

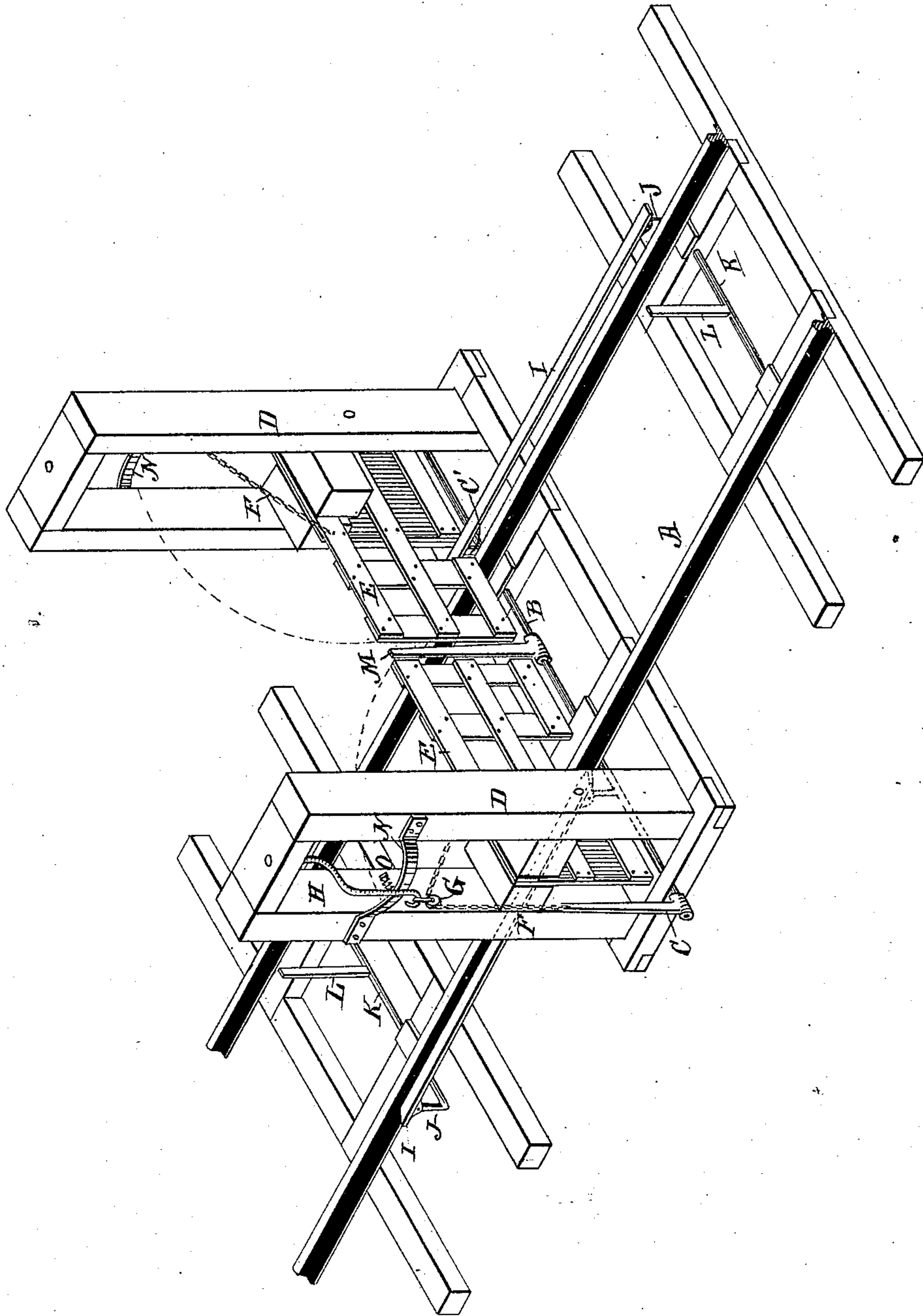
(No Model.)

D. McNEELY & J. A. DRAKE.

RAILROAD GATE.

No. 287,147.

Patented Oct. 23, 1883.



WITNESSES:

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UNITED STATES PATENT OFFICE.

DAVID McNEELY AND JAMES A. DRAKE, OF PRINCETON, INDIANA.

RAILROAD-GATE.

SPECIFICATION forming part of Letters Patent No. 287,147, dated October 23, 1883.

Application filed January 5, 1883. (No model.)

To all whom it may concern:

Be it known that we, DAVID McNEELY and JAMES A. DRAKE, of Princeton, in the county of Gibson and State of Indiana, have invented
5 a new and useful Improvement in Railroad-Gates, of which the following is a full, clear, and exact description, reference being had to the annexed drawing, forming part of this specification.

10 This invention relates to gates for railroad-crossings; and the invention consists of the novel construction hereinafter described and claimed.

15 In the drawing is shown a perspective view of our improved railroad-gate.

A indicates a part of a railway-track, under which is journaled a shaft, B, having two upright arms, C C', on each side of the track. In a suitable supporting-frame, D, on each
20 side the track, is pivoted a gate, E, which reaches across one of the rails, nearly to the center of the track, and is supported upon said rail when down in closing position. A chain, F, connected to the outer arm, C, and to the
25 upper part of the gate, at or near the center thereof, is supported in a swinging pulley, G, which is attached to a pendent arm, H, on the frame D. To the two inner arms, C', are pivoted two bars, I, which are extended along
30 the track in opposite directions, and pivoted at their farthest ends to upright arms J on shafts K, which are journaled under the track, in the manner of the shaft B. The bars I are located on opposite sides of the track from
35 each other, and the two shafts K are provided at their centers—that is, between the rails—with upright arms L, against one of which the engine will strike when coming from either direction. The object of the arms L is to
40 allow the fender of the engine to deflect the bars I before they are reached by the wheels, in order that the said bars shall not be strained or otherwise injured by a sudden impact of

the wheels against their ends, which would result if the bars were deflected entirely by the
45 wheels. The bars are held down by the wheels until the train has passed.

As the gates are moved through an arc when lifted, they cannot be made to fit close together at the center of the track; but a space is left
50 between them, which is closed by a spring-bar, M, secured to the shaft B. The supporting-frames of the gates are provided with stop-bars N, to limit the backward movement of the gates, and these stop-bars are to be provided
55 with rubber or other springs, O, to insure the gates to fall to closing position when the train has passed. The shafts are to be boxed up to protect them from being rendered inoperative by frost, and their connections with the bars
60 I are to be such that the shafts will not stand at a dead-center.

What we claim as new is—

1. The combination of the shaft having two upright arms at each side of the track, the
65 supplemental shafts arranged on opposite sides of said shaft, and connected thereto by bars, and having upright arms at their centers, and the gates pivoted in supporting-frames, and connected by chains to the outer arms of the
70 central shaft, substantially as shown and described.

2. The combination of the shaft having upright arms at each side of the track, the gates pivoted in supporting-frames, and connected
75 by chains to the arms of the said shaft, the upright bar secured to the center of the shaft, to close the space between the gates, and means for oscillating the shaft, substantially as shown and described.

DAVID McNEELY.
JAMES A. DRAKE.

Witnesses:

JAMES B. GAMBLE,
W. M. LAND.