

S. KELLER.
Gate for Railroad-Crossing.

No. 167,842.

Patented Sept. 21, 1875.

Fig. 1.

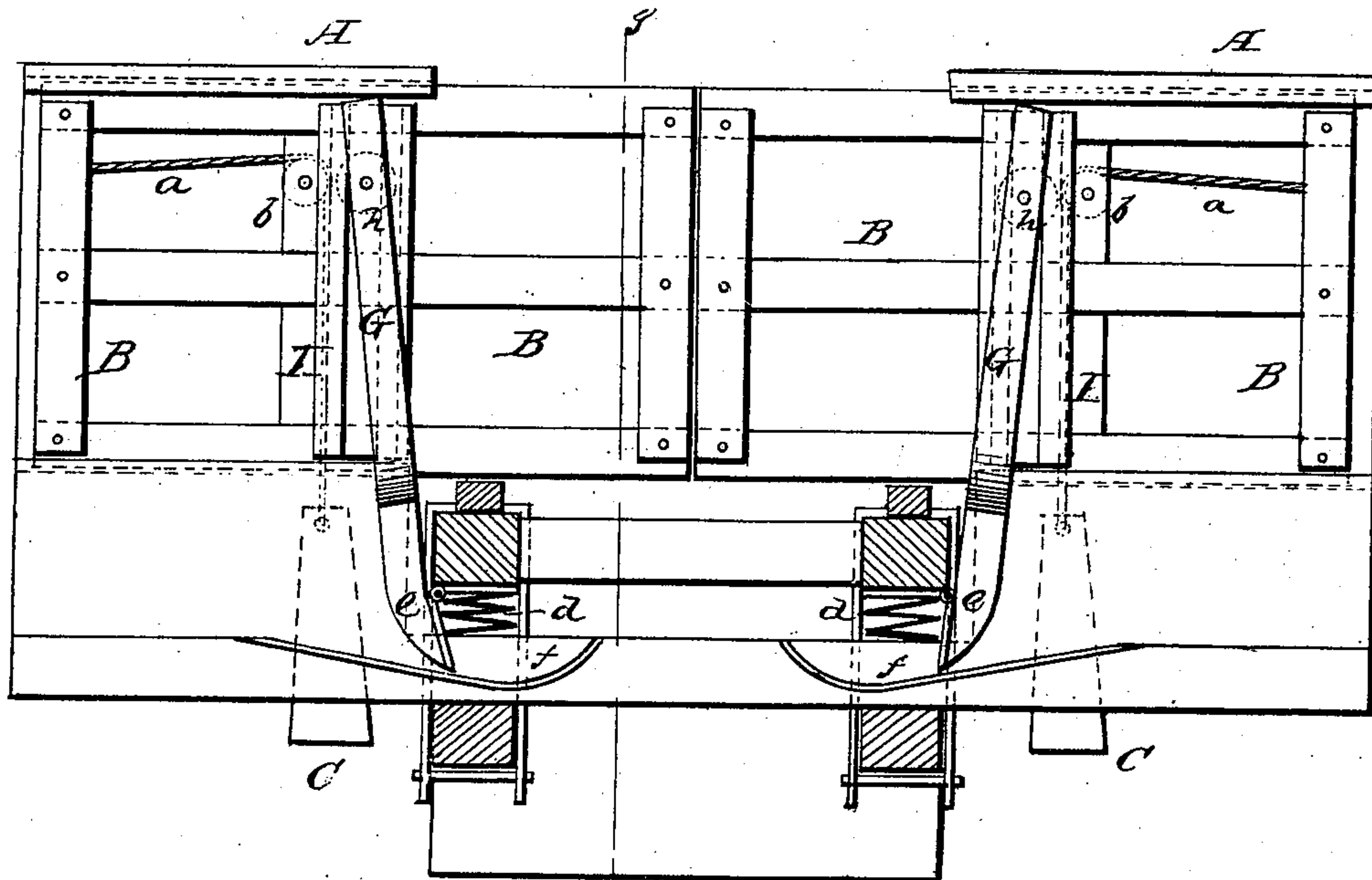
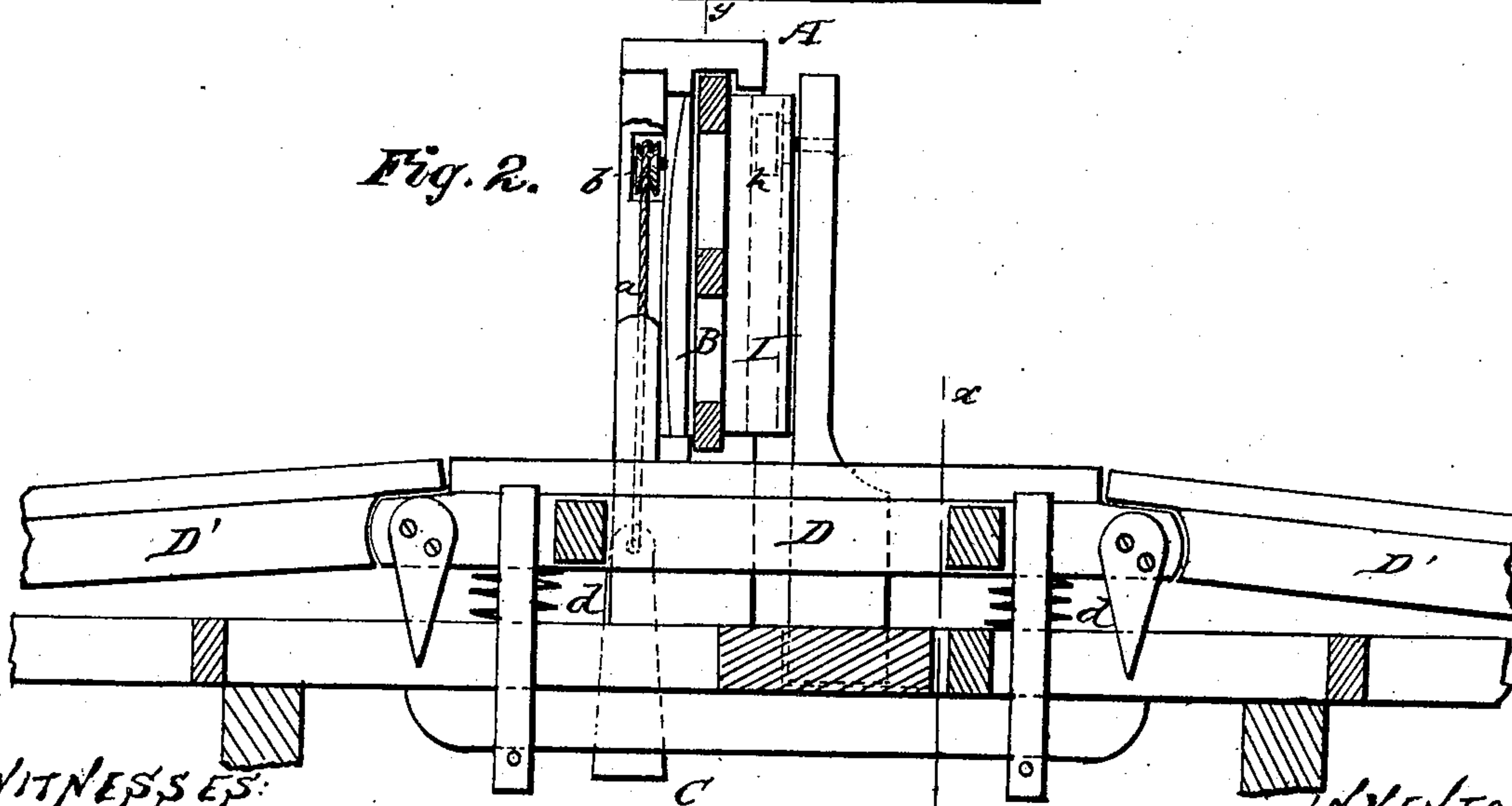


Fig. 2.



WITNESSES:
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IMPROVEMENT IN GATES FOR RAILROAD-CROSSINGS.

Specification forming part of Letters Patent No. **167,842**, dated September 21, 1875; application filed July 7, 1875.

To all whom it may concern:

Be it known that I, SIMON KELLER, of Wrightsville, in the county of York and State of Pennsylvania, have invented certain new and useful Improvements in Gates for Railway and other uses; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

The nature of my invention consists in the construction and arrangement of a railroad-gate, as will be hereinafter more fully set forth.

In the annexed drawing, Figure 1 is a side elevation of my gate, with a cross-section of the railroad-track, through the line *x x*, Fig. 2; and Fig. 2 is a section through the line *y y*, Fig. 1.

A A represent two frames erected one on each side of the track, in each of which is a sliding gate, B. The two gates B B meet above the center of the track, and are thrown inward by means of weights C C, connected with the gates by ropes *a a* passing over pulleys *b b*, as shown in Fig. 1. D D represent the rails immediately under the gates B B, and D' D' are the rails on each side adjoining thereto. The rails D D are elevated above the road-bed upon springs *d d*, and the rails D' D' are jointed to the ends of said elevated rails, so that their inner ends will move with them up and down. On the outer side of each rail D is hinged a lever, G, the lower end of

which is made broad and cam-shaped, as shown at *e*, and works in a metal-lined cam-recess, *f*, formed in the bed-timber which supports the two frames A A. The upper end of the lever G is provided with a stud and friction-roller, *h*, which works in a vertical guide attached to the gate B.

As a train approaches the gate from either side the elevated rails are depressed, which causes the levers G G, by means of the cams *e* working in the recesses *f*, to turn on their hinges, and throw the two gates outward. When the last car of the train has passed the springs *d d* throw the rails up again, and the weights C C close the gates.

The movable rails are provided with suitable guides to regulate their movement.

Having thus fully described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. The combination of the elevated movable rails D D, hinged levers G G, having cam ends *e e*, and the recesses *f f*, substantially as and for the purposes herein set forth.

2. The combination of the hinged levers G G, having friction-rollers *h h*, the sliding gates B B, with guides I I, ropes *a a*, and weights C C, substantially as and for the purposes herein set forth.

In testimony that I claim the foregoing as my own I hereby affix my signature in presence of two witnesses.

SIMON KELLER.

Witnesses:

HARRY C. SCOTT,

WILLIAM L. BRAMHALL.