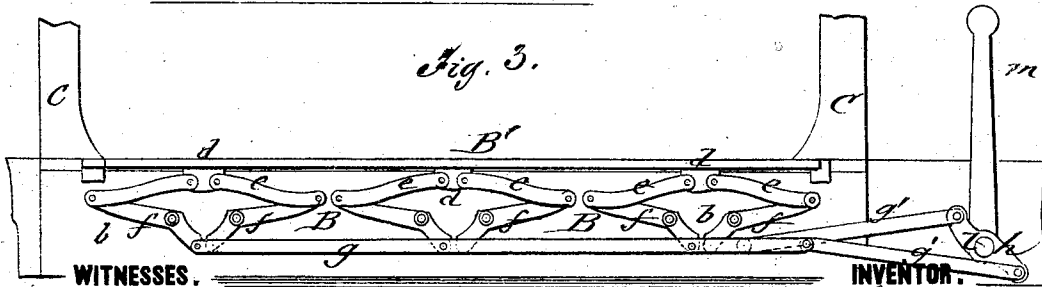
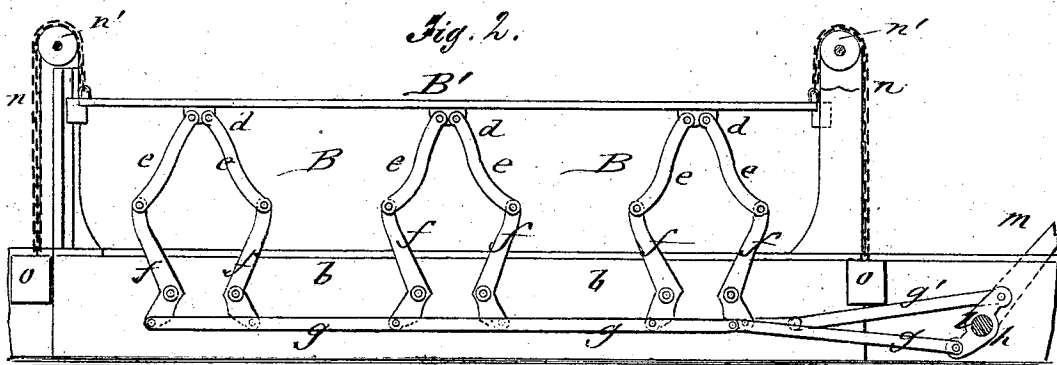
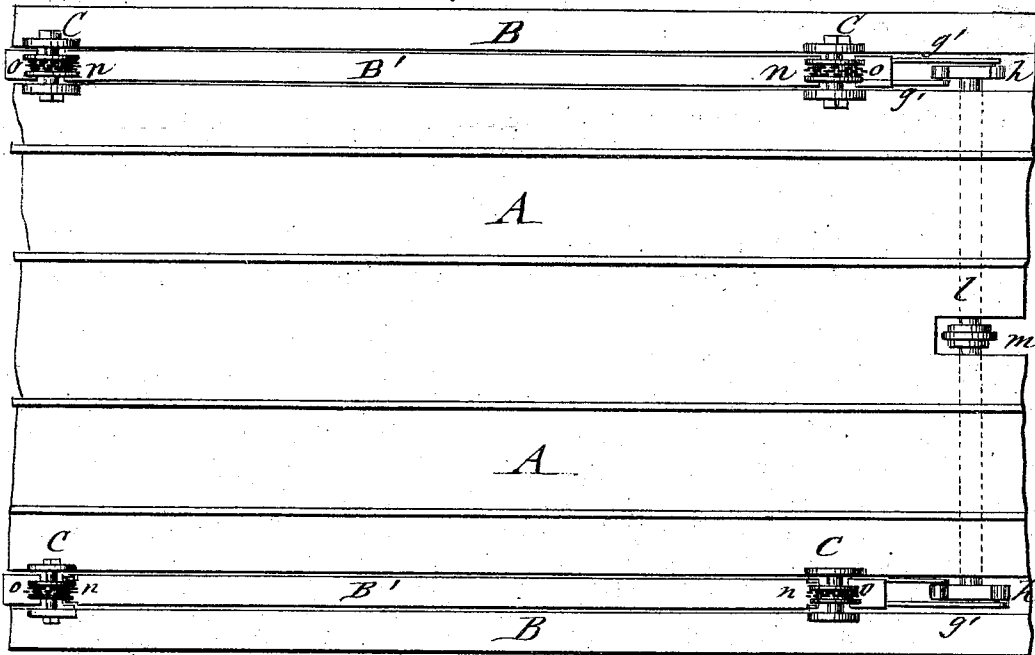


E. RIDGE.
Gates for Railway Crossings.

No. 152,415.

Fig. 1.

Patented June 23, 1874.



WITNESSES.

INVENTOR.

Chas. N. Nida
Chadwick

BY

E. Ridge
Wm. L. Le
ATTORNEYS.

UNITED STATES PATENT OFFICE.

ELMER RIDGE, OF PHILADELPHIA, PENNSYLVANIA, ASSIGNOR TO HIMSELF,
AMOS H. TAYLOR, AND ISAAC C. SHALLCROSS, OF SAME PLACE.

IMPROVEMENT IN GATES FOR RAILWAY-CROSSINGS.

Specification forming part of Letters Patent No. **152,415**, dated June 23, 1874; application filed
April 18, 1874.

To all whom it may concern:

Be it known that I, ELMER RIDGE, of Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented a new and Improved Gate for Railroad-Crossings, of which the following is a specification:

In the accompanying drawing, Figure 1 represents a top view of my improved gate for railroad-crossings; Fig. 2, a sectional side elevation of the same as thrown up; and Fig. 3, a side elevation, showing it folded down to a level with the track for the passage of vehicles.

Similar letters of reference indicate corresponding parts.

The object of my invention is to construct an improved gate for railroad-crossings, which may be rapidly and easily thrown into position on the approach of a train, for preventing the passage of vehicles or persons over the track, and instantly folded out of the way after the train has passed, being simple in construction and effective in operation.

The invention will first be fully described, and then pointed out in the claim.

In the drawing, A represents the railroad-track, which is arranged at both sides of a crossing, with gates B hung to side standards C, for closing the track and preventing the crossing of vehicles or persons. Each gate B folds down into a recess or cavity of the ground, of suitable depth and width, in such a manner that the broader top piece B' of the gate closes the cavity completely, and prevents thereby the entering of dirt or other obstructions. The recessed ends of top piece B' slide in suitable guide-grooves of the standards C, top piece B' being supported, when in a level position with the road, on side plates or frame-pieces b of wood, metal, or similar material. Top piece B' is provided at its under side, and at suitable distances from each other, with lugs d, which connect, by intermediate pivoted rods e and elbow-lever rods f, fulcrumed between side plates b, with longitudinal rods g, of which

one is pivoted to the ends of one set of elbow-levers f, while the other is pivoted to the alternate set of the same. The longitudinal rods g are applied, by intermediate links g', with a double crank, h, keyed to the end of lateral shaft l, which connects the gates B under the track, and is provided with a central lever-handle, m, operated by the brakeman or other attendant. The lateral shaft l turns in suitable bearings, and raises the gate by being turned in one direction, lowering the same by being turned in opposite direction. For facilitating the operation of raising and lowering, the gate is properly balanced by means of chains n, attached to the top piece B', and passing over pulleys n' of standards C to weights o. Weights o are guided between the rear flanges of the standards, and kept thereby in regular position.

When the gate is folded down into the recess of the road, the pivoted rods are spread in longitudinal direction, as shown in Fig. 3; but when the gate is raised for closing off the track the rods assume a nearly vertical position, like a railing or balustrade, and prevent thereby the crossing of the track.

The simplicity and ready handling of the gates make it very useful for railroad companies, and decreases the danger of accidents occurring at railroad-crossings.

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

The improved gate for railroad-crossings, consisting of the balanced folding gates B, placed parallel to the track into recesses of the ground, and hung to side standards C, combined with connecting lever-rod and lateral crank-shaft with lever-handle, for being simultaneously operated, in the manner and for the purpose substantially as set forth.

ELMER RIDGE.

Witnesses:

WM. B. HILL,
PETER CUSTOR.