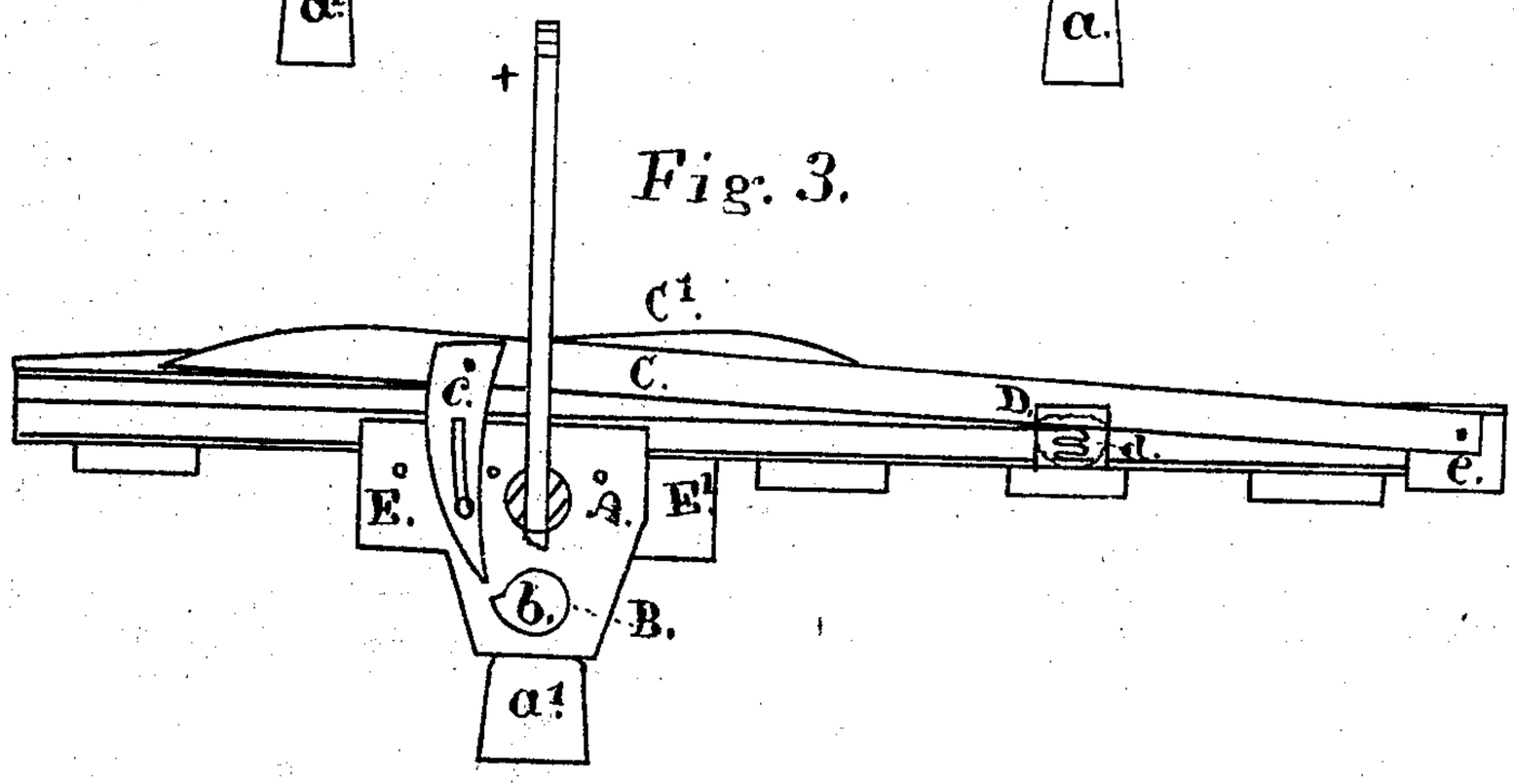


Fig. 3.



Witnesses
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UNITED STATES PATENT OFFICE.

JULIUS KEISTER, OF MACON COUNTY, ILLINOIS.

IMPROVEMENT IN RAILWAY-GATES.

Specification forming part of Letters Patent No. **150,474**, dated May 5, 1874; application filed February 23, 1874.

To all whom it may concern:

Be it known that I, JULIUS KEISTER, of Macon county, Illinois, have invented a Railway-Gate, of which the following is a specification:

My invention relates to an improvement in railway-gates, designed chiefly to take the place of cattle-guards. Its construction and operation can be better understood by reference to the accompanying drawing.

Figure 1 shows a broken section of my invention in perspective. Fig. 2 is an elevation of my invention on a vertical section of track. Fig. 3 is an elevation of a section of railway-track together with my invention.

A and B are rotating shafts, having their bearings in the permanently-attached supports E E′, and connected by chains F F′. *c* and *c′* are pawls attached to rails C C′. *b b′* are wheels having a ratchet or projection on one side, and are permanently attached to the shaft B. D is a guide for the rail C, showing the spring *d* in the broken section. *t t* are uprights of the gate. *a* and *a′* are weights to bring the gate in position. The rail C is hinged or pivoted to the block *e*, which, in its turn, is attached to the main rail.

The gate is operated by the outside of the car-wheel pressing the rail C down, bringing the pawl *c* against the projection of the wheel *b*, forcing it around, thereby turning the shaft B, and indirectly, by means of chain F, the shaft A, bringing the uprights *t t t* toward the track and from the train. As the train strikes the rail C some time before C′, it turns the shaft B sufficient to get the projection on the wheel *b′* out of the way by the time C′ comes down. The operation is reversed by a train from an opposite direction. In this case the rail C′ is first operated on, and pawl *c* misses the projection of wheel *b*.

The rail C, pawl *c*, ratchet *b*, support E, guide or guides D, spring *d*, and chain F are arranged reversely on the opposite sides of the track, so that the down-train operates on one side and the up-train on the other side of the track, always turning the gate in the direction the train is going.

The rails C C′ are made long enough to reach from one set of wheels to another, and the pawls are guided by a bolt working in a slot, as shown in the drawing.

I claim as my invention—

1. The combination of the rail C, spring *d*, guide D, and pawl *c*, as and for the purpose set forth.

2. The combination of the shafts A and B, supports E E′, ratchet-wheel *b*, and chains F F′, as and for the purpose set forth.

3. The combination, in a railway-gate, of shafts A B, rail C, pawl *c*, wheel *b*, support E, chain F, guide D, spring *d*, and uprights *t t t*, as and for the purpose set forth.

JULIUS KEISTER.

Witnesses:

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