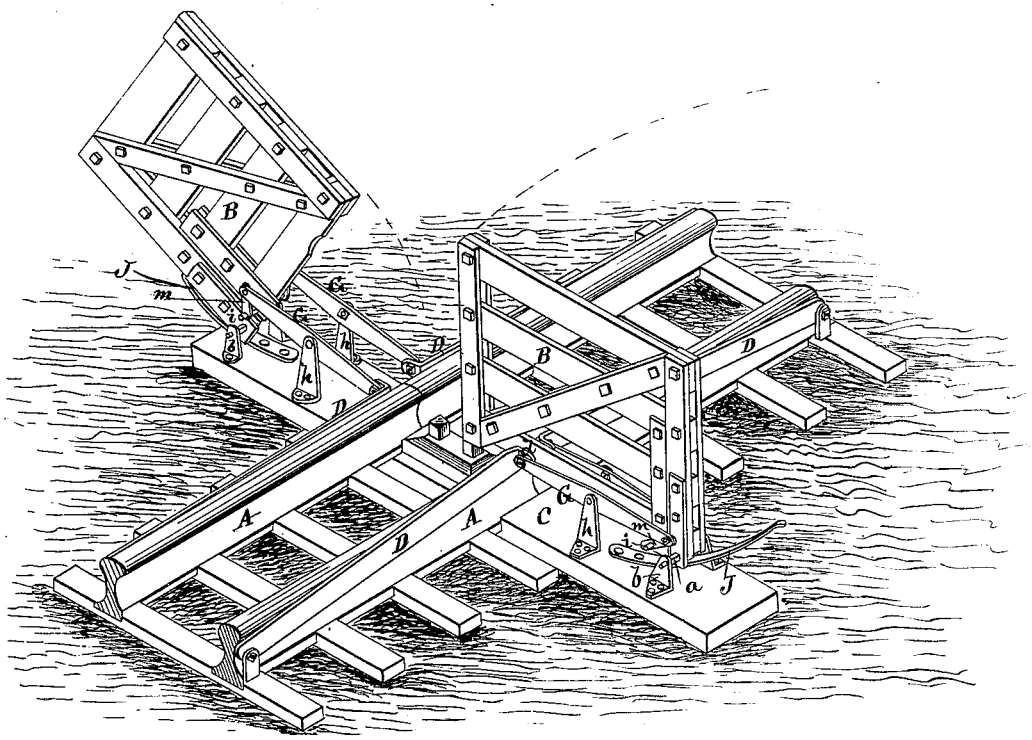
W. B. SMITH.
RAILROAD-GATES.

No. 195,665. Patented Sept. 25, 1877.



WITNESSES

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WILLIAM B. SMITH, OF DADEVILLE, ALABAMA, ASSIGNOR OF ONE-HALF HIS RIGHT TO BENJAMIN L. McLENDON.

IMPROVEMENT IN RAILROAD-GATES.

Specification forming part of Letters Patent No. **195,665**, dated September 25, 1877; application filed March 29, 1877.

To all whom it may concern:

Be it known that I, WILLIAM B. SMITH, of Dadeville, in the county of Talapoosa, and in the State of Alabama, have invented certain new and useful Improvements in Railroad-Gates; and do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon, making a part of this specification.

The nature of my invention consists in the construction and arrangement of a railroad-gate, as will be hereinafter more fully set forth.

In order to enable others skilled in the art to which my invention appertains to make and use the same, I will now proceed to describe its construction and operation, referring to the annexed drawing, which represents a perspective view of my improved railroad-gate.

A A represent the rails of an ordinary railroad-track. B B are the gates meeting across the center of the track. These gates are pivoted at their outer corners by means of short shafts or pins *a*, having their bearings in small posts *b* secured to a sill, C, placed under the track.

To the outer sides of the rails A, on both sides of the gates, are levers D D, pivoted at their outer ends. The inner end of each lever D has an outwardly-projecting lug, *d*, to which one end of a lever, G, is pivoted. This lever is hung in the center to a post, *h*, on the sill C, and its other end is, by a crank, *m*, connected with a pin, *i*, passing through the gate B at a point a suitable distance inward from the pivot *a*, as shown.

The parts are so arranged that when the gate is closed the inner ends of the levers D will project above the rails A. Now, as the train approaches the gate the first set of wheels will depress said levers on that side of the gates, and by this depression of the levers D the inner ends of the levers G are also depressed, raising their outer ends on a curve, which movement, by the cranks *m* and pins *i*, throws the gates upward and outward onto a supporting-spring, J, arranged for that purpose, as shown.

The gates remain in that position as long as the levers D are depressed by the passing wheels; but as soon as the last wheels have passed over the same, then the springs J throw the gates sufficiently far beyond the center of gravity to cause them to fall down across the track, as before.

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

The combination, with the gates B B, pivoted at their outer lower corners, of the levers D, pivoted at their outer ends, the centrally-hung levers G, cranks *m*, and shaft or pin *i*, all substantially as and for the purposes herein set forth.

In testimony that I claim the foregoing I have hereunto set my hand this 19th day of March, 1877.

WILLIAM B. SMITH.

Witnesses:
GEORGE Y. JARVIS,
J. W. WALKER.