

(No Model.)

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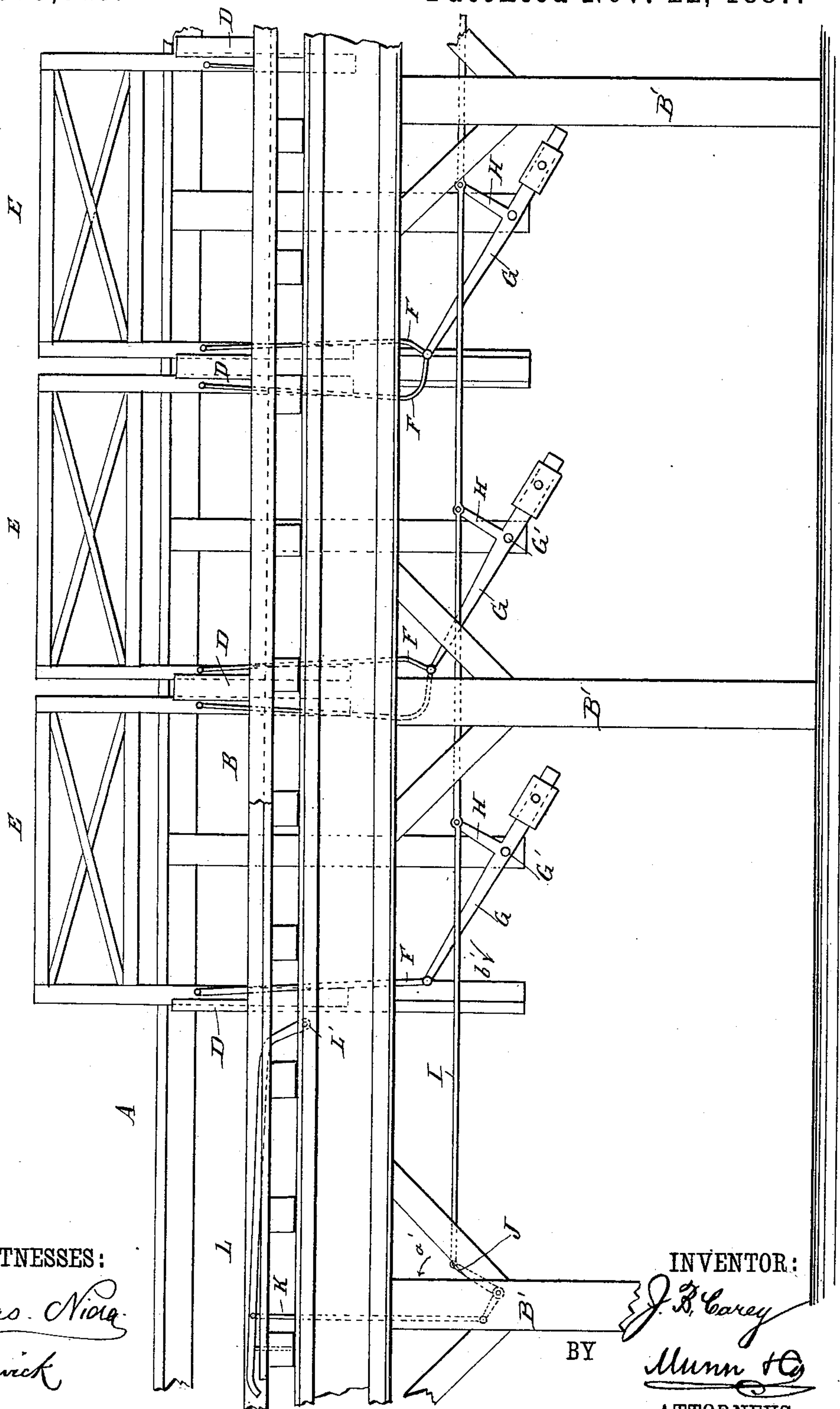
J. B. CAREY.

RAILROAD GATE.

No. 373,643.

Patented Nov. 22, 1887.

Fig. 1.



WITNESSES:

*Chas. Viola*  
*Bedgwick*

INVENTOR:

*J. B. Carey*

BY

*Munn & Co*

ATTORNEYS.

(No Model.)

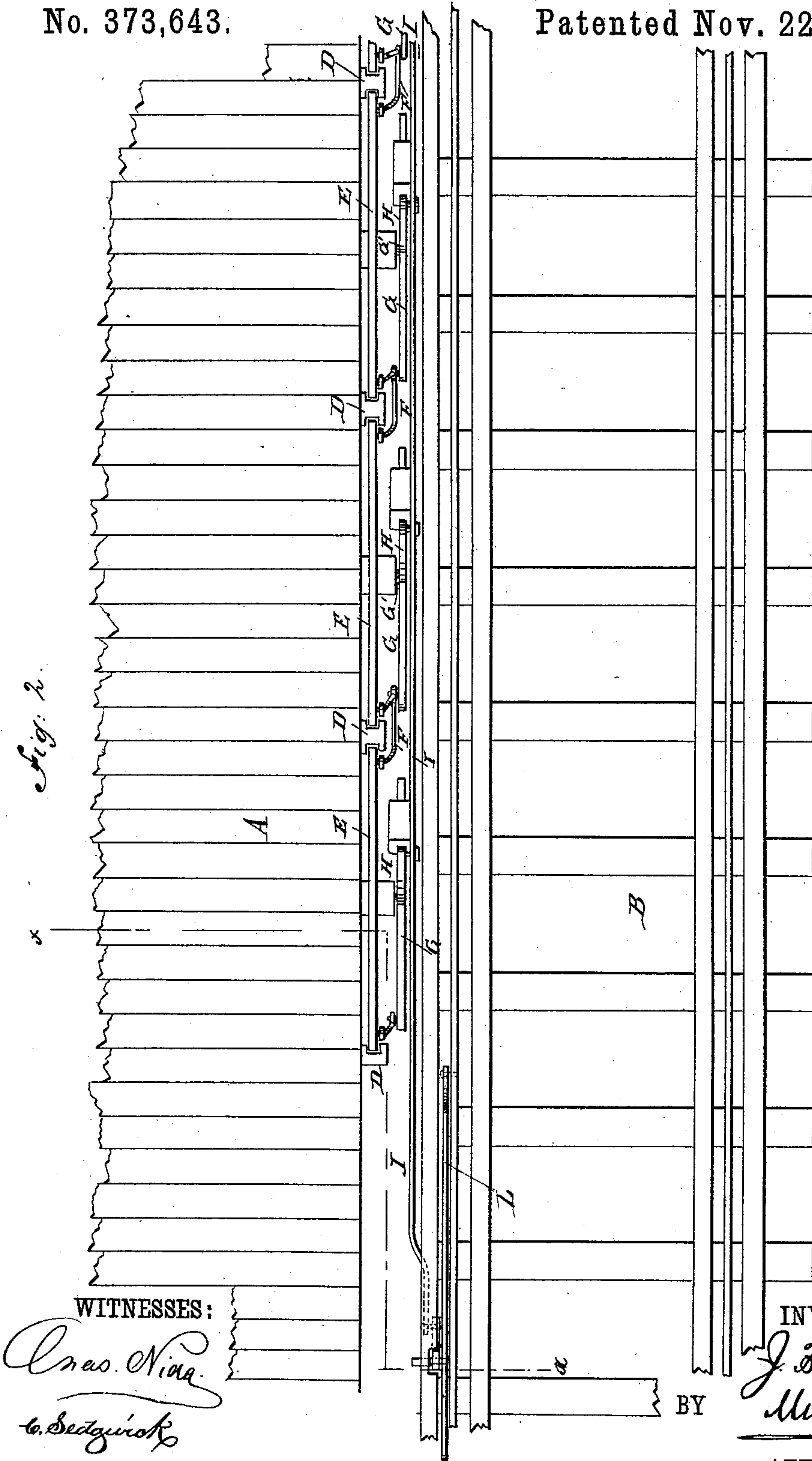
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RAILROAD GATE.

No. 373,643.

Patented Nov. 22, 1887.

*Fig. 2.*



WITNESSES:

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(No Model.)

3 Sheets—Sheet 3.

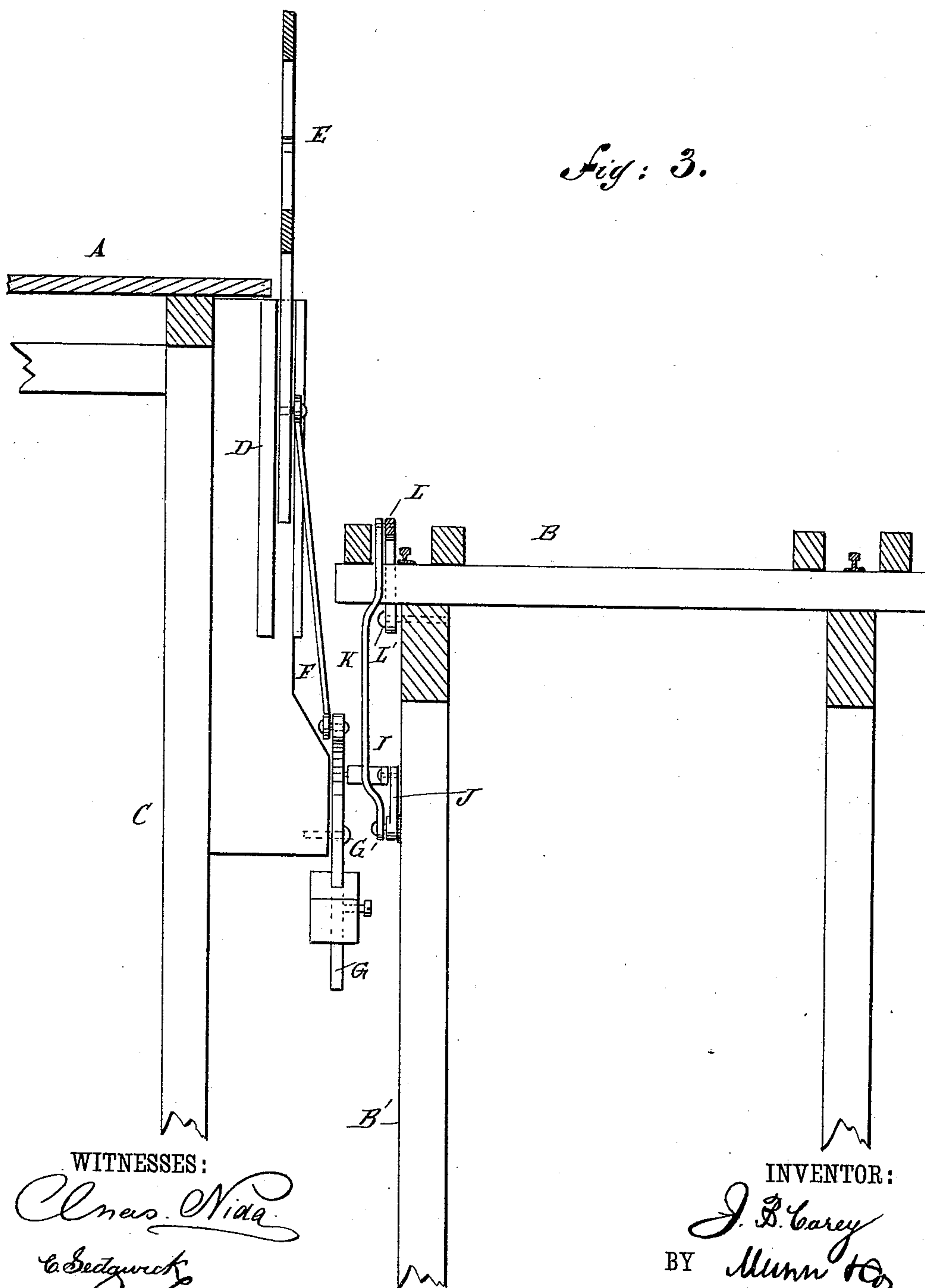
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*Fig: 3.*



WITNESSES:

Witnesses:  
 Charles Wida  
 C. Sedgwick

INVENTOR:

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# UNITED STATES PATENT OFFICE.

JOHN B. CAREY, OF BROOKLYN, NEW YORK.

## RAILROAD-GATE.

SPECIFICATION forming part of Letters Patent No. 373,643, dated November 22, 1887.

Application filed August 6, 1887. Serial No. 246,279. (No model.)

*To all whom it may concern:*

Be it known that I, JOHN B. CAREY, of Brooklyn, in the county of Kings and State of New York, have invented a new and Improved Railroad-Gate, of which the following is a full, clear, and exact description.

My invention relates to railroad-gates of the same class as that for which I filed an application for Letters Patent March 19, 1887, Serial No. 231,583, which application was allowed May 21, 1887.

The object of my present invention is to provide a new and improved self-closing railroad-gate, which is simple and durable in construction and is automatically opened by the car-wheels of the train.

The invention consists of certain parts and details and combinations of the same, as will be fully described hereinafter, and then pointed out in the claims.

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

Figure 1 is a side elevation of my improvement in a closed position and as applied to elevated railroads. Fig. 2 is a plan view of the same, and Fig. 3 is a vertical cross-section of the same, on the line *xx* of Fig. 2.

My improved railroad-gate is specially adapted for elevated railroads, to form a gate or series of gates at the outer edge of the platform A, next to the track B, which is generally a certain distance below the platform A, so that the latter is even with the bottoms of the cars when the train is drawn up to the station. On the platform-supports C are secured a number of guides, D, which extend up to the outer edge of the platform A, and between each two succeeding guides is held to slide vertically a gate, E, of suitable construction and vertically connected at each end by a link, F, with the weighted lever G, fulcrumed at G' on a suitable post or bracket secured either to the track-posts B' or to the platform-supports C.

From the fulcrum G' of each weighted lever G extends an arm, H, pivotally connected with a rod, I, arranged horizontally and extending along the platform A and a short distance beyond one end of the same, as shown in Fig. 1. This outer end of the rod I is piv-

otally connected with one arm of the bell-crank lever J, pivoted on one of the track-posts B', and connected at its other arm by a link, K, with the free end of the rail-lever L, held alongside of one of the rails of the track B, and pivoted at L' to the track at a suitable distance below the rails. The outer end of the rail-lever L is slightly bent downward, as illustrated in Fig. 1, so as to permit an easy movement of the rail-lever when the train-wheels pass over the same.

Each gate-link F may be connected to a separate weighted lever G, or the links F of two adjoining gate ends may both be connected to one lever G, as illustrated in Fig. 1.

The operation is as follows: The weights of the lever G are so arranged that the said levers hold the gates E in a closed position and also hold the rail-lever L in its uppermost position, as illustrated in Fig. 1, so that said rail-lever L extends partly above the rails of the track. Now, when a train moves up to the station, the treads of the front locomotive-wheels pass onto the rail-lever L and press the same downward, so that the bell-crank lever J swings in the direction of the arrow *a'*, thereby drawing the rod I forward, so that the levers G swing downward in the direction of the arrow *b'*, thereby drawing the gates E downward vertically until the top edge of each gate E is flush with the top of the platform A, thus permitting passengers to pass from the platform A into the cars, or vice versa, in the usual manner. As soon as the train leaves the station and the flanges of the car-wheels move off the rail-lever L, then the gates E move upward vertically again by the action of the weights of the levers G, so that all the parts again assume the position shown in the drawings.

Instead of operating the rail-lever L by the locomotive or car wheels I may employ a special device, located in the cab of the locomotive or in any of the cars, for pressing the rail-lever downward, the said device being under the control of the engineer or other employé.

I am aware that gates for the platforms of railway-stations, sliding in ways above the said platforms, are old; and I am also aware that vertically-sliding gates have been operated by the approaching train, and I therefore do not claim such inventions.



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

1. In a railroad-gate, the combination, with  
5 a platform and guides wholly below the platform, of a gate held to slide vertically in the said guides, a weighted lever having one end connected to the gate, a pivoted lever held  
10 alongside of the track-rails, and intermediate connection between the weighted lever and the lever alongside of the rails, substantially as described, whereby when the lever alongside of the track is depressed the gate is moved  
15 downward with its top flush with the platform and the latter left unobstructed, as set forth.

2. In a railroad-gate, the combination, with  
20 a pivoted lever held alongside of the track-rails and a vertically-sliding gate, of a three-armed and weighted lever, a connection between one arm of the said lever and the gate,

a horizontally-sliding rod connected to one arm of the said three-armed lever, and a connection between the horizontally-sliding rod and the lever alongside of the track-rails, substantially as described. 25

3. In a railroad-gate, the combination, with  
30 a pivoted lever held alongside of the rail-track and with a vertically-sliding gate, of a three-armed and weighted lever, a connection between one arm of the said lever and the gate, a horizontal sliding rod connected to one of the arms of the said lever, a bell-crank lever connected to the horizontal rod, and a connection between the other arm of the bell-crank  
35 lever and the lever alongside of the track, substantially as herein shown and described.

JOHN B. CAREY.

Witnesses:

THEO. G. HOSTER,  
C. SEDGWICK.