

H. HAHN & A. L. GASTON.
Railroad-Gates.

No. 215,350.

Patented May 13, 1879.

Fig: 1.

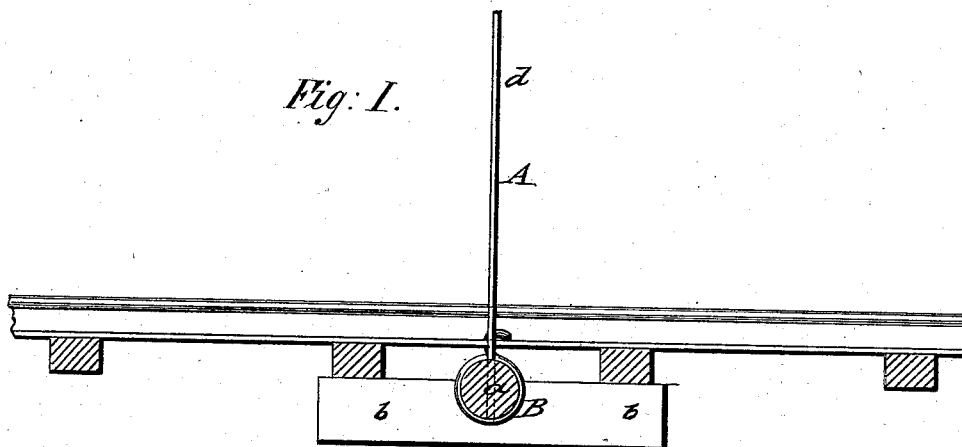
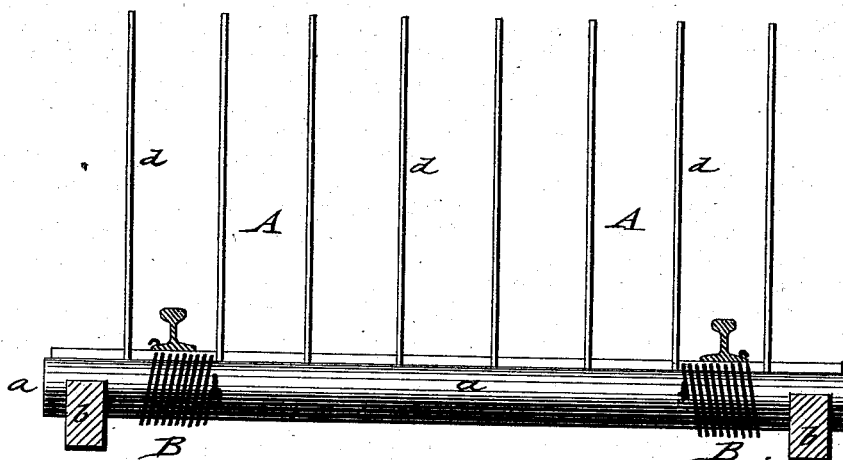


Fig: 2



WITNESSES:

Achilles Schehl.
C. Sedgwick

INVENTOR:

H. Hahn
A. L. Gaston

BY *Munn & Co*

ATTORNEYS.

UNITED STATES PATENT OFFICE.

HENRY HAHN AND ANDERSON L. GASTON, OF GAINESVILLE, TEXAS.

IMPROVEMENT IN RAILROAD-GATES.

Specification forming part of Letters Patent No. **215,350**, dated May 13, 1879; application filed July 18, 1878.

To all whom it may concern:

Be it known that we, HENRY HAHN and ANDERSON L. GASTON, of Gainesville, in the county of Cooke and State of Texas, have invented a new and Improved Railroad-Fence Gate, of which the following is a specification.

In the accompanying drawings, Figure 1 represents a vertical transverse section of our improved railroad-fence gate, and Fig. 2 is a front elevation of the same.

Similar letters of reference indicate corresponding parts.

This invention relates to an improved railroad-gate that is intended to fill up the gaps where the fences of farms cross the railroad-tracks, so that the cattle cannot escape.

The gate is lowered by the passing trains from either side, and raised again as soon as the train has passed over it.

The invention consists of a swinging gate that is supported by a bottom roller in bearings below the rails, and connected to the rails by strong spiral springs, which are arranged in opposite direction to each other, so as to raise the gate and retain it in upright position after the passage of a train in either direction over the gate.

Referring to the drawings, A represents a railroad-fence gate, made in the usual manner of a bottom roller, *a*, that turns in bearings or blocks *b* below the rails of the track, and of strong parallel rods or bars *d* of suitable length, that are secured to the roller and extended at right angles therefrom.

The bottom roller of the gate A is connected

with the base of the rails by means of strong spiral springs B, that are attached at one end to the roller and at the other end to the rail.

The springs are applied in opposite directions to each other in such a manner that they balance each other and retain the gate in an upright position, so as to stand across the track and fill up the gap formed in the fence at the point of crossing of track and fence.

A train coming in either direction turns down the gate, which is instantly raised again from its lowered position by one of the springs when the train has passed over the same. The gate resumes thus automatically its proper position, and forms, owing to its simple yet reliable construction, a cheap and effective fence-gate for the crossing of farm-fences over railroad-tracks.

I am aware that a gate on a rock-shaft between the rails has been operated by balance-weights arranged in cases; but

What I claim as new and of my invention is—

The combination, with a vertical swinging gate having a roller-shaft turning in bearings below the track, of spiral springs arranged on the roller, drawing in opposite directions to each other, and attached to roller and track, so as to operate substantially as and for the purpose specified.

HENRY HAHN.

ANDERSON LEWERS GASTON.

Witnesses:

A. EDDMUNSEN,
B. F. BROCKETT.