(No Model.)

P. HAUSEMAN.

RAILROAD GATE.

No. 262,292. Patented Aug. 8, 1882.

Fig. 1.

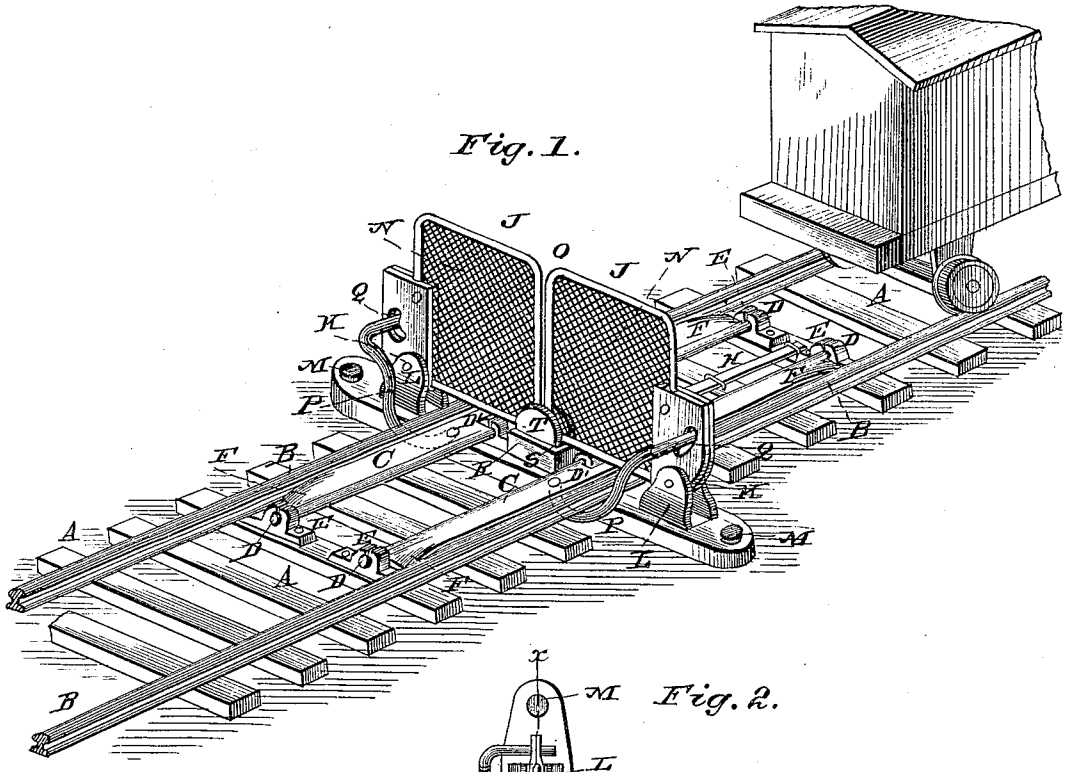


Fig. 2.

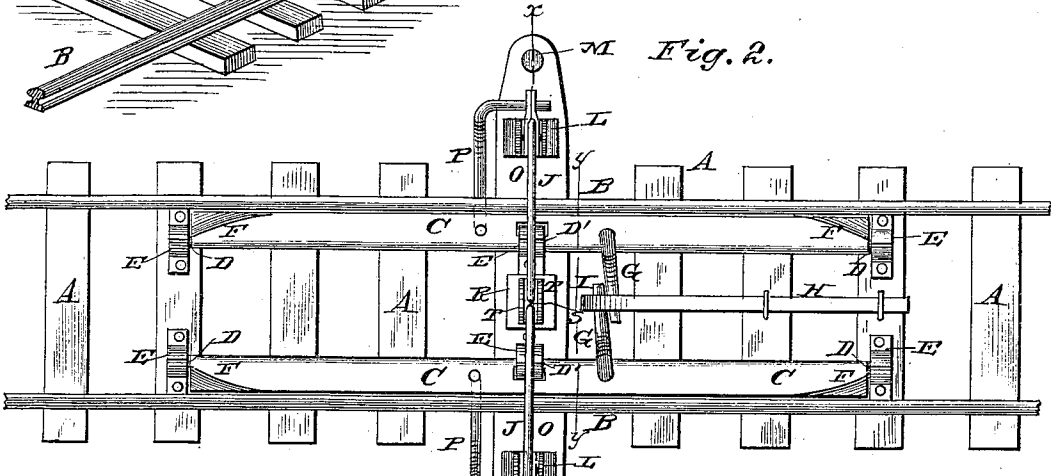


Fig. 3.

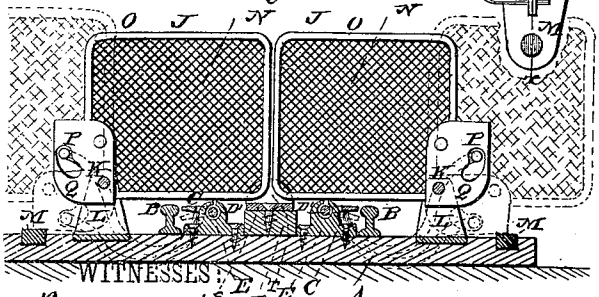
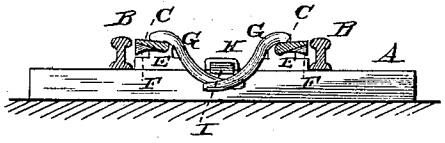


Fig. 4.



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UNITED STATES PATENT OFFICE.

PETER HAUSEMAN, OF SPEEDWELL, ASSIGNOR OF ONE-THIRD TO W. A. RICHMOND, OF RURAL RETREAT, VIRGINIA.

RAILROAD-GATE.

SPECIFICATION forming part of Letters Patent No. 262,292, dated August 8, 1882.

Application filed May 10, 1882. (No model.)

To all whom it may concern:

Be it known that I, PETER HAUSEMAN, of Speedwell, in the county of Wythe and State of Virginia, have invented certain new and useful Improvements in Railroad and Farm Gates; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification.

This invention relates to railroad and farm gates, and has for its object to provide a gate embodying simplicity in construction and durability, efficiency, and ease in operation.

To this end it consists in certain improvements in the construction and operation of the same.

In the drawings, Figure 1 is a perspective view; Fig. 2, a top view; Fig. 3, a cross-section on the line *x x*, Fig. 2; and Fig. 4, a cross-section on the line *y y*, Fig. 2.

Referring by letter to the drawings, A designates the sleepers or cross-ties, and B B the rails, forming the railroad-track.

C C are two longitudinal metal plates, arranged adjoining the inner sides of the rails, and having bearings D D at each end and at their center D′ in brackets E E, secured on the cross-ties. The ends of plates C C are curved downwardly between their bearings D D and the rails, as shown at F, to form a guide or incline for the wheels of the car.

G G are lateral arms or levers, projecting from the plates C C at their inner sides, and H is a flat spring secured on the sleepers, and having its end I projecting over the ends of levers G G; but in lieu of spring H the levers may be weighted or provided with other suitable means for retaining the plates in their normal horizontal position.

J J designate the gates, which are pivoted at their lower rear ends, K, in brackets L L, arranged on the sleeper outside the rails. The ends of the sleeper are also provided with elastic cushions or bumpers M M, to break the fall of the gate and prevent damage thereto. The gates may be constructed in any suitable form and of any desired material, but are preferably formed of wire-netting N, as herein shown, surrounded by a stout wire frame, O. They are operated by angular arms or levers P P, passing through openings Q Q in their lower rear corners, and extending inwardly under the rails and secured to the plates C C.

R is a foot-block secured on the sleeper in the center of the track, and having a plate, S, provided with upturned flanges T T, to prevent lateral strain on the gates when they are down in their normal position. The plate S may be cushioned, if desired, to break the fall of the gate.

The operation and advantages of my invention will be readily understood. When the cars approach, the tread of the flange of the wheels on the edge of the horizontal plates next the rail causes the former to turn in their bearings and incline in that direction. This movement lowers the operating-levers P P, which cause the gates to swing vertically on their bearings in brackets L L and fall on bumpers M M in the position shown in dotted lines, Fig. 3 of the drawings. The inclined position of the plates also causes the arms G G to elevate the end of spring H. When the cars have passed the tension of the spring H, or an equivalent device on levers G G, causes the plates to assume their normal position, thus throwing the gates over and closing the same.

The operation of my improved gate is effected with superior efficiency, safety, and dispatch, and is not affected by snow.

It is obvious that with slight modifications my gate may be used on a farm, the tread of the wheels of a carriage or wagon being sufficient to open the gate.

I claim and desire to secure by Letters Patent of the United States—

1. The combination, with the horizontal tread-plates arranged adjoining the inner sides of the rails in suitable bearings, and provided with lateral arms or levers projecting from the plates at their inner sides and engaged by a flat spring or its equivalent, of the pivoted gates connected to the plates by angular arms or levers extending from the same under the rails and connected to the gates, as set forth.

2. The herein-described improved gate, com-

prising the horizontal tread-plates C C, having bearings D D and D′ in brackets E E, secured on the cross-ties, lateral inwardly-projecting arms or levers G G, engaged by a flat spring, H, or its equivalent, and outwardly-extending angular operating arms or levers P P, the cross-tie A, having foot-block R, provided with plate S, having upturned flanges T T, brackets L L, and cushions or bumpers M M, and the gates J J, pivoted in brackets L L, and provided with openings Q Q, through which pass the ends of levers P P, as set forth.

3. The horizontal tread-plates C C, having bearings at their ends and center, and their ends curved downwardly or inclined, and provided with inwardly-projecting lateral arms G G, engaged by a flat spring, H, or its equivalent, as and for the purpose specified.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

PETER HAUSEMAN.

Witnesses:
W. P. GARNES,
P. S. GROSECLOSE.