

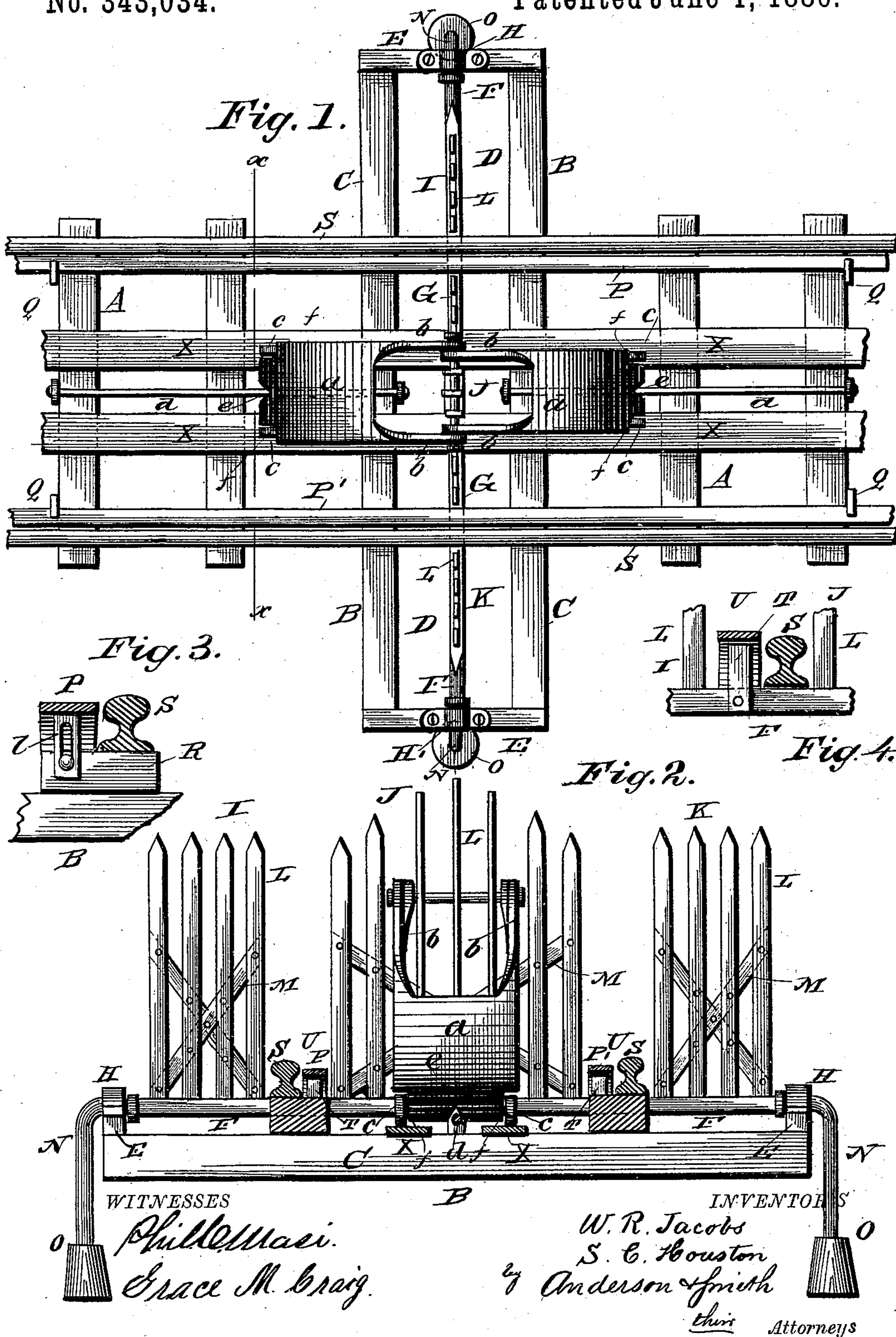
(No Model.)

W. R. JACOBS & S. C. HOUSTON.

RAILROAD GATE.

No. 343,034.

Patented June 1, 1886.



UNITED STATES PATENT OFFICE.

WILLIAM RAMSEY JACOBS AND SAMUEL CALLAHAN HOUSTON, OF
SULPHUR SPRINGS, TEXAS.

RAILROAD-GATE.

SPECIFICATION forming part of Letters Patent No. 343,034, dated June 1, 1886.

Application filed February 20, 1886. Serial No. 192,689. (No model.)

To all whom it may concern:

Be it known that we, WILLIAM RAMSEY JACOBS and SAMUEL CALLAHAN HOUSTON, citizens of the United States, residing at Sulphur Springs, in the county of Hopkins and State of Texas, have invented certain new and useful Improvements in Railroad-Gates; and we do declare the following to be a full, clear, and exact description of the invention, such as 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 letters or figures of reference marked thereon, which form a part of this specification.

Figure 1 of the drawings is a plan view. Fig. 2 is a transverse vertical section on line *x x*, Fig. 1. Figs. 3 and 4 are detail sectional views.

Our invention has relation to railroad-gates of the class that is designed to be erected at the lines of fences for the purpose of preventing cattle and stock from passing from one field to another, and further designed to be opened by the wheels of a passing train, and automatically closed after the train has passed; and the invention consists in the construction and novel combination of parts, as will be hereinafter fully described, and particularly pointed out in the claims.

Referring by letter to the accompanying drawings, A designates the railroad-ties, and B the gate-frame, which is composed of two longer parallel timbers, C C, placed transversely of the track and connected at their ends, so as to leave a proper space, D, between them, by two shorter end timbers, E E, upon which timbers E E the hinge-bar F of the gate G is secured in bearings H H'.

The hinge-bar F of the gate is provided with three sections, I J K, of pickets L, which are connected by cross-braces M M, to give the sections the requisite strength to resist any cattle that may attempt to push the gate open.

The hinge-bar F of the gate is provided with weighted arms N N, the weights O being at the lower ends of said arms, said weights operating to hold the gate-sections in the normal vertical or closed position, and serving to return the gate-sections to said normal position after the train has passed over the gate.

Long flat springs P P' are secured loosely

at their ends by recessed plates or castings Q Q, and rest upon the sleepers R, just inside of the track-rails S S. These flat springs P P' pass over short arms T T, secured to the hinge-bar F of the gate in spaces U U between the picket-sections I J K.

Between the track-rails S S, and secured upon the ties and gate-frame midway between the sleepers upon which the track-rails are secured, are two flat parallel metal rails, X X, which form the track for hinged wings *a a*, hinged to the central gate-sections through the arms *b b* of the wings, and provided at their lower ends with wheels *c c*. Guide-rods *d d*, secured along the longitudinal middle line of the track, pass through openings *e e* in the wings *a a*, just above the axle *f* of the wheels of each wing *a*. The wings *a a* are inclined, and when the pilot of the engine or the bumper of a car strikes the wing of the central section from either side, the three gate sections will be turned down, so that the train can pass over, and the long flat springs P P' will be pressed down as long as the flanges of the car-wheels remain in contact therewith. As soon as the flanges of the car-wheels leave the springs P P', the weights O O will return the gate to its normal position, and cattle will be prevented from passing through, as before. Links *l* engage studs on the ends of the sleepers, and prevent the springs P P' from rising too high.

Having described this invention, what we claim, and desire to secure by Letters Patent, is—

1. The combination, with the horizontal gate-frame, of the sectional gate having the weighted hinge-bar, the intermediate track, the wings hinged to the central gate-section, the guide-rods, and the long flat springs located alongside the railroad-track rails, substantially as specified.

2. The combination, with the horizontal gate-frame and the auxiliary intermediate track, of the sectional weighted gate, the wings hinged thereto, and their guide-rods, substantially as specified.

In testimony whereof we affix our signatures in presence of two witnesses.

WILLIAM RAMSEY JACOBS.
SAM. CALLAHAN HOUSTON.

Witnesses:

A. P. LANDERS,
WM. A. WORTHAM.