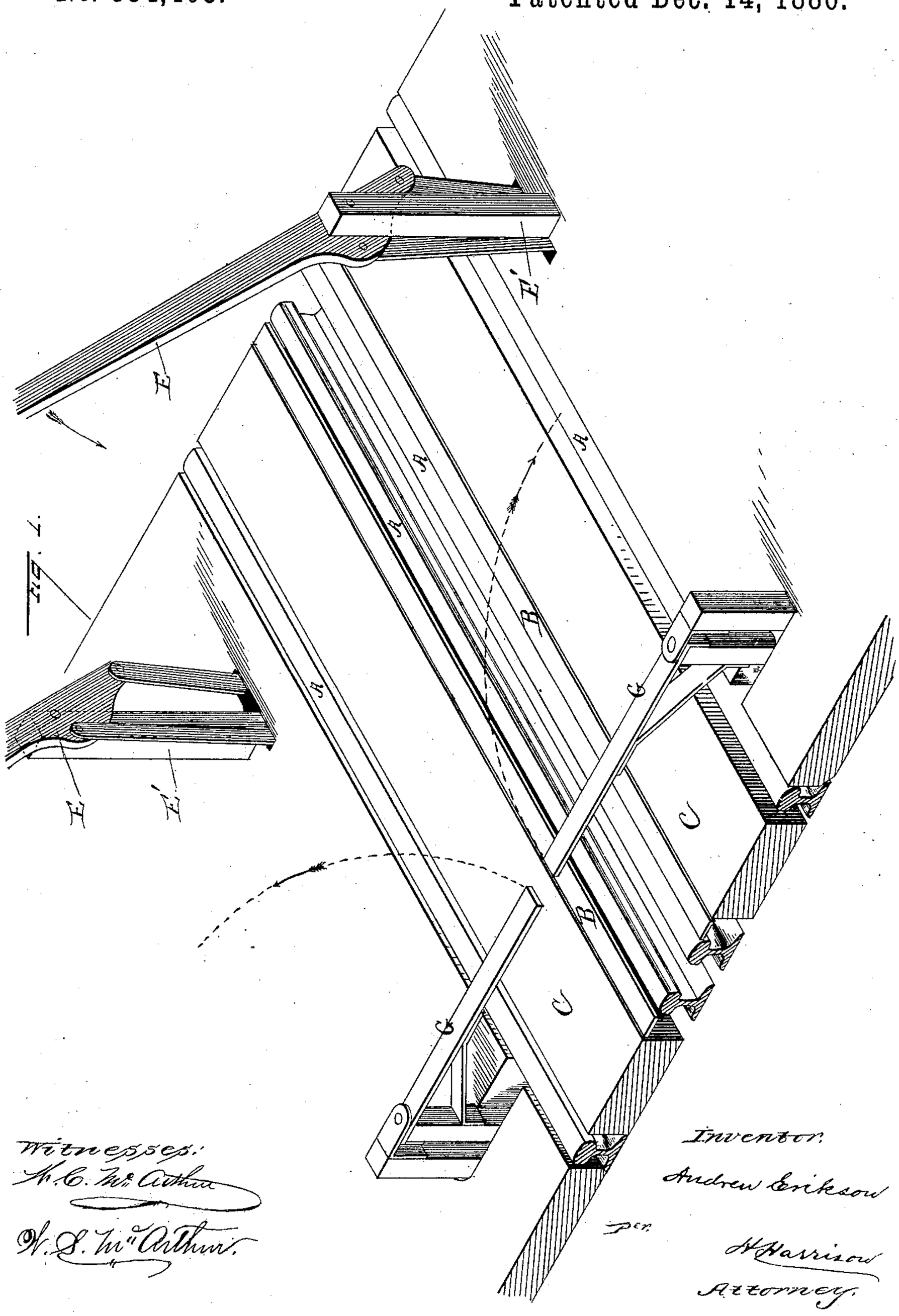
(No Model.) 2 Sheets—Sheet 1.

A. ERIKSON.

RAILROAD GATE.

No. 354,403. Patented Dec. 14, 1886.



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(No Model.) 2 Sheets—Sheet 2.

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Fig. 2.

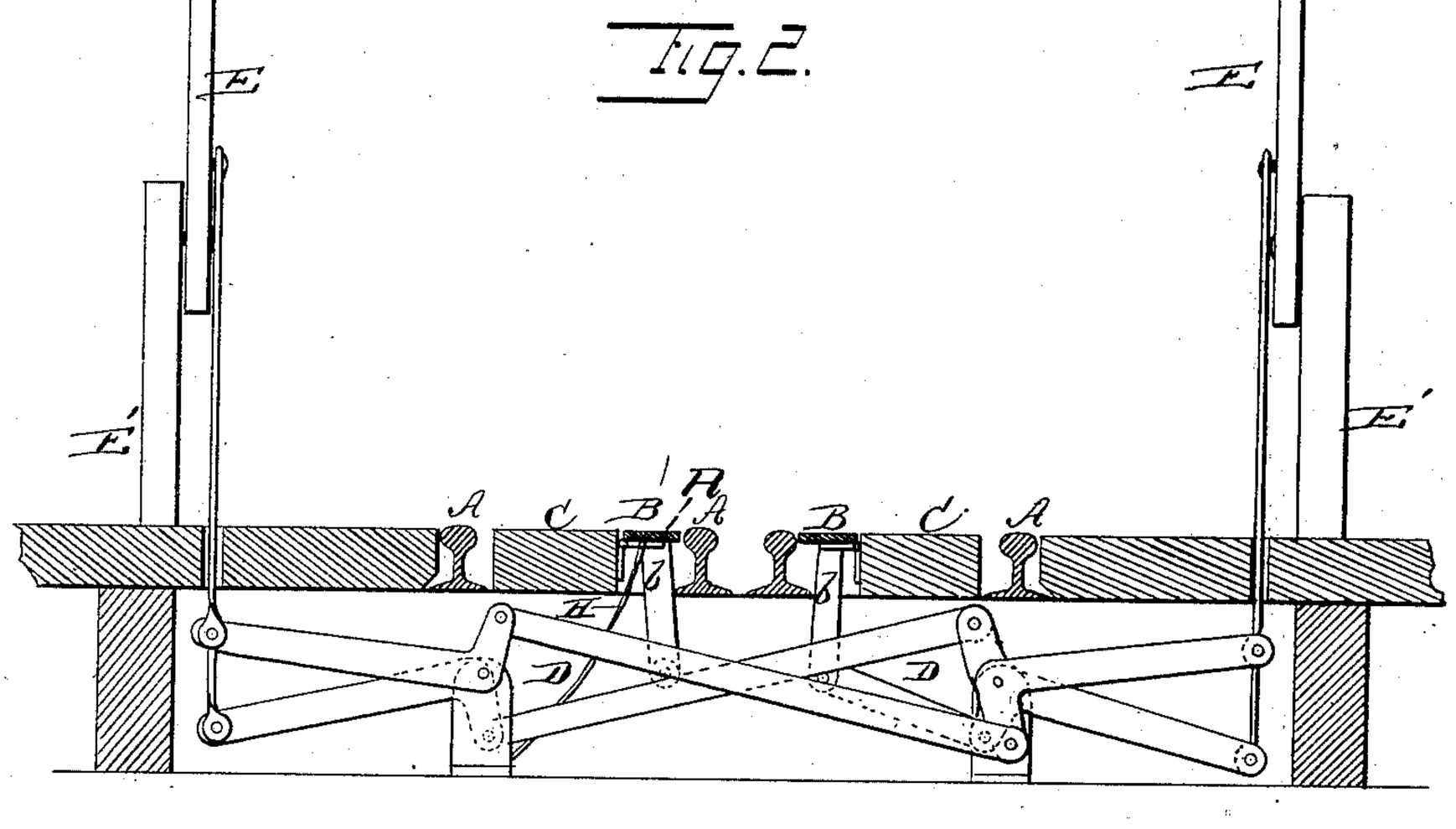
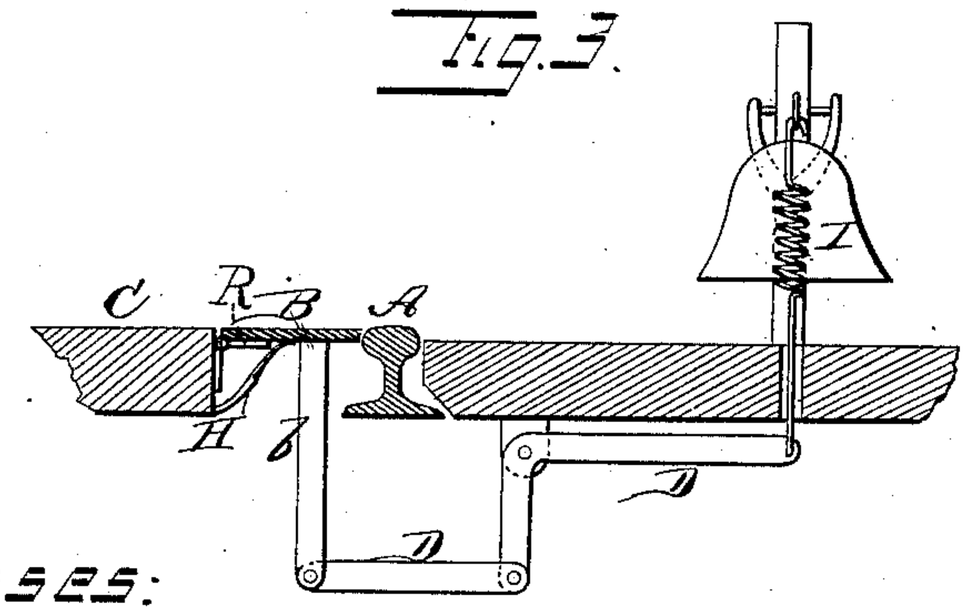


Fig. 3.



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UNITED STATES PATENT OFFICE.

ANDREW ERIKSON, OF CHICAGO, ILLINOIS.

RAILROAD-GATE.

SPECIFICATION forming part of Letters Patent No. 354,403, dated December 14, 1886.

Application filed September 23, 1882. Renewed January 28, 1886. Serial No. 190,125. (No model.)

To all whom it may concern:

Be it known that I, ANDREW ERIKSON, a citizen of the United States of America, residing at Chicago, in the county of Cook and State of Illinois, have invented Improvements in Railroad-Gates, of which the following is a specification.

This invention relates to devices for automatically operating railroad-gates and crossing-signals; and it consists in a hinged metal plate, in close proximity to the inside of the rail, which is connected by a system of levers below the track to a gate or signal, the whole operated by the depression of the plate by the wheel-flanges of a passing train, as will be more fully described hereinafter.

In order to enable others skilled in the art to which my invention appertains to make and use the same, I will now proceed to describe its construction and operation, referring to the accompanying drawings, in which—

Figure 1 is a perspective view of a railroad-crossing having my device applied, and showing two different gates which may be operated by it without material alteration in the lever system. Fig. 2 is a cross-section of the crossing with the lever-connections necessary to operate one of these gates, and Fig. 3 is a sectional view of a similar plate connected to a signal.

A represents a railroad-track, and B B are plates placed parallel to and close along the inner sides of one of the rails of each track. These plates B B are hinged by hinges R to the planks C, placed between the rails at the crossing, and are each provided with a downwardly-projecting arm, *b*, which is connected at its lower end to a system of levers, D, arranged below the track and connected to a gate, E. In Fig. 1 two different gates are shown. The gate E is a long bar pivoted to an upright, E′, beside the crossing, and when operated is depressed at its outer end, to extend across the roadway and close the crossing.

G is a gate of different form, which is swung horizontally to accomplish the same result. The arrows in Fig. 1, together with the dotted lines, serve to show the movement of the gates.

When a train approaches a crossing, the flanges of the wheels strike and depress the edge of the plate B next to the rail, and by its arm *b* and system of levers D operate the gates to close the crossing. The plate extends far enough on each side of the crossing to enable this to be done at the proper time before the train has quite reached the road. When the train has passed and the pressure of the wheel-flanges is removed from the plates, they are returned to their places by means of a spring, H, (shown in Figs. 2 and 3,) the gates being opened by this operation.

As shown in Fig. 3, these plates may be used to actuate a bell or other signal by placing a small plate alongside the track at some distance from the crossing and connecting its projecting arm by a system of levers to a wire, which is carried along to the crossing, where it is attached to a signal-bell, I, which will be sounded on the approach of a train and warn any person who may be passing.

I am aware that it is not new to provide a plate connected by a system of levers to a gate-signal, the plate being depressed by the wheel-flanges of a passing train, and I do not claim the same, broadly; but

What I do claim, and desire to secure by Letters Patent, is—

The combination of the planks C C, located between the rails of the track, the plates B B, hinged to the planks C C, and each provided with a downwardly-projecting arm, *b*, a system of levers, D, connected with the arms *b*, and a gate operated by said levers, all constructed and arranged to operate substantially as and for the purpose set forth.

In testimony whereof I affix my signature in presence of two witnesses.

ANDREW ERIKSON.

Witnesses:
A. S. ERICKSON,
W. C. MCARTHUR.