(No Model.)

J. H. POLLARD.

RAILROAD GATE.

No. 337,079. Patented Mar. 2, 1886.

Fig. 1.

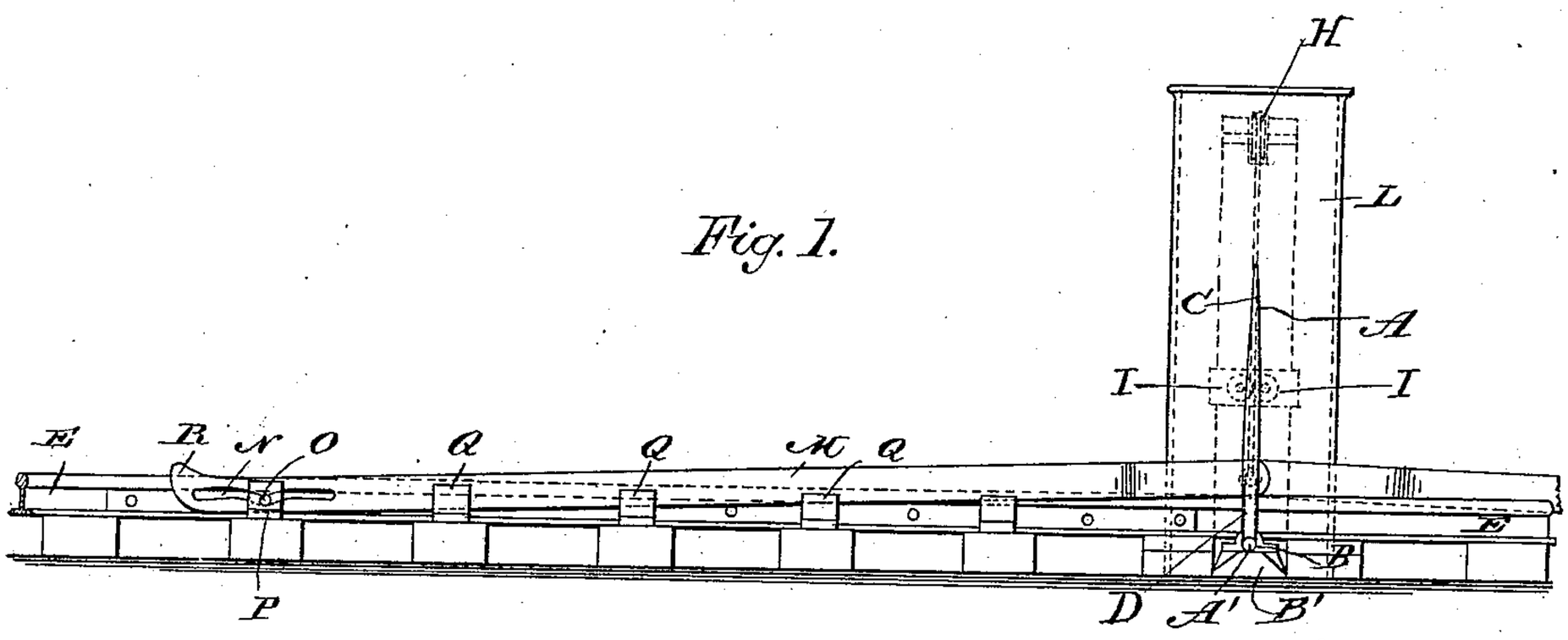


Fig. 2.

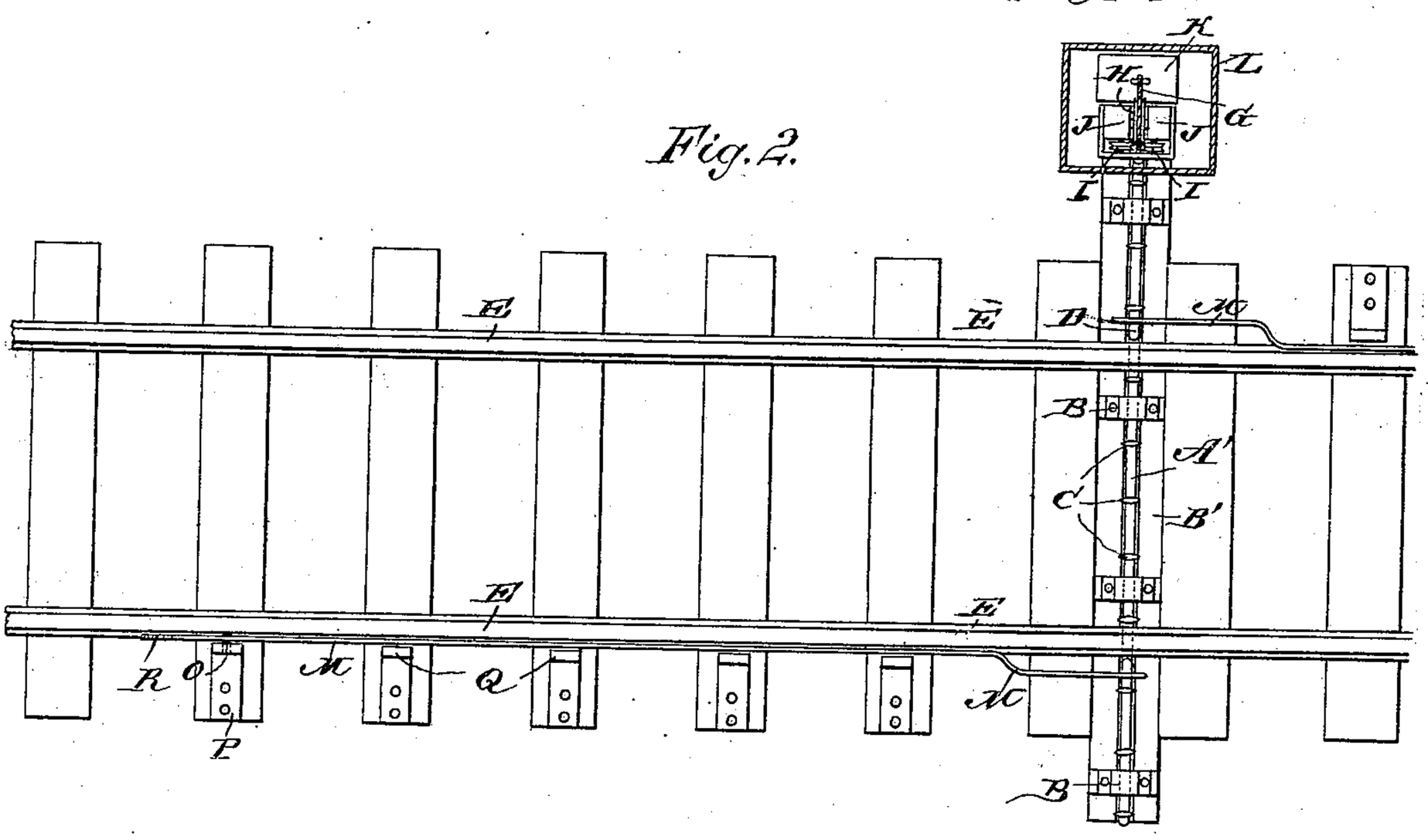
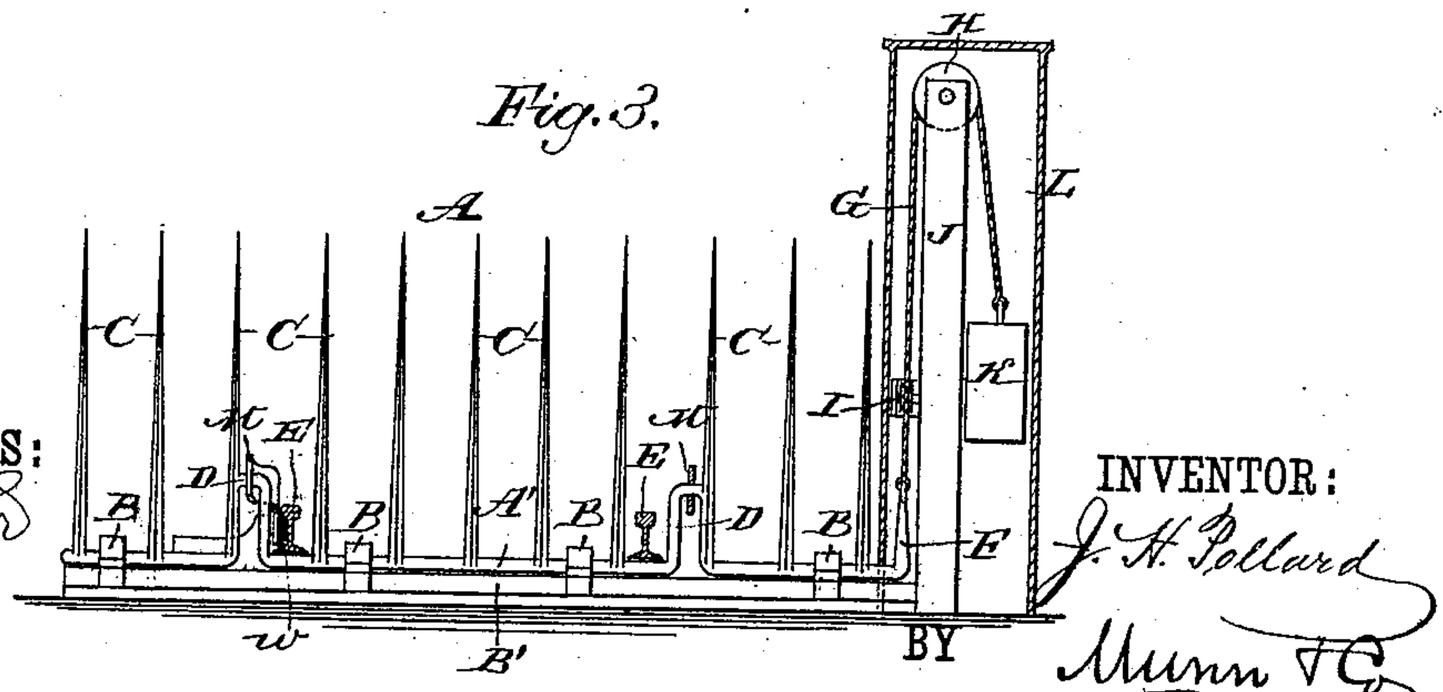


Fig. 3.



WITNESSES:

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JAMES H. POLLARD, OF CLARENCE, MISSOURI.

RAILROAD-GATE.

SPECIFICATION forming part of Letters Patent No. 337,079, dated March 2, 1886.

Application filed September 16, 1885. Serial No. 177,243. (No model.)

To all whom it may concern:

Be it known that I, JAMES H. POLLARD, of Clarence, in the county of Shelby and State of Missouri, have invented a new and Improved Railroad-Gate, of which the following is a full, clear, and exact description.

The object of my invention is to provide a new and improved railroad-gate, which is so constructed that it is automatically opened by the approaching train, and is closed automatically after the train has passed.

The invention consists in the construction and combination of parts and details, as will be fully described and set forth hereinafter, and then pointed out in the claims.

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

Figure 1 is a side view of my improved railroad-gate. Fig. 2 is a plan view of the same, parts being in section. Fig. 3 is a cross-sectional view of the same.

The gate A is placed transversely to the rails, and is pivoted to swing to and from the rails on the blocks B, secured on the sleepers B'. The gate is formed of a bottom bar, A', from which the tines, pickets, or bars C project upward. The said bottom bar, A', is provided with the two cranks D D at the rails E, and outside of the same, and with the crank F on the end. A rope or chain, G, is secured to the end of the crank F, which rope is passed between pulleys I and over a pulley, H, on a standard, J, at the side of the tracks, and to the other end of the said rope or chain G a weight, K, is secured, which slides up and down on the standard J. The standard J, the weight, &c., are surrounded by a casing, L. To each crank D a bar, M, is pivoted, the said bars extending in opposite directions, and having longitudinal slots N in the outer ends, said slots each having a slight depression at the center, and in each slot a pin, O, passes from a guide, P, on a sleeper. Additional guides, Q, are provided on the several sleepers for the purpose of guiding the bars M in their movements. Said guides serve not only to guide the bars M, but also to hold the rails in place, as the spikes are removed where said guides are placed. So that the bars M may not twist and bend, a filling-piece, *w*, is inserted between the bottom edge of the head of the rail and the top of the base at the outer side, on the side of which filling-piece the bar M slides. Each bar M is provided at its free end with an upwardly-projecting rounded or beveled part, R, projecting slightly above the rail. The tines or pickets C are pointed, and have their sides beveled toward the front and rear edges, so as to form sharp cutting-edges which can cut through sleet, snow, &c., thus facilitating the operation of the gate in winter.

The operation is as follows: The weight K holds the gate A in the vertical position, as shown. When a train approaches the gate, a wheel of the train strikes the projection R of one of the bars M, whereby the said bar is moved slightly in the direction of its length, and all parts are thrown off their centers, and the car-wheels running on the bars M swing the gate A down as said bars are depressed by the weight of the car. As soon as the train has passed, the weight K, which has been raised by the swinging down of the gate, descends, and thereby the gate is swung up into the vertical position. The gate is always lowered before the train arrives at it, and is raised automatically as soon as the train has passed. As the lowered parts in the centers of the slots N engage with the pins O, they more or less lock the gate in the vertical position, and the pins are only disengaged from said central parts when the end of one of the bars M is struck by a wheel.

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

1. In a railroad-gate, the combination, with the gate A, pivoted to swing to and from the railroad-rails, of the rod connected at one end with a crank of the gate, and provided at its opposite end with a slot inclined from its ends to its center, the said slotted end having an upward projection, R, extending above the railroad-rail, and the fixed pin passed through said slot into the said rail, substantially as set forth.

2. The combination, with the railroad-gate having a crank-bar, A', provided with tines or pickets C, of the bars M, connected at their adjacent ends to cranks on said bar, and

formed with slots N and projections R at their opposite ends, the post J, adjacent to the cranked end of the bar A′, the guide-pulleys I I on the side of the post, the pulley H on the top of the post, the cord G, secured to the cranked end of bar A′ and passed upward between the pulleys I and over the pulley H, and a weight, K, on the end of the cord, substantially as set forth.

JAMES H. POLLARD.

Witnesses:
JAMES W. EVANS,
GEORGE W. HODGE.