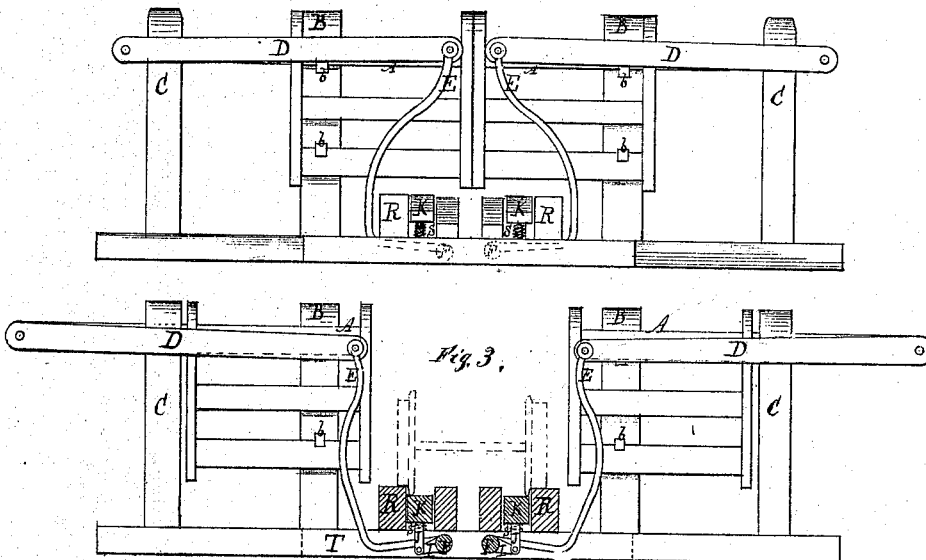
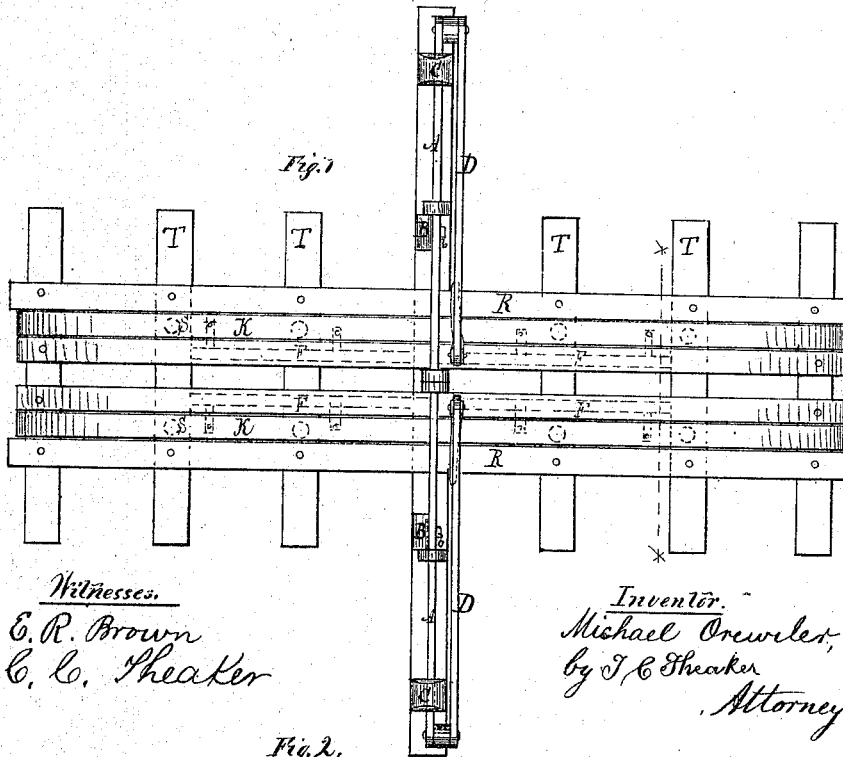


M. Orewiler,

Railway Gate.

No. 107,801.

Patented Sep. 27. 1870.



United States Patent Office.

MICHAEL OREWILER, OF BUOYRUS, OHIO, ASSIGNOR TO HIMSELF AND JOHN R. AUCHERMAN, OF SAME PLACE.

Letters Patent No. 107,801, dated September 27, 1870.

IMPROVEMENT IN AUTOMATIC GATES.

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

To all whom it may concern:

Be it known that I, MICHAEL OREWILER, of Bucyrus, in the county of Crawford and State of Ohio, have invented a new and useful Gate for Railroads, Farms, and other purposes; and I do hereby declare that the following is a full, clear, and exact description thereof, sufficient to enable those skilled in the art to which my invention appertains to make and use the same, reference being had to the accompanying drawing making part of this specification, in which—

Figure 1 is a plan or top view of my improvement as applied to a railroad-track.

Figure 2 is an end view, showing the position of the parts when the gate is closed.

Figure 3 is a transverse section, taken in the line $x x$, fig. 1, showing the position of the parts when the gate is open.

The nature of my invention consists in so constructing a gate and its appendages that the weight of a railroad-train, wagon, or other vehicle, will cause the gate to slide open horizontally, and remain open until the vehicle shall have passed through, when the gate will be closed by means of springs.

The gate may be long enough to extend entirely across the gate-way, if desired; but I prefer to divide it in the middle, as shown in the drawing, so that the two halves of the gate will slide in opposite directions.

The top rail A is about twice as long as the others, and the outer portion passes through a mortise in a post, C, placed at a suitable distance from the gate-post, the weight of the gate being supported by brackets *b*, attached to the gate-posts B, which brackets may be furnished with friction-rollers, if desired.

To the outer end of the top rail A is pivoted one end of a pitman, D, the inner end of which is connected with a lever, E, which is curved downward to a point just below the bottom of the track, and then turned at a right angle, and rigidly attached to a shaft, F, placed parallel with the rails R, and having its bearings in the ties T, upon which the rails rest.

Projecting outward from the shaft F, at suitable distances apart, are short levers, I, which are connected by pivots to the lower ends of rods J, the upper ends of which are attached to a rail, K, running parallel with the rails R for a suitable distance on each side of the gate-way.

Under the rail K, at suitable distances, and in any desired number, are springs, S, which rest upon the ties T, and serve to keep the parts in the position shown in fig. 2. They may be spiral metallic springs, or made of rubber or other material, and of any suitable form.

When the gate is divided in the middle, it is, of course, necessary to provide each half of the gate with the pitman D, lever E, shaft F, and rail K, and their appendages.

This gate may be applied to farms, turnpikes, and other common roads by substituting a close platform for the rails K.

When a railroad-train approaches the gate, the flanges of the wheels press down the rails K, as shown in dotted lines in fig. 3, thus, by their connection through the rods J and levers I, giving a partial revolution to the shaft F, and throwing the lever E outward, which causes the gate to slide open horizontally, and remain open until the rail K is relieved of the weight of the train, when the springs S press the rail K upward, reversing the former motion, and closing the gate.

The operation is the same when a wagon or similar vehicle passes over a platform substituted for the rail K.

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

The combination of the pitman D, bent lever E, shaft F, levers I, rods J, rail K, and springs S, when arranged and operating as shown and described,
MICHAEL OREWILER.

Witnesses:

E. R. BROWN,
C. C. THEAKER.