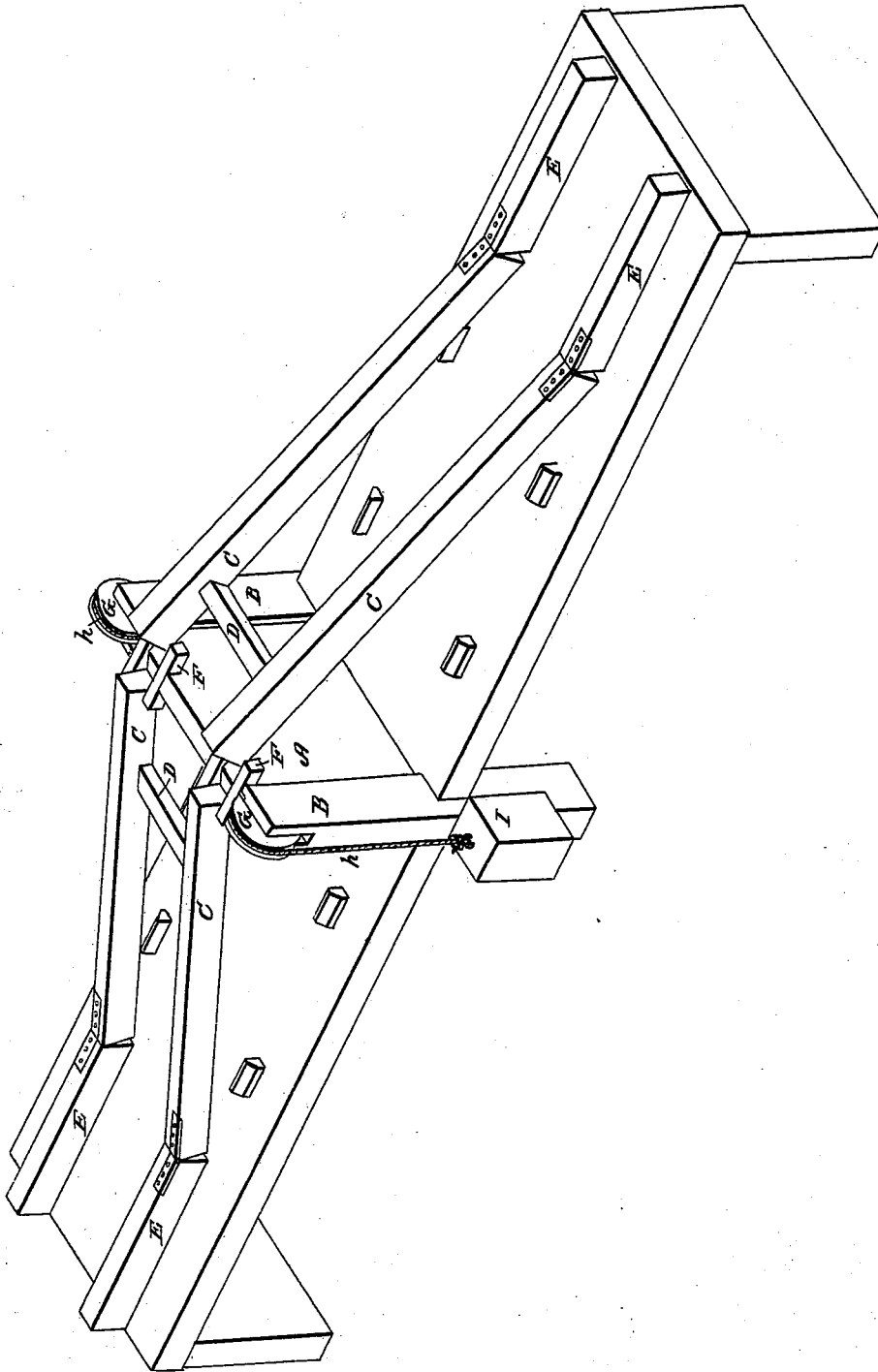


Railroad Gate.

No. 4,435.

Patented April 4, 1846.



UNITED STATES PATENT OFFICE.

DAVID PERCIVAL, OF MIDDLETOWN, DELAWARE.

RAILROAD-GATE.

Specification of Letters Patent No. 4,435, dated April 4, 1846.

To all whom it may concern:

Be it known that I, DAVID PERCIVAL, of Middletown, in the county of Newcastle and State of Delaware, have invented a new
5 and improved Railroad-Gate; and I do hereby declare the following to be a full and exact description of the same, reference being had to the accompanying drawing, making a part of this specification.

10 The nature of my invention consists in suspending a gate across a rail road track, working in grooves in a couple of vertical posts secured on each side of the same; the rails for a suitable distance on each side of
15 the gate, are secured to strong beams; one end of these beams are hinged to the permanent portion of the track, the other or inner ends rest in iron chairs secured to the top of the gate, the ends of the beams on the
20 right and left of the gate being opposite each other in the same chairs. There is sufficient weight suspended to ropes attached to each side of the gate and passing over pulleys on the top of the side posts, to raise the
25 gate and the ends of the beams resting upon the same to the full height of the gate. When the locomotive and train come on to the inclined beams resting upon the gate, their weight presses down the gate, and
30 brings the beams to their permanent bearings, as soon as the train has passed over the gate and the vibrating beams, the gate rises to its proper height raising the ends of the vibrating beams resting upon the same.

35 A, is the balance gate.

B, B, are the side posts, in which the gate is secured in grooves on their inner sides; the side posts should descend as far below the rail road track, as they rise above it, for
40 the purpose of allowing for the depression

of the gate so as to bring the vibrating beams C, C, into their bearings on a level with the main track on each side of the same.

D, D, are cross beams connecting the inner 45 ends of the vibrating beams.

E, E, are beams to which the rails of the main portion of the track are secured.

F, F, are the iron chairs upon the top of the gate, the grooves in which descend each 50 way from their centers; in these grooves, the ends of the vibrating beams rest; when the gate is pressed down, so as to bring the beams into their bearings, their ends are brought together in the center of the chairs. 55

G, G, are pulleys on the top of the side posts B, B.

h, h, are the ropes attached to each upper corner of the gate, passing in a groove around the pulleys. 60

I, is the weight attached to one of the ropes h, for raising the gate.

The side posts B, B, should be a sufficient distance apart to allow of any width of cars to pass through, and in cold climates should 65 be covered in, including the vibrating beams, to prevent the injurious effects of rain, snow and frost upon the same.

What I claim as new and desire to secure by Letters Patent, is— 70

The combination of a balance gate with a rail-road track, by means of the vibrating beams, combined constructed and operating with the same, substantially in the manner and for the purpose herein set forth.

DAVID PERCIVAL.

Witnesses:

Z. C. ROBBINS,
T. C. DONN.