

Waltz, Soliday & Hamsher.

Railway Gate.

N^o 90,708.

Patented Jun. 1, 1869.

Fig. 1.

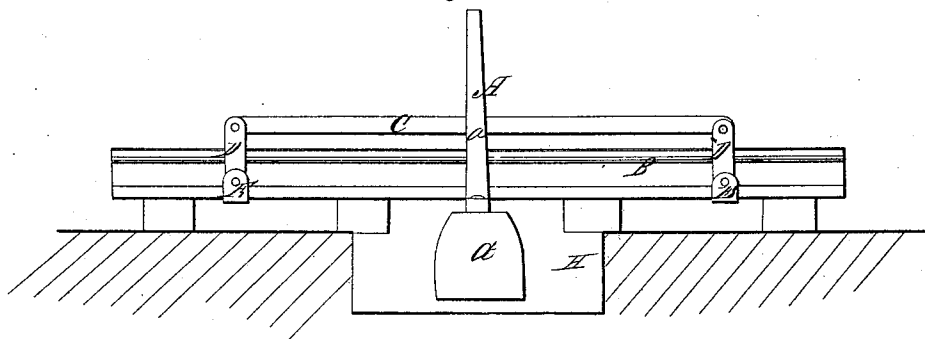


Fig. 2.

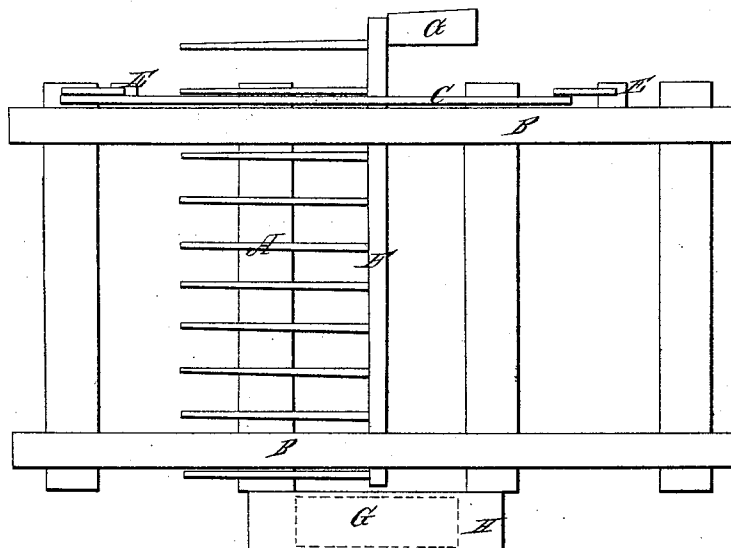
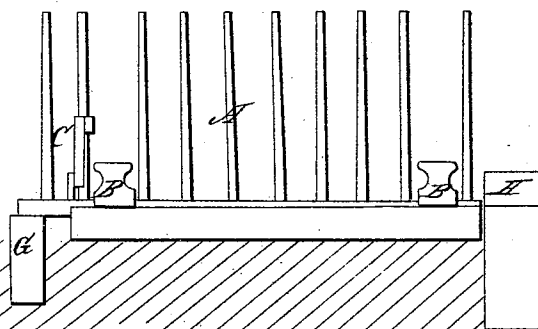


Fig. 3.



Witnesses:

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United States Patent Office.

D. J. WALTZ, H. A. SOLIDAY, AND WILLIAM HAMSHER, OF DOYLESTOWN, OHIO.

Letters Patent No. 90,708, dated June 1, 1869.

IMPROVED RAILWAY-GATE.

The Schedule referred to in these Letters Patent and making part of the same.

To all whom it may concern:

Be it known that we, D. J. WALTZ, H. A. SOLIDAY, and WILLIAM HAMSHER, of Doylestown, Wayne county, Ohio, have invented certain new and useful Improvements in Road-Gates; and we do hereby declare that the following is a full and complete description of the same, reference being had to the accompanying drawings, making part of this specification, in which—

Figure 1 is an end view of the gate.

Figure 2, a top view.

Figure 3, a side view.

Like letters of reference refer to like parts in the different views.

A represents the gate, which may be of any desirable shape.

B, the rail, on which the car, or carriage is designed to run.

C is a connecting-rod, pivoted to one of the perpendicular slats of the gate at *a*.

D D are links, connecting the rod to the framework, or roadway.

F is a cross-bar, to which the perpendicular slats of the gate are secured.

To each end of this cross-bar are hung the counter-balance-weights G.

The manner in which this gate is operated is as follows:

The top of the connecting-rod C may be made with a flange, or guard, and broad enough to receive the periphery of the carriage-wheel, which, when it strikes the end of the same in passing along, throws it forward, it being pivoted to the links D, as before stated, and also pivoted to the gate, thereby throwing that forward in the same direction; the wheel, as it passes,

pressing down the connecting-rod, thus holding the gate in a horizontal position until the pressure is removed, when the weights, at the end of the cross-bar F, fall back, and thereby raise the gate to a perpendicular position.

The gate may also be used as a railroad guard-gate, the flange of the tread-wheel pressing down the connecting-rod, thereby operating the gate in the manner before described. It can also be operated from either direction.

The balance-weights G may be encased in a box, H, the ends of the cross-bar, to which they are secured, only entering at the side, thereby excluding all rain or snow, which, in cold weather, would freeze around the weights, and hold them stationary.

We are aware that gates for railroads have been constructed in such manner as to be turned down, out of the way of the passing train, by means of certain specific devices, and we do not broadly claim such gate and its devices, nor do we claim a special means of holding the gate down, independent of the train itself; but

What we claim as our improvement, and desire to secure by Letters Patent, is—

The combination of the connecting-rod C and hinged links D, and weight G, when used to operate gate A, by the means and in the manner substantially as described.

D. J. WALTZ.
H. A. SOLIDAY.
WM. HAMSHER.

Witnesses:

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