

(No Model.)

J. MILLS.
RAILROAD GATE.

No. 489,131.

Patented Jan. 3, 1893.

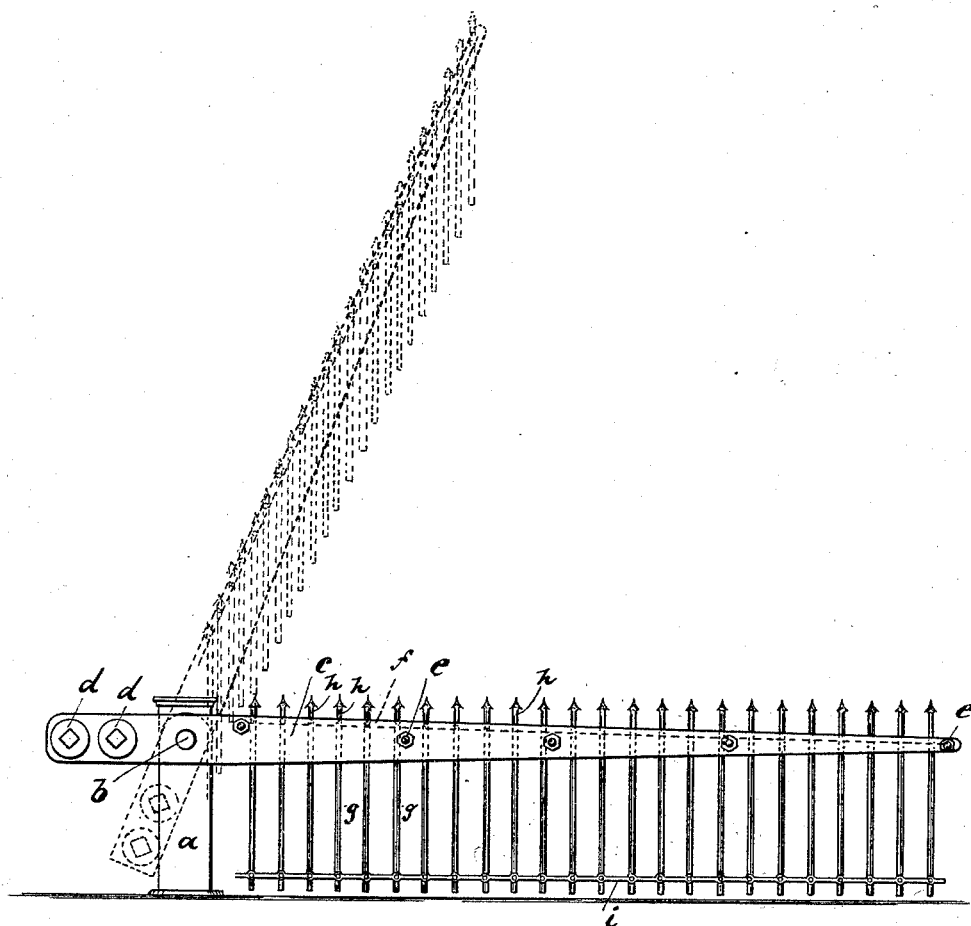


Fig. 1.

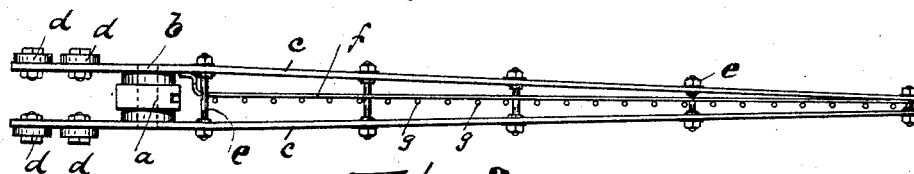


Fig. 2.

WITNESSES:

Wm. D. Zell.
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INVENTOR:

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BY

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ATTORNEYS

UNITED STATES PATENT OFFICE.

JOHN MILLS, OF NEWARK, NEW JERSEY.

RAILROAD-GATE.

SPECIFICATION forming part of Letters Patent No. 489,131, dated January 3, 1893.

Application filed May 11, 1892. Serial No. 432,610. (No model.)

To all whom it may concern:

Be it known that I, JOHN MILLS, a citizen of the United States, residing at Newark, county of Essex, and State of New Jersey, have
5 invented certain new and useful Improvements in Railroad-Gates; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as
10 it appertains to make and use the same, reference being had to the accompanying drawings, and to letters of reference marked thereon, which form a part of this specification.

The object of this invention is to provide
15 a railway gate, simple and durable in construction and which, when closed will prevent people and animals from passing through or jumping over the gate.

The invention, which is based on the principle of folding gates, consists in the improved
20 arrangement of a series of rods pivotally secured to the swing bar and provided with projections extending above said bar, and the arrangement and combination of the various
25 parts thereof, substantially as will be hereinafter more fully described and finally embodied in the clauses of the claims.

Referring to the accompanying drawings, in which like letters of reference indicate corresponding parts in each of the two figures:
30 Figure 1. is a front elevation of my improved gate, and Fig. 2. is a plan view thereof.

In said drawings *a* represents a post, to which is pivotally secured at *b* the arm *c*
35 with weights *d d* constructed and operated in the usual manner. To said arm between its two sections, which are secured together by bolts *e* or in any desired manner, is attached a longitudinally extending bar *f*, to which is
40 pivotally secured a series of downwardly extending rods *g*. Said rods are provided at

their upper ends with pointed projections *h*, adapted, when the gate is closed to extend a certain distance above the arm *c*, thus forming a guard above said arm. If preferred the
45 rods *g* may be connected together by a cross-rod *i*, to which latter they are pivotally secured.

In operation, when the gate is opened, that is to say when the arm *c* is raised, the downwardly extending rods *g* will fold into the
50 lower portion of the arm, and the upper projection will fold back into the upper portion of said arm.

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

1. In a railroad gate the combination of a swinging arm carrying a longitudinal rod midway between the sides thereof, with a series
60 of pickets pivoted to said rod and extending considerably above and below said longitudinal rod and adapted to constitute a guard above and below said swinging arm, substantially as described.

2. In a rail road gate the combination of the swinging arm *c* and rod *f* extending longitudinally midway between the sides of said
65 arm *c*, with the pickets *h* pivoted to said rod *f* and extending a considerable distance above and below said rod *f* and swing arm *c* and with the rod *i* pivoted at or near the lower
70 ends of said pickets *h*, all arranged as and for the purposes set forth.

In testimony that I claim the foregoing I
75 have hereunto set my hand this 9th day of May, 1892.

JOHN MILLS.

Witnesses:

ALFRED GARTNER,
WM. D. BELL.