(No Model.)

R. D. BLAKELEY.

RAILROAD GATE.

No. 303,612. Patented Aug. 19, 1884.

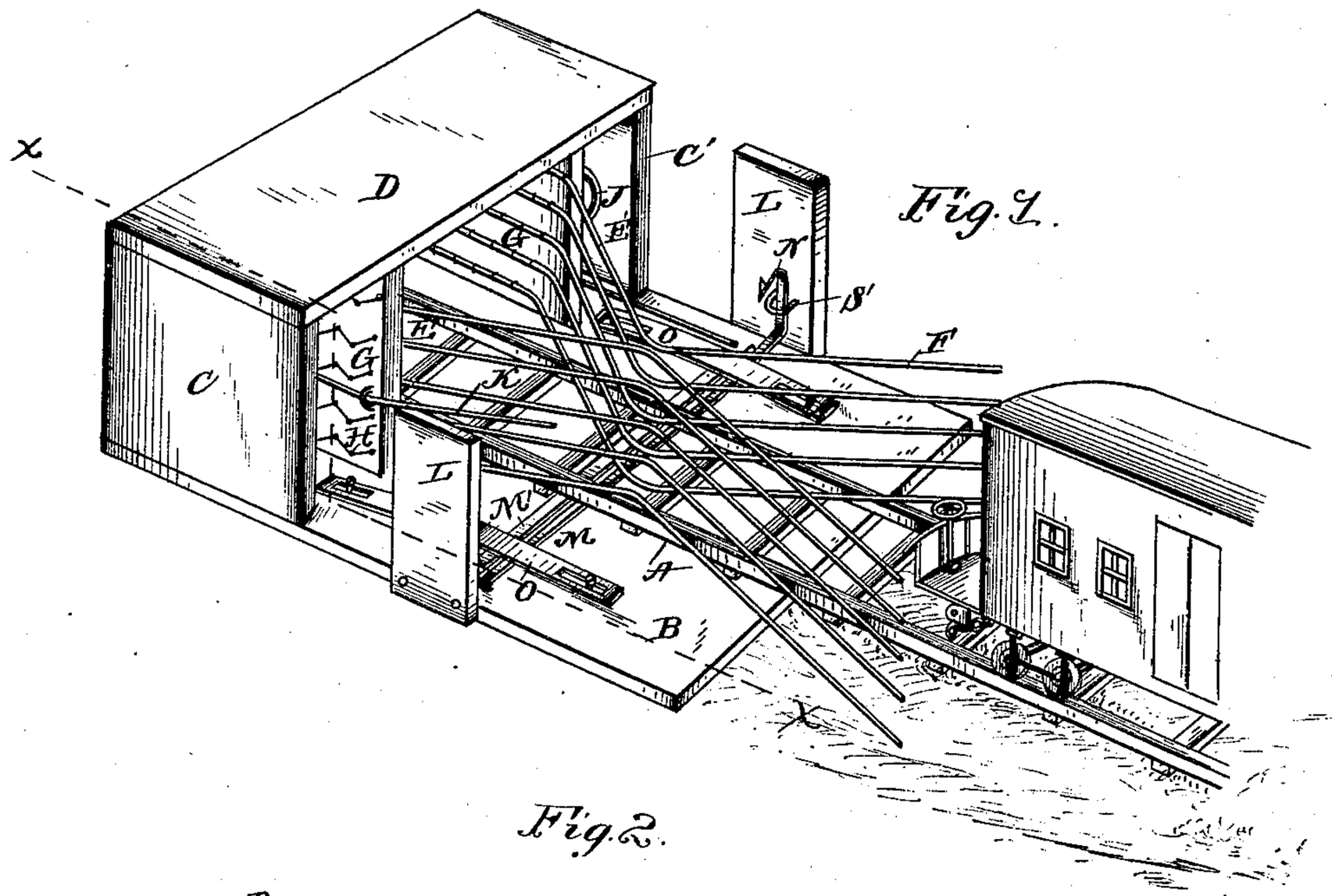

Fig. 1.

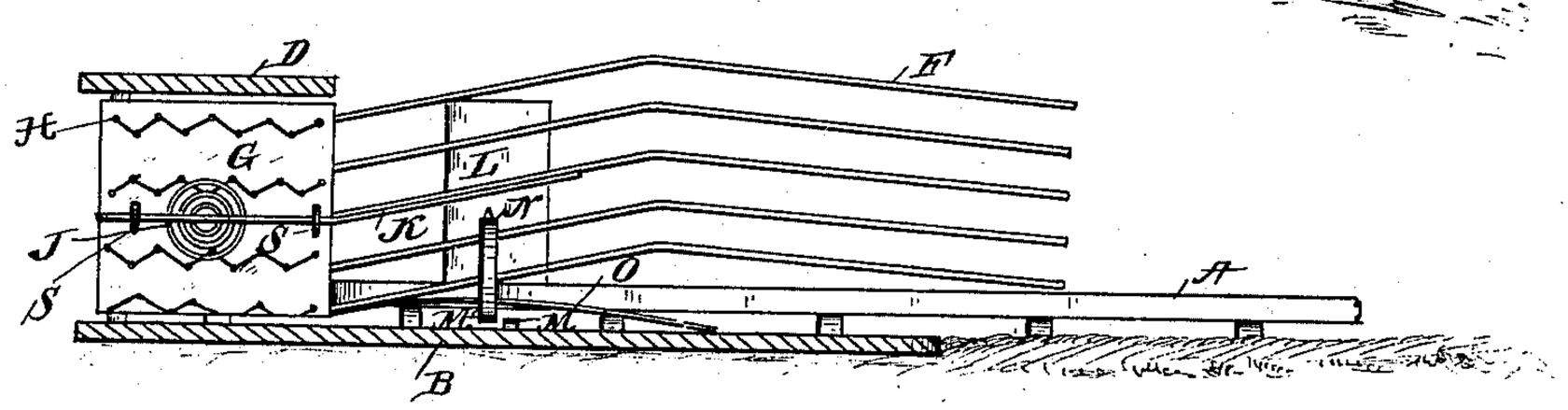

Fig. 2.

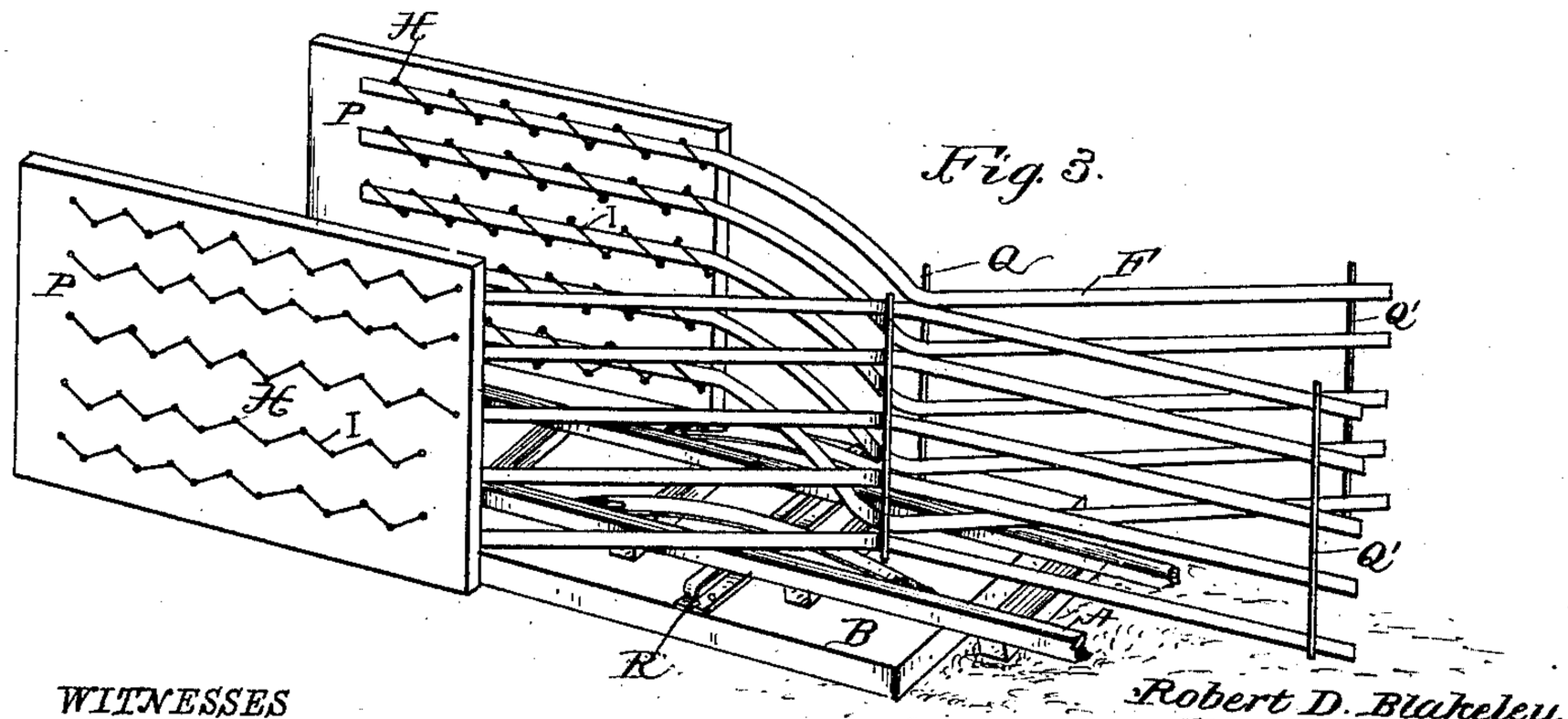

Fig. 3.

WITNESSES
C. W. Dashiell.
E. G. Siggers.

Robert D. Blakeley.
INVENTOR
By, C. A. Snow & Co
Attorneys

UNITED STATES PATENT OFFICE.

ROBERT D. BLAKELEY, OF OXFORD, MISSISSIPPI.

RAILROAD-GATE.

SPECIFICATION forming part of Letters Patent No. 303,612, dated August 19, 1884.

Application filed May 20, 1884. (No model.)

To all whom it may concern:

Be it known that I, ROBERT D. BLAKELEY, a citizen of the United States, residing at Oxford, in the county of Lafayette and State of Mississippi, have invented a new and useful Railroad-Gate, of which the following is a specification, reference being had to the accompanying drawings.

This invention has relation to railroad-gates, and is designed to prevent stock from passing over the track into the field; and it consists in the construction and novel arrangement of parts, as will be hereinafter fully described, and particularly pointed out in the claims.

Figure 1 is a view in perspective of a railroad-gate embodying my improvements. Fig. 2 is a vertical section on the line *x x* in Fig. 1, and Fig. 3 is a perspective view of a modification of the railroad-gate.

Referring by letter to the accompanying drawings, A designates a section of railroad-track over which the gate is built.

B designates the platform, to which the latching and unlatching mechanism is secured.

The gate-frame is composed of the wide posts C and C′ on the sides of the platform, connected by a girder, D, which is sufficiently high to permit a train of cars to pass under it.

The gates E and E′ are made partly of wood and partly of wire rods F, of sufficient strength to stand the strain put upon the gates while being opened by a passing train, and the shock caused by striking the stops when closed by the springs. The wooden portions G are of planks of a sufficient width to form a broad bearing-surface for attaching the wire rods F securely thereto. The planks G have journals on their upper and lower ends, which have their bearings in the platform and the girder, as shown, near the posts C and C′. The planks G are perforated laterally in double rows or alternating perforations H, and stout small wire is used to lash or securely fasten the wire rods F to the inner faces of the planks by passing the small wire I through the perforations and over the wire rods F in a zigzag course across the planks. The wire rods F are curved inwardly at the middle of the rods, so that when the gates are closed they will diverge from their middles in opposite directions.

Between the posts C and C′ and the outer faces of the planks G G are secured two springs, J, which hold the gates normally closed. The springs J are sufficiently strong to prevent stock from pushing the gates open, should it attempt to pass through, and yet not so strong that the gates may not be opened easily by the locomotive of a passing train. Each gate is also provided with a latch-rod, K, which is secured to the planks G, and extends forward in front of the latch-posts L L, at opposite sides of the track. The latch-rods K are secured to the outer faces of the planks G by being hooked around the rear edges, and also secured in place by staples S. The object of the latch-rods K is to engage the catches N and hold the gates, so that the pressure of the springs is counteracted in a measure, so that the wire rods will not scrape the sides of the cars after the locomotive has passed through, and also to hold the gates open at any time when it may be necessary to do so.

Between the latch-posts L L, and passing beneath the track, are two spring-catches, M M′, secured to the platform, and provided at their curved ends with catches N, which engage the latch-rods K when the gates are pushed open by the locomotive, and will hold them open until the metal triggers O O, at the sides of the track, are pressed down upon by projecting arms on the rear end of the rear car of the train, when the catches will become disengaged from the latch-rod and the springs J will close the gates. The train will open and close the gates in passing in either direction. Staples S′ control the latches.

In the modification shown in Fig. 3, P P designate two panels, to which the wire rods F are secured in the manner as described for the planks G. The wire rods are connected at the middles and at their outer ends by vertical rods Q Q′. The catches R, in the modification, engage the lower rails of the gates when the gates are moved out over them, and they are released by the rear car of the train by curved shoes upon the lower ends of depending arms at the rear end of said car. By employing either arrangement of the parts the gates may be operated automatically, as described, and stock will be prevented from entering the fields where the gates are used.

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

1. The combination, with the railroad-track, the platform, and the gate-frame, of the gates consisting of the planks G, perforated and pivoted, as shown, and provided with the wire rods F, bent at their middles and laced to the planks by wires, and mechanism, substantially as described, for latching and unlatching the gates automatically, substantially as specified.

2. The combination, with the platform, gate-frame, latch-posts, and the gates provided with the latch-rods K K, of the springs J J, spring-catches secured to the platform beneath the track, and curved up at their ends, and the triggers O O, substantially as specified.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

ROBERT D. BLAKELEY.

Witnesses:

E. H. KIMMONS,

P. E. MATTHEWS.