(No Model.)

D. HAMMAN.

Railroad Cattle-Gate.

No. 228,459. Patented June 8, 1880.

Fig. 1.

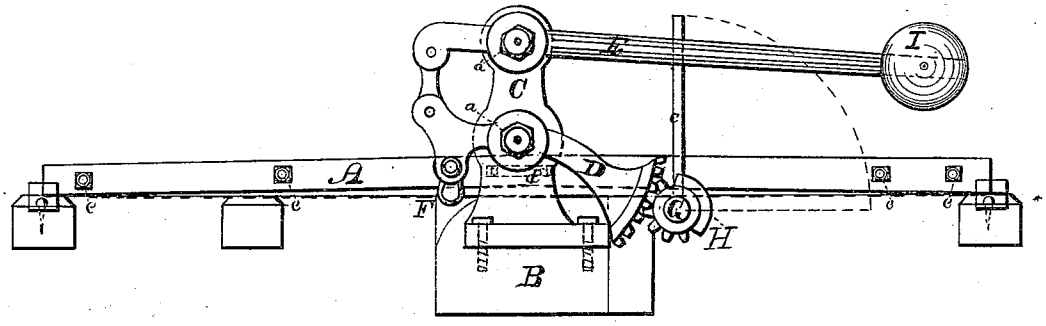
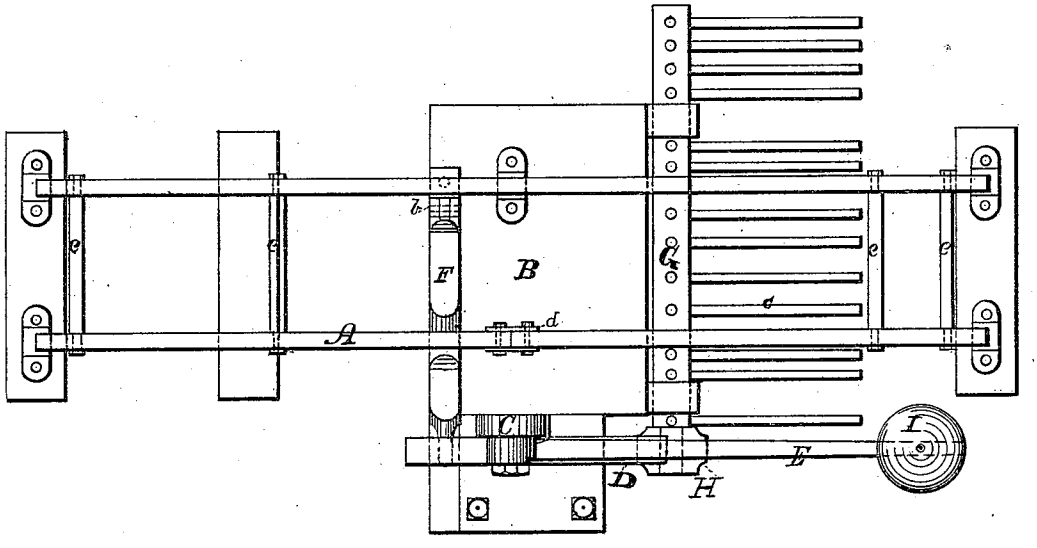


Fig. 2.



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UNITED STATES PATENT OFFICE.

DANIEL HAMMAN, OF BEASON, ILLINOIS.

RAILROAD CATTLE-GATE.

SPECIFICATION forming part of Letters Patent No. 228,459, dated June 8, 1880.

Application filed April 19, 1880. (No model.)

To all whom it may concern:

Be it known that I, DANIEL HAMMAN, of Beason, in the county of Logan and State of Illinois, have invented a new and useful Improvement in Railroad Cattle-Gates, which improvement is fully set forth in the following specification, reference being had to the accompanying drawings.

My invention relates to a new and improved railroad cattle-gate; and the object of my improvement is to provide a cattle-gate across the track of a railroad, to prevent cattle and other stock from entering upon the same from roads, turnpikes, &c., and which shall be thrown out of the path of a passing train by the weight thereof. I attain this object by the mechanism illustrated in the accompanying drawings, in which—

Figure 1 is an elevation, showing the gate in vertical position as applied. Fig. 2 is a plan of the same, showing the gate in horizontal position.

Similar letters refer to similar parts throughout the several views.

A are the rails. B is the tie, which may be of wood or iron, and of suitable dimensions required to attach all of the parts contained in my device.

C is a standard erected at and resting on one end of the tie B, to which is pivoted, at *a*, segment-gear D, and at *a'* weighted lever E, longitudinally with the track. The segment-gear D has a lower projection provided with an elongated hole, in which one end of the lever F rests, said lever passing down and at right angles to the segment-gear under one of the rails, and terminating in a joint at *b*, a portion of which rests under the opposite rail, and is fastened to the tie with bolts or spikes, as shown in Fig. 2.

G is an oscillating shaft hung in suitable bearings attached to the side of the tie B below the level of its upper surface, said shaft being provided with a series of iron bars or pickets, *c*, which form the gate, said shaft being further provided with a gear-wheel, H, which operates in conjunction with the segment-gear D.

The rail nearest the standard is formed of two sections, of the usual length of rails now in use, joined directly over the center of the tie B by links *d* on either side, and bolted together through the web of the rails in such a manner as to admit of a vertical motion of the rails, the extreme end of the sections resting in railway-chairs.

In order to prevent the operating-rail from moving out of place, I connect it with the opposite rail, which is firmly fastened to the ties by bars *e*, similar to those used in joining the rails of switches.

The operation is as follows: When a train of cars approaches the gate from either direction upon the track the wheels strike the elevated rail, depressing it, carrying down the lever F and the short end of the segment-gear D and the weighted lever E, consequently raising their opposite ends and causing the shaft G to partially rotate through the medium of the gear-wheel H, to throw the bars or pickets *c* into a horizontal position below the upper surface of the rails, out of the way of the train. After the train has passed, the bars or pickets *c* are thrown up into a vertical position by the action of the weight I upon the outer end of the weighted lever E.

I am aware that cattle-gates have been made with rock-shafts operating in conjunction with the rails of a railroad. I therefore do not broadly claim such a combination; but

What I do claim, and desire to secure by Letters Patent, is—

1. The gear-wheel H, segment-gear D, and lever F in a railroad cattle-gate, substantially as shown and described.

2. In a railroad cattle-gate, the combination of the rail A, lever F, standard C, segment-gear D, gear-wheel H, weighted lever E, and gate G, provided with the pickets *c*, substantially as shown, for the purpose specified.

DANIEL HAMMAN.

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