

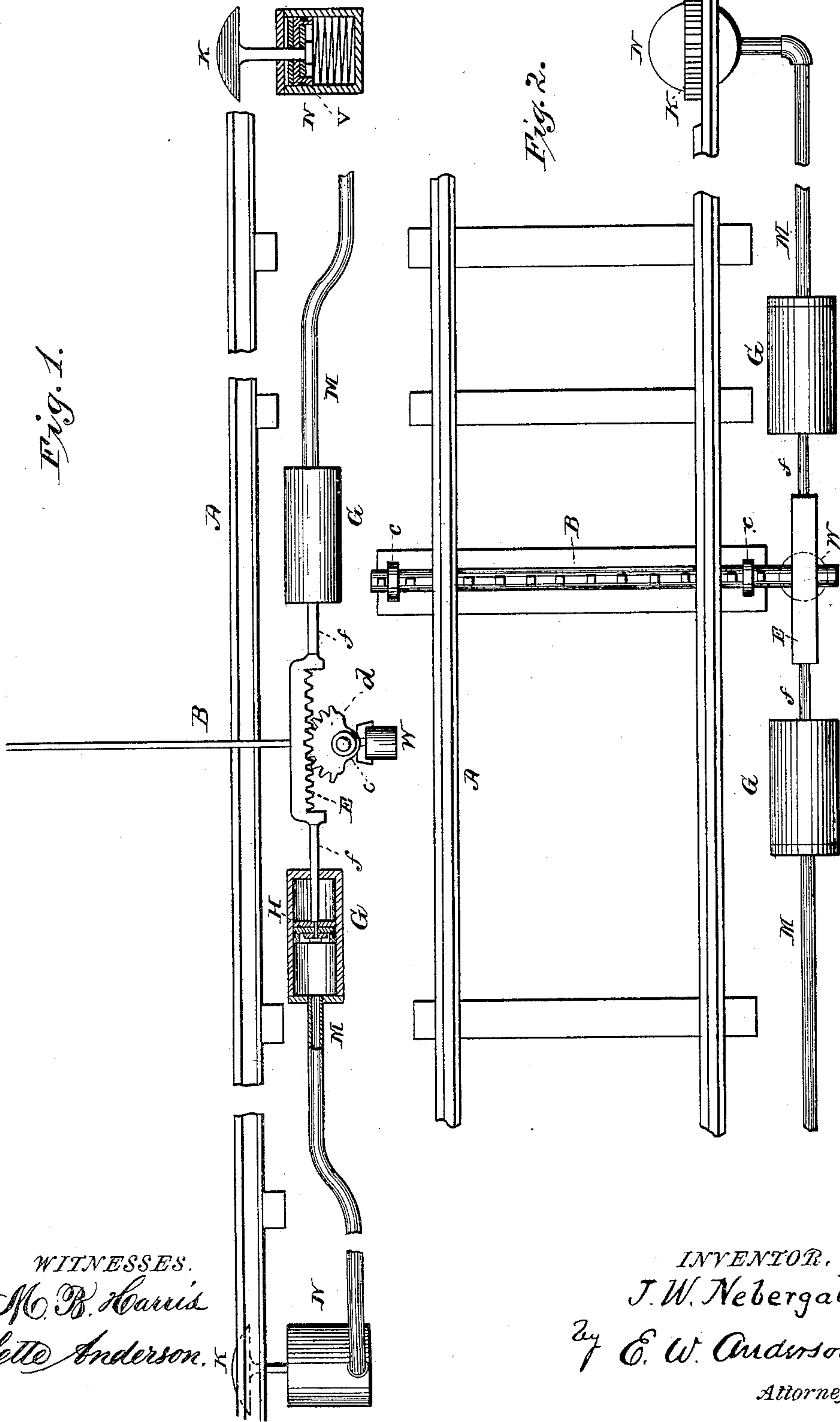
(No Model.)

J. W. NEBERGALL.

RAILROAD GATE.

No. 399,624.

Patented Mar. 12, 1889.



WITNESSES.
M. B. Harris
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INVENTOR,
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UNITED STATES PATENT OFFICE.

JAMES W. NEBERGALL, OF PRAIRIE CREEK, INDIANA, ASSIGNOR OF ONE-HALF TO CURTIS G. THOMAS, OF SAME PLACE.

RAILROAD-GATE.

SPECIFICATION forming part of Letters Patent No. 399,624, dated March 12, 1889.

Application filed December 3, 1888. Serial No. 292,498. (No model.)

To all whom it may concern:

Be it known that I, JAMES W. NEBERGALL, a citizen of the United States, and a resident of Prairie Creek, in the county of Vigo and State of Indiana, have invented certain new and useful Improvements in Railroad-Gates; and I 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 side view of the invention, showing parts in section. Fig. 2 is a plan view.

This invention has relation to railroad-gates; and it consists in the construction and novel combination of devices, as hereinafter set forth, and pointed out in the appended claim.

In the accompanying drawings, the letter A designates the rails of the track; and B, the gate, having at its lower end the journals *c* and carrying the segment-gear *d*.

E represents a rack which engages the segment-gear *d* of the gate. This rack is secured between the piston-rods *f*, which extend in each direction therefrom parallel with the track-rail. The air-cylinders G G are secured alongside the track in front and in rear of the rack, and in each cylinder G is a piston, H, by the movement of which the gate is operated through the medium of the rack and segment-gear.

Pipes M M, alongside the track, lead from

the horizontal cylinders G G, respectively, to the upright air-cylinders N N, in which are the plunger-pistons V V, to the upper ends of which are secured the pressure-heads K K, which rise slightly above the track-rails when the pistons are in normal position.

The power employed is air. When a train approaches the gate, the wheels force down the pressure-head K and the piston in the cylinder N compresses the air therein and in the pipe *m* and cylinder G, whereby the rack-piston H is forced over, moving the rack longitudinally and turning the segment-gear, whereby the gate is revolved downward to the track-level. After the train has passed the air-pressure is relieved and the gate is raised by the gravitation of the weight W, connected thereto.

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

The pivoted railroad-gate having a segment-gear and weight secured to its pivotal portion, in combination with a reciprocating rack, a piston-rod and piston attached to the rack, a horizontal air-cylinder, an upright air-cylinder, piston, and pressure-head rising above the track, and an air-pipe connecting the horizontal and upright cylinders, substantially as specified.

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

JAMES W. NEBERGALL.

Witnesses:

MARTIN HOLLINGER,
SIMEON F. STROLE.