

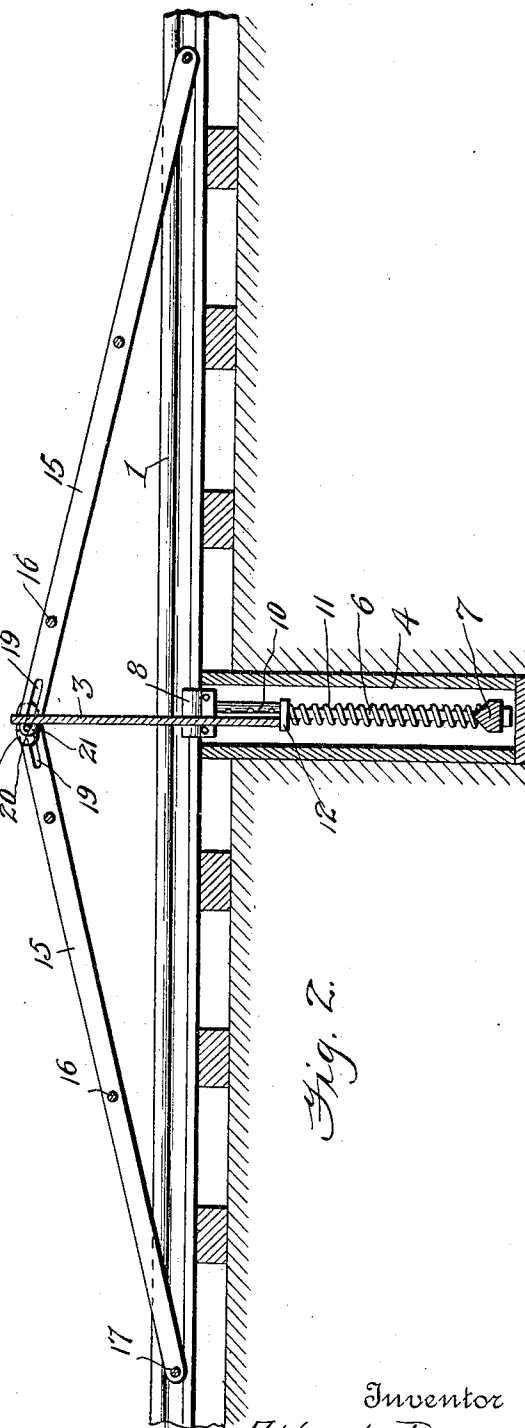
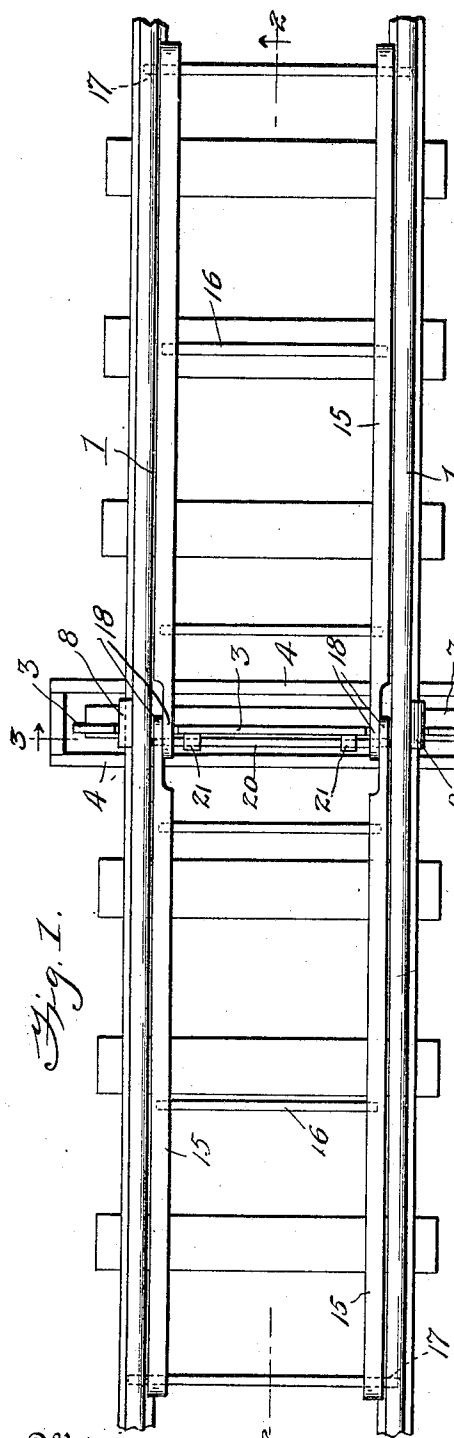
No. 830,310.

PATENTED SEPT. 4, 1906.

A. DYER.
RAILROAD GATE.

APPLICATION FILED MAR. 26, 1906.

2 SHEETS--SHEET 1.



Witnesses
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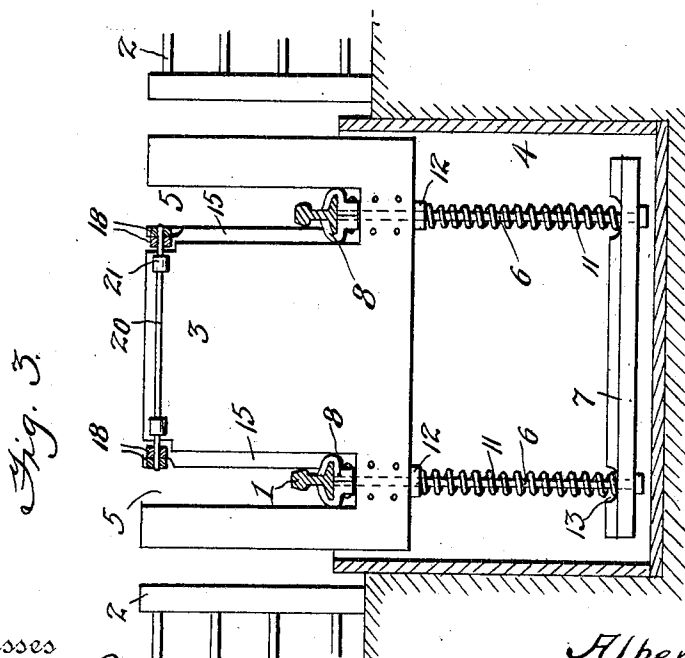
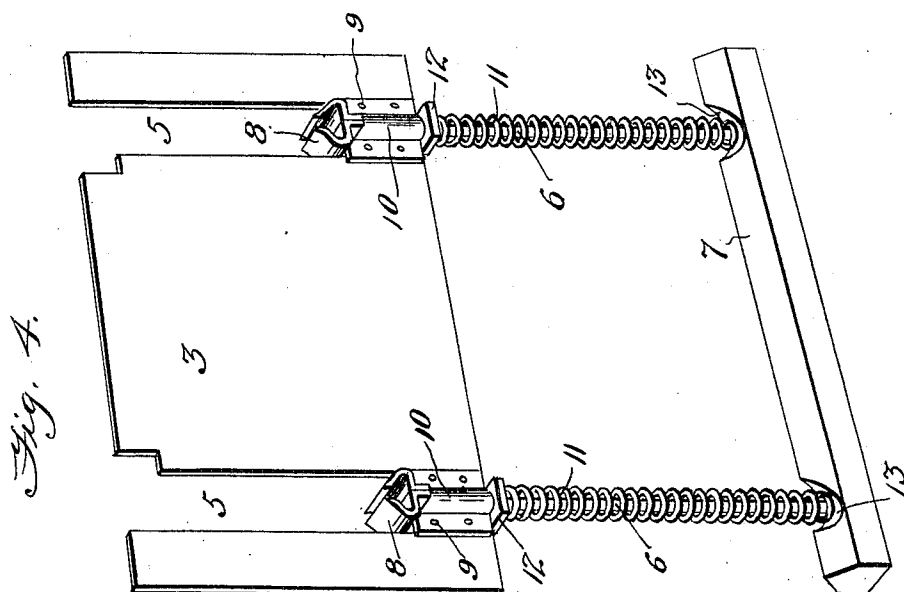
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UNITED STATES PATENT OFFICE.

ALBERT DYER, OF BAXTER, TENNESSEE.

RAILROAD-GATE.

No. 830,310.

Specification of Letters Patent.

Patented Sept. 4, 1906.

Application filed March 26, 1906. Serial No. 308,057.

To all whom it may concern:

Be it known that I, ALBERT DYER, a citizen of the United States, residing at Baxter, in the county of Putnam and State of Tennessee, 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.

My invention relates to improvements in stock-gates for railroads of that class designed to close cuts or openings in fences to prevent the passage of stock therethrough and to be opened by the passage of a car or train over the track.

The object of the invention is to improve and simplify the construction and operation of gates of this character, and thereby render the same more efficient and durable and less expensive.

With the above and other objects in view the invention consists of certain novel features of construction, combination, and arrangement of parts hereinafter described and claimed.

In the accompanying drawings, Figure 1 is a plan view of a railroad-track having my improved stock-gate applied thereto. Fig. 2 is a longitudinal sectional view taken on the plane indicated by the line 2 2 in Fig. 1. Fig. 3 is a vertical transverse sectional view taken on the plane indicated by the line 3 3 in Fig. 1, and Fig. 4 is a perspective view of the gate removed from the track.

Referring to the drawings by numeral, 1 denotes a railroad-track.

2 denotes a fence through an opening in which the track extends, which opening is normally closed by my improved stock-gate 3. The latter is mounted to slide vertically into and out of a housing or casing 4, embedded in the ground beneath the track, and it is automatically opened or forced downwardly by the passage of a car or train over the track. As shown, the gate 3 is in the form of a metal plate disposed transversely and formed adjacent to its sides with vertically-arranged slots or openings 5, through which the track-rails 1 extend. The gate slides upon vertically-extending rods 6, which depend from the track-rails 1 and are connected at their lower ends by a cross-bar 7, which is disposed adjacent to the bottom of the housing or casing 4. The guide-rods 6 have formed or secured upon their upper

ends clamping-heads 8, which engage the base-flanges of the track-rails 1, and thus support the rods, as clearly shown in the drawings. Said rods pass through vertically-extending guides 10, arranged upon the gate 3 in alinement with the slots 5 and formed, preferably, by bent plates which are bolted, riveted, or otherwise secured, as at 9. These guides cause the gate to slide vertically upon the rod, and it is held elevated or in its closed position by coiled springs 11, which surround the lower portions of the rods between washers or the like 12 upon said rods and curved seats or notches 13 in the angular top of the cross-bar 7. In order to cause the gate to be automatically opened or lowered into the housing 4 to permit a passing train to move over the same, I provide pairs of tread-bars 15, which are adapted to be engaged by the flanges upon the wheels of the cars. These pairs of bars 15 are connected together by cross-rods 16, which are disposed upon the inner sides of the track-rails 1, their outer ends being pivotally mounted, as shown at 17, and their inner overlapping ends 18 being cut away or reduced and formed with longitudinally-extending slots 19, through which project the ends of a transversely-extending bar 20, secured upon the upper central portion of the gate, as shown at 21. This bar 20 forms a fulcrum or pivot which slides in the slots 19 as the tread-bars 15 are depressed by the wheels of passing trains. The extreme ends of the portions 18 of the tread-bars are rounded, as shown, to permit the flanges of the car-wheels to readily pass over them.

From the foregoing description, taken in connection with the accompanying drawings, the construction, operation, and advantages of the invention will be readily understood without requiring a more extended explanation.

Various changes in the form, proportion, and the minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of the invention as defined by the appended claims.

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

1. The combination with the track-rails, of guides depending therefrom, and a gate movable upon said guides.

2. The combination with the track-rails, of

guides depending therefrom, and an automatically-operated gate slidable upon said guides.

3. The combination with the track-rails, of
5 guides depending therefrom, a gate vertically slidable upon said guides, a spring for elevating said gate, and a tread-bar for lowering said gate.

4. The combination with the track-rails, of
10 guide-rods depending therefrom and connected at their lower ends, a vertically-sliding gate upon said rods having slots or openings to receive said track-rails, springs upon said rod for elevating said gate, and tread-bars
15 for lowering said gate.

5. The combination with the track-rails, of guide-rods depending therefrom and connect-

ed at their lower ends, a vertically-sliding gate upon said rods having slots or openings to receive said track-rails, springs upon said rod for elevating said gate, and pairs of tread-bars arranged upon opposite sides of said gates and having their outer ends pivotally connected to the track-rails and their inner ends loosely pivoted to said gate, substantially as described.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

ALBERT DYER.

Witnesses:

H. N. CAMPBELL,
D. S. PATTEN.