(No Model.)

2 Sheets—Sheet 1.

E. H. TAYLOR.

STOCK GATE FOR RAILROADS.

No. 279,672. Patented June 19, 1883.

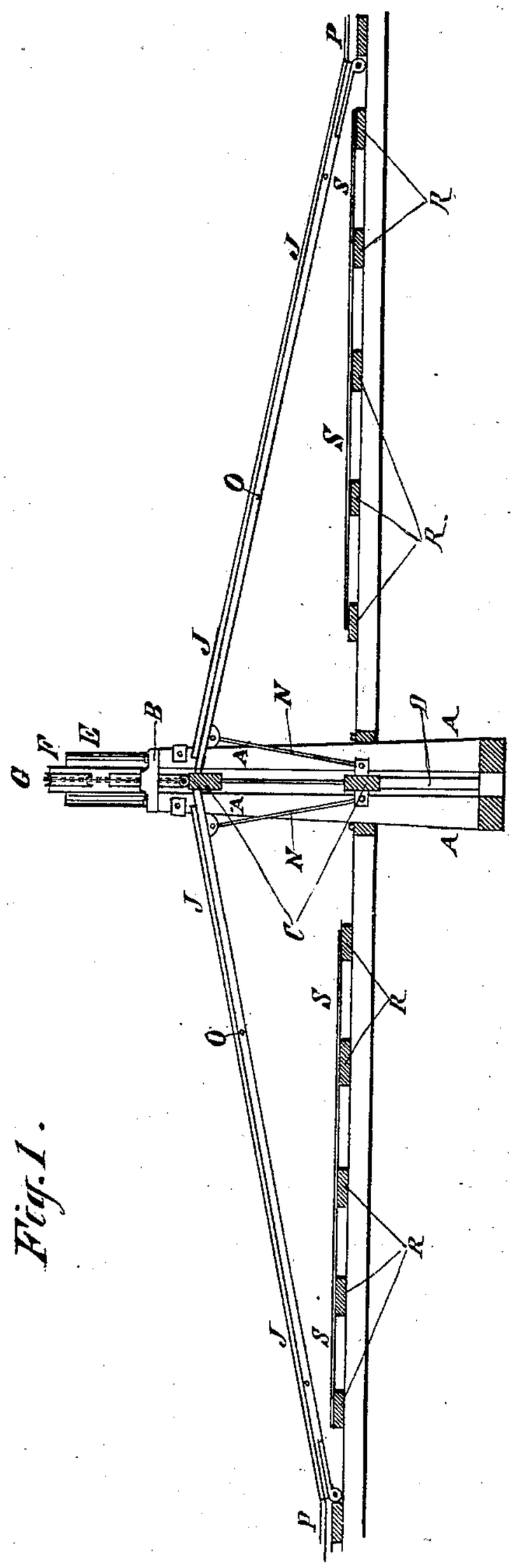

Fig. 1.

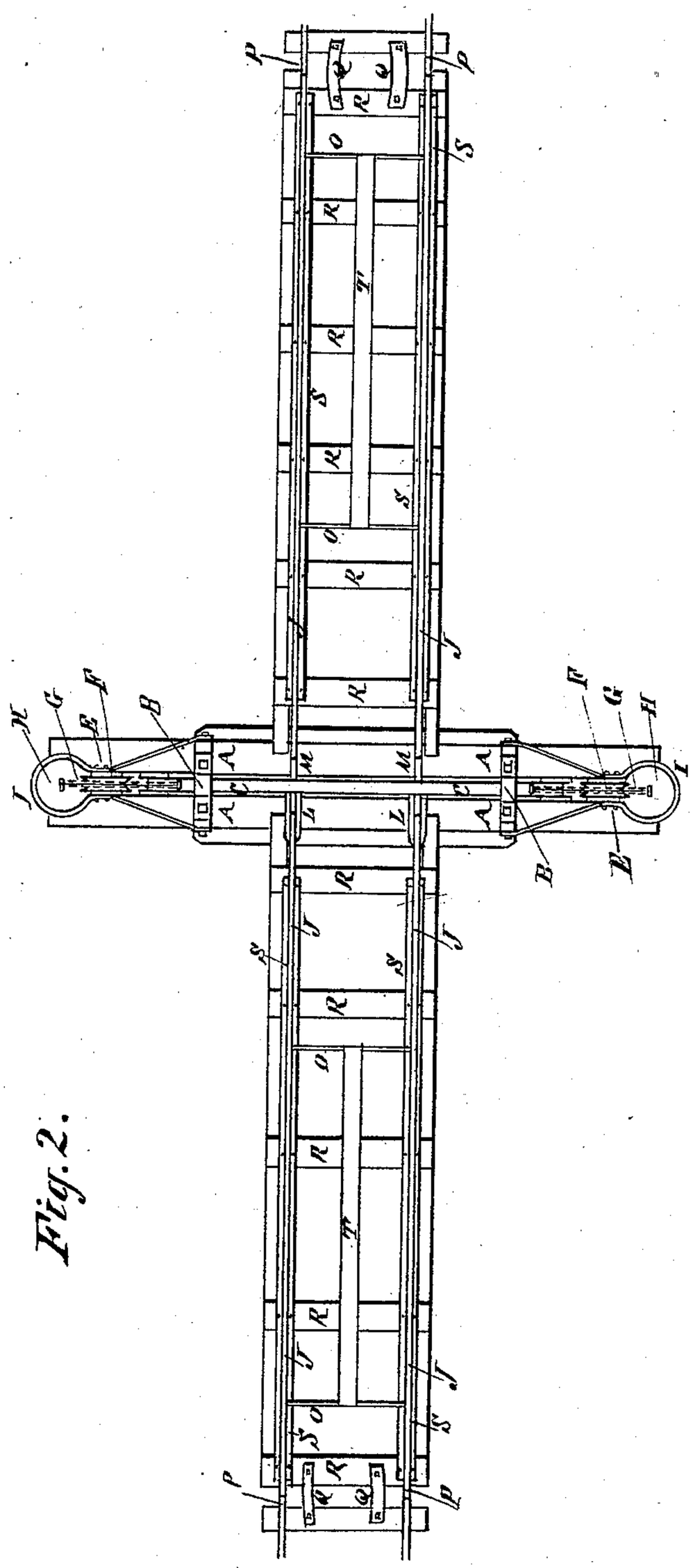

Fig. 2.

WITNESSES:

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INVENTOR:

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(No Model.) 2 Sheets—Sheet 2.

E. H. TAYLOR.

STOCK GATE FOR RAILROADS.

No. 279,672. Patented June 19, 1883.

Fig. 4.

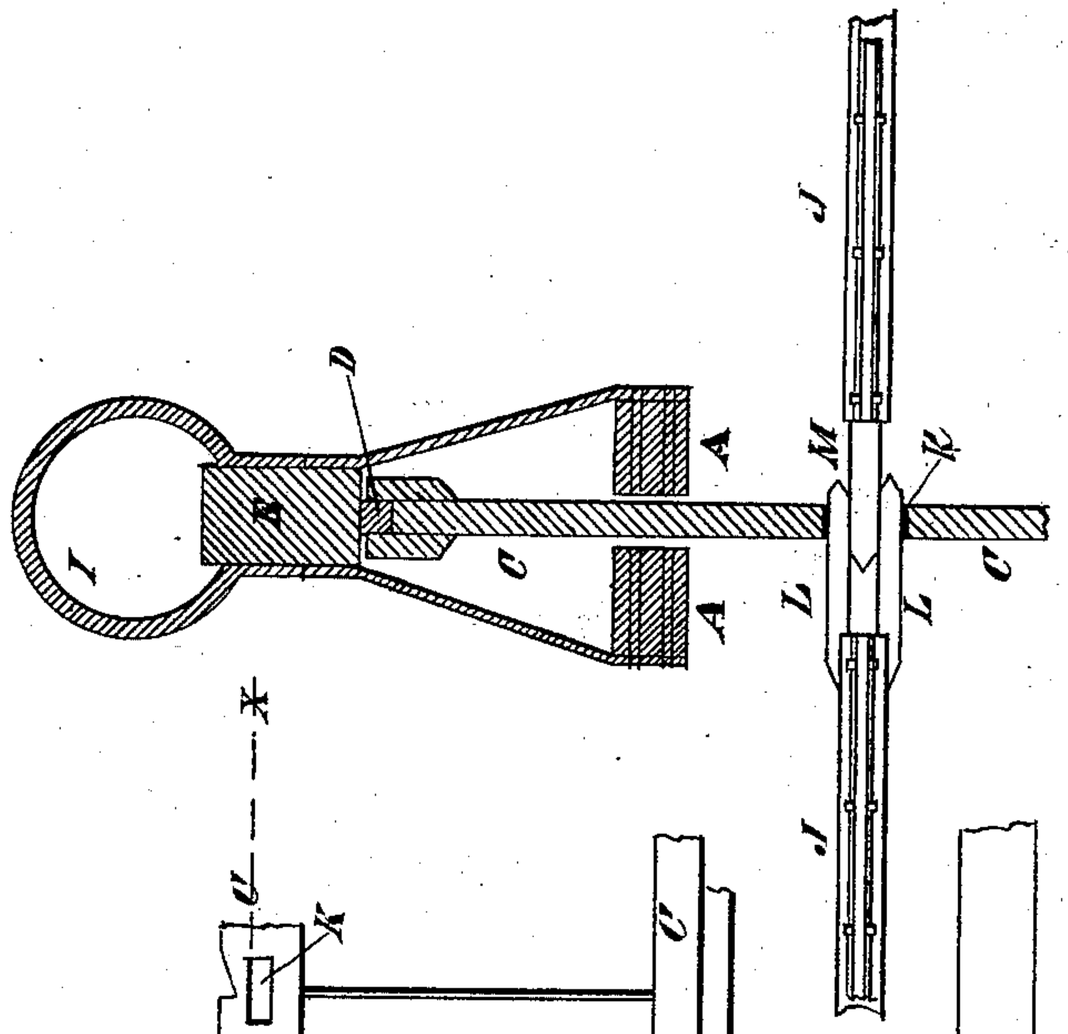
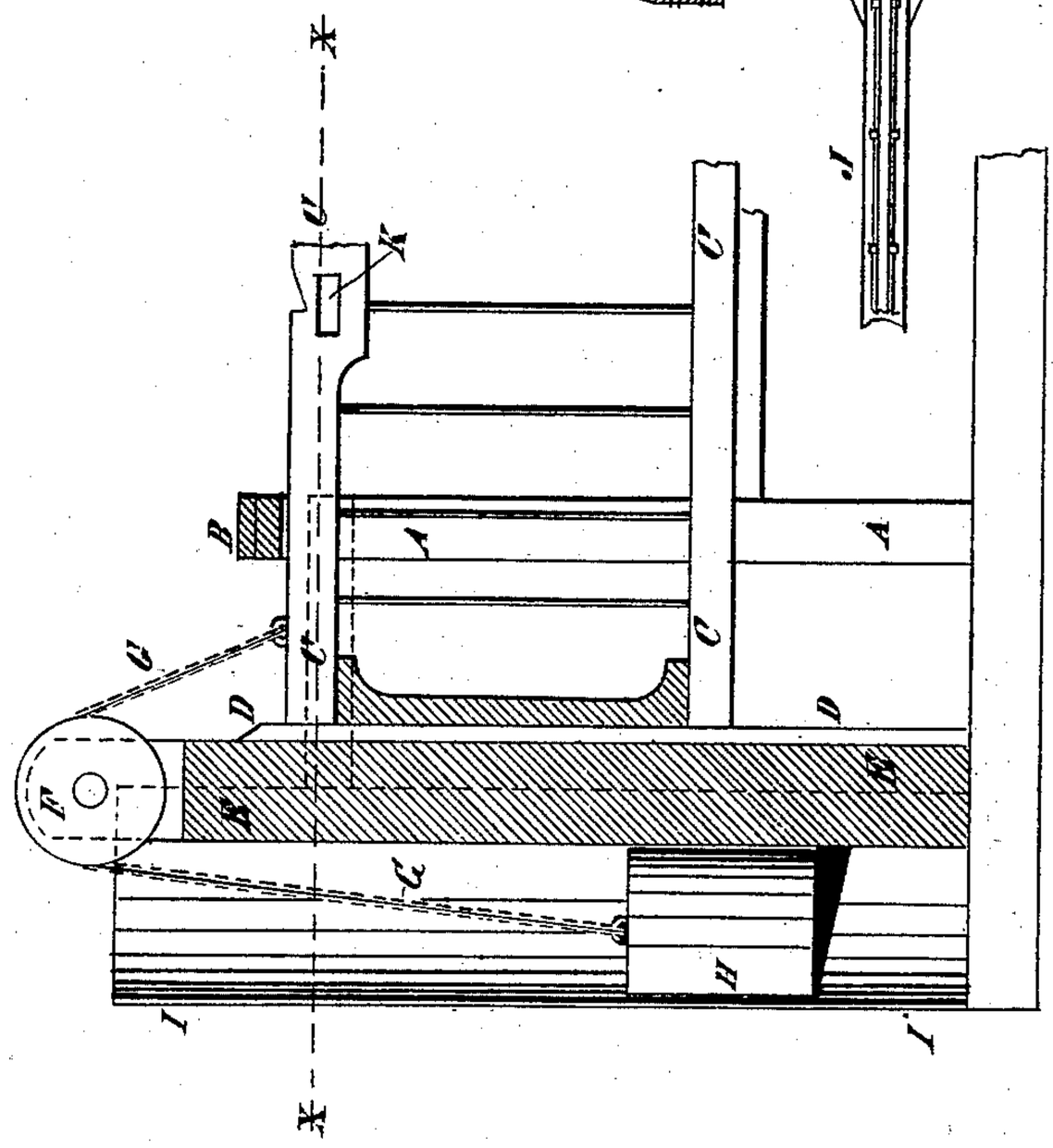


Fig. 3.



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INVENTOR:

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UNITED STATES PATENT OFFICE.

EDGAR H. TAYLOR, OF ASH VALLEY, KANSAS.

STOCK-GATE FOR RAILROADS.

SPECIFICATION forming part of Letters Patent No. 279,672, dated June 19, 1883.

Application filed July 6, 1882. (No model.)

To all whom it may concern:

Be it known that I, EDGAR HARCOURT TAYLOR, of Ash Valley, in the county of Pawnee and State of Kansas, have invented a new and useful Improvement in Stock-Gates for Railroads, of which the following is a full, clear, and exact description.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1, Sheet 1, is a sectional elevation of my improvement. Fig. 2, Sheet 1, is a plan view of the same. Fig. 3, Sheet 2, is a sectional elevation of one end of the gate. Fig. 4, Sheet 2, is a sectional plan view of the same, taken through the line *x x*, Fig. 3.

The object of this invention is to provide stock-gates for railroads, constructed in such a manner that they will be depressed or opened by the advancing engine, will be held open until the train has passed, and will then rise or close automatically.

The nature of the invention consists in the several combinations and arrangements of parts, substantially as hereinafter fully set forth and claimed.

At each side of the track is set a pair of posts, A, which are connected at their tops by a cap-bar, B, and are placed at such a distance apart as to receive the gate C between them, so that the said posts A will serve as guides to the gate C and hold the said gate from lateral movement. The ends of the gate C are grooved vertically to receive and slide upon bars D, attached to the inner sides of the posts E; or the ends of the gate C can slide in vertical guide-grooves at the inner sides of the posts E. The posts E are set in the ground at the ends of and in line with the gate, and to their slotted upper ends, or to supports attached to the said ends, and in line with the gate C, are pivoted pulleys F, over which pass chains or ropes G, of steel or other suitable material. One end of the ropes G is attached to the top bar of the gate C, near its ends, and to the other ends of the said ropes are attached weights H, of sufficient gravity to raise the gate C and the rails resting upon it, as will be hereinafter described. The weights H move up and down in a casing, I, attached to the posts E.

In the top bar of the gate C, and in line with the rails J of the track, are formed mortises or slots K, to receive the curved arms or hooks L M, attached to the adjacent ends of the said rails J. The curved arms L are slotted to receive the curved arms M, so that the said arms will serve as guards to keep the rails J in line.

To the rails J, near their adjacent ends, are hinged the upper ends of the bars N, the lower ends of which are hinged to the bottom bar of the gate C, so that the rails J will act upon both the top and bottom bars of the gate, and thus force the gate down steadily and vertically into an opening dug in the ground to receive it, and which could be boxed in to prevent dirt from falling into it and preventing the descent of the gate. The rails J of each pair are connected by tie-rods O, to prevent them from spreading when raised and when under the pressure of a passing train. The outer ends of the rails J are hinged to the ends of the stationary rails P of the track, or to a tie or some other suitable support, in such positions as to be in line with the said stationary rails P. The ties, at the end parts of the stationary rails P and of the movable rails J, are connected by bars or pieces of rails Q, spiked to them. With this construction, when the wheels of the engine come in contact with the rails J, it forces the said rails down, and with them the gate C. When the last car of the train has passed off the rails J the weights H raise the gate C and the inner ends of the rails J and hold them raised until they are forced down by another train. The rails J, when forced down, rest upon ties R, laid in the road-bed, and which are connected and held in their proper relative positions by metal plates S, attached to them.

To the tie-rods O of the rails J are attached metal plates T, to serve as guards to prevent the cow-catcher from catching upon the said tie-rods.

I am aware that it is old, broadly, to cause the rising and falling of the track-rails with the closing and opening of the gate.

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

1. A stock-gate for railroads, constructed substantially as herein shown and described, and consisting of the gate C, the guide-posts A E, the pulleys, ropes, and weights F G H,

the hinged rails J, having curved arms L M, and the connecting-bars N, as set forth.

2. In a stock-gate for railroads, the combination, with the gate C, having connected thereto chains or ropes G, passed over pulleys F, and also connected to weights H, of the posts E, vertical guide-bars D, the tubes or inclosures I, and the guide-posts A, one of each pair being arranged on each side of the gate, substantially as and for the purpose set forth.

3. In a stock-gate for railroads, the combination, with the gate C, having slots K, of the hinged rails J, having the curved and slotted arms L and the curved arms M, the arms M of one section of the hinged rails fitting between the arms L of the other section of hinged rails, as shown and described, and for the purpose set forth.

EDGAR HARCOURT TAYLOR.

Witnesses:

J. M. VAN WINKLE,

C. G. LEICHAM.