

A. HOUTS.
Railroad Gates.

No. 142,466.

Patented September 2, 1873.

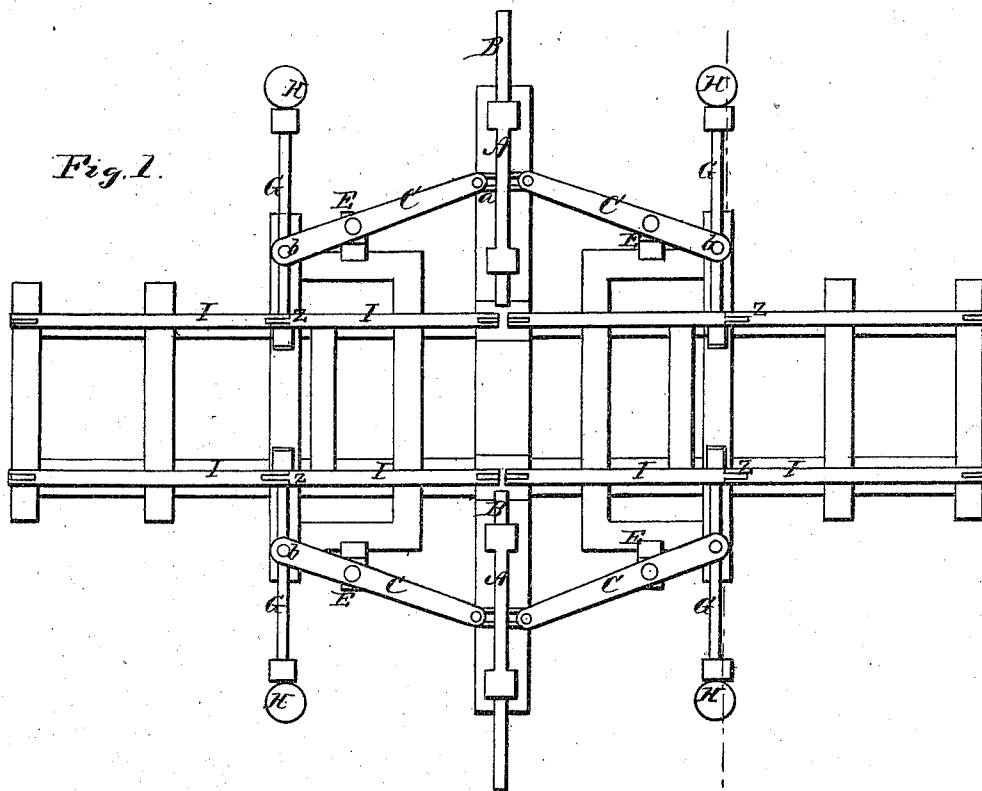
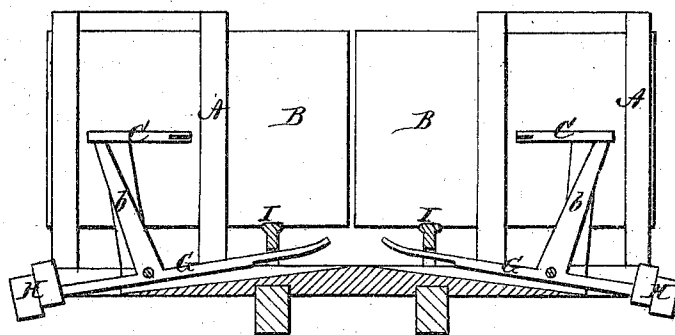


Fig 2.



Witnesses.
E. A. Bates.
Phillips & Measi.

Inventor.
Albert Houts
Chipman & Forman & Co.
Attys

UNITED STATES PATENT OFFICE.

ALBERT HOUTS, DECEASED, (ELIAS HOUTS, ADMINISTRATOR,) OF SALONA,
PENNSYLVANIA.

IMPROVEMENT IN RAILROAD-GATES.

Specification forming part of Letters Patent No. **142,466**, dated September 2, 1873; application filed
May 17, 1873.

To all whom it may concern:

Be it known that I, ALBERT HOUTS, of Salona, in the county of Clinton and State of Pennsylvania, have invented a new and valuable Improvement in Railroad-Gates; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a representation of my railroad-gate in plan view. Fig. 2 is a transverse section of the same.

This invention has relation to railroad-gates; and it consists, in connection with a series of jointed or pivoted rail-sections, of the construction and novel arrangement of a compound lever having a vertically-vibrating weighted branch, provided with a rest-plate to support the rail-joint and a horizontally-vibrating branch at right angles with the plane of the sliding gate, and connected thereto by a slotted projection or link, allowing the necessary play. The object of this invention is to make use of pivoted rails, connected to form a rising joint on each side of the gate, and, with this object in view, the main fulcrum of the compound lever is placed at one side of the gate and some distance therefrom. By the arrangement adopted the action of the horizontal lever upon the sliding gate is directly in the plane of its movement.

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.

Like letters of reference indicate corresponding parts.

A A represent two frames erected one on each side of a railroad-track, and in each of said frames is a gate, B, made to move horizontally across the track and meet in the center of the same. Through each gate, B, at or near the center, is passed a link, *a*, to each end of which is attached a lever, C, the said levers extending in opposite directions from

the gate and pivoted on top of vertical posts E E. A suitable distance from the gates on each side of them and on each side of the track is pivoted a lever, G, the inner end of which extends under the rails nearest to it, and the outer end of which is weighted by weights H. From each lever G, at or near its pivot-point, extends an arm, *b*, upward, the upper end of which is inserted and fits in a hole in the end of the lever C. I I are the rails of a railroad-track, which are so arranged as to be hinged together on each side of the track directly over the levers G G. The inner ends of these levers are to be turned up, so as to hold the rails in proper position. The other ends of the rails, which are so hinged together above the levers G, are flexibly connected with the adjoining rails of the track, so that these rails may be raised at the joints Z to a certain height by the weighted levers G G, and when in this position the gates B B are closed.

As a train approaches from either direction the rails I I are depressed by the front wheels of the locomotive before the front end of the same reaches the gates. This depression of the rails I I tips the levers G G, which, by means of their arms *b b*, turn the levers C C on their pivots, and these levers in turn draw the gates outward away from the track.

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

The compound lever, consisting of the vertically-vibrating weighted branch G having the upright arm *b* and the rail-rest and the horizontally-vibrating branch C, in connection with the slotted link *a*, the sliding gate B, and the rails I, pivoted together to form the rising joint Z at some distance from said gate, substantially as specified.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

ALBERT HOUTS.

Witnesses:

J. C. SIGMUND,
W. J. WEAVER.