

(No Model.)

L. S. BARNETT.
RAILWAY GATE.

No. 478,978.

Patented July 19, 1892.

Fig. 1.

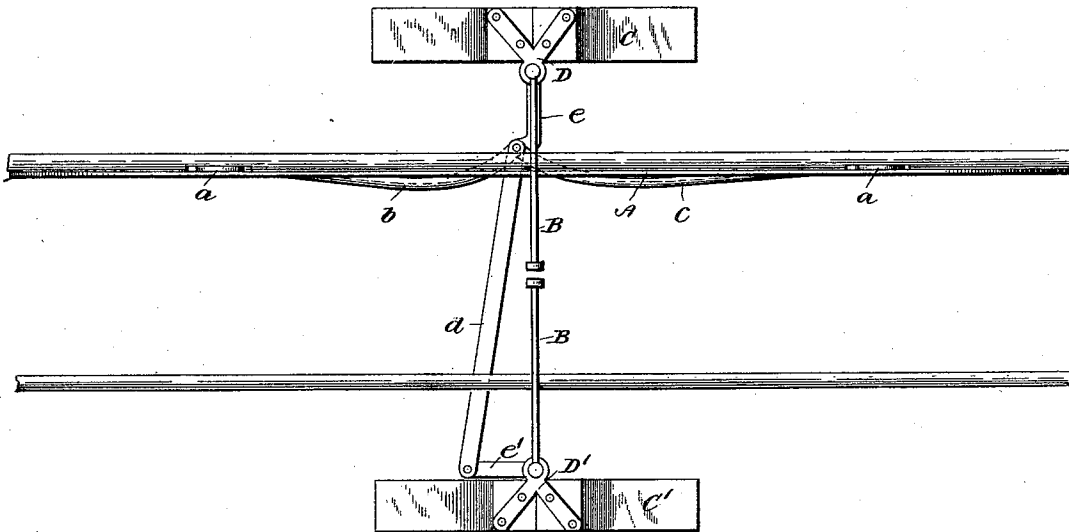


Fig. 2.

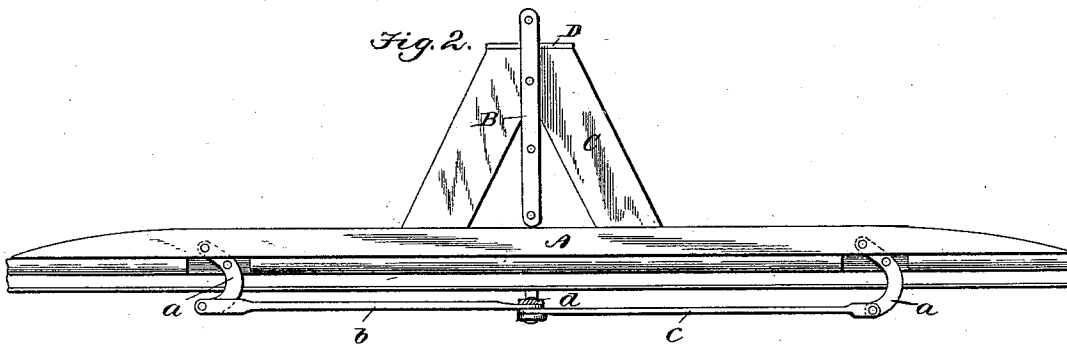
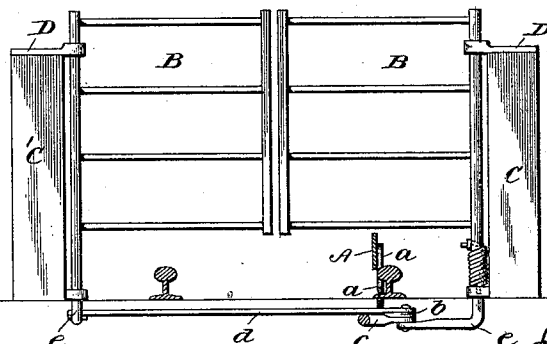


Fig. 3.



Witnesses:

Edwin L. Bradford
Charles J. Moore

Inventor:

George S. Barnett.
Patrick O'Farrell
Attorney.

UNITED STATES PATENT OFFICE.

LYCURGUS S. BARNETT, OF BIRCH TREE, MISSOURI.

RAILWAY-GATE.

SPECIFICATION forming part of Letters Patent No. 478,978, dated July 19, 1892.

Application filed August 22, 1891. Serial No. 403,412. (No model.)

To all whom it may concern:

Be it known that I, LYCURGUS S. BARNETT, a citizen of the United States of America, residing at Birch Tree, in the county of Shannon and State of Missouri, have invented certain new and useful Improvements in Railway-Gates, of which the following is a specification, reference being had therein to the accompanying drawings.

10 This invention relates to railway-gates and to the class in which swing-gates are journaled at either side of the road-bed and normally held to position across the track and which are automatically opened by appropriate mechanism operated by the weight of an approaching train and permitted to close upon the leaving of the train; and it has for its object the improvement of that class of gates intended for use where fences intersect railroad-lines and where cuts and other openings require to be closed to prevent stock from endangering their lives by using the road to pass from one point or inclosure to another.

25 The invention is clearly shown in the accompanying drawings, in which—

Figure 1 is a plan view of a portion of a railroad-track, showing my improvement in connection therewith. Fig. 2 is a longitudinal elevation taken from the center of the road-bed, showing the means of communicating the weight of the train to the operating mechanism. Fig. 3 is a front elevation of the gate, showing the rails and operating-bar in section.

35 Referring to the drawings, C C' are twin posts, to which are swung the gates B B' by means of the bifurcated hinges D D', which unite their posts at their top.

40 R R are the rails, the means of securing them on the road-bed not being shown, as it forms no part of this invention. To one of the rails or to any suitable support there are fulcrumed levers *a a*. To one end of these levers there is attached a bar A, and to the other end of said levers are connected the rods *b c*, which communicate with the arm *e* for swinging the gates open. To the arm *e* there is also connected a bar *d*, which transmits any movement given to the arm *e* to a like arm *e'*, connecting with the gate B' on the opposite side of the road-bed.

The manner in which the gates are opened and closed is as follows: The bar A is held by

the levers *a a* with its upper surface considerably higher than the track except at the ends, which are beveled off so as to come flush with or even below the tops of the rails, so that the wheels of an approaching engine or car by advancing on the incline will operate to depress the bar, which, being attached to the levers *a a*, will have its vertical movement compounded into a vertical and horizontal movement, the vertical movement accommodating the bar to the passing train and the horizontal movement to the operation of the levers *a a* and connecting-rods *b c*, the action of which upon the arm *e* will swing the gate B open and at the same time transmit the movement to the arm *e'* of the gate B' through the instrumentality of the connecting-bar *d*. The swinging of the gates open contracts the spring *f* on the mounting of the gate B, the recoil of which operates to close the gates as soon as the train has passed.

It is obvious that this gate with slight modifications may be used as a farm-gate or for other purposes where the use of an automatic gate is desirable, and I wish it understood that my claim extends to all purposes for which my invention may be used.

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

In an automatically-operated railway-gate, a train-actuated bar A, located adjacent to the rail and adapted by its movement to accommodate itself to the wheels of a passing train, in combination with the swinging gates B B and mechanism for operating the same, consisting of the rods *b c* beneath and parallel to the train-bar and connected therewith by means of the vertically-adjusted bent levers *a a*, fulcrumed between the train-bar and rods *b* and *c*, the arms *e e'*, secured to the rear mullions of the gates, and the cross-link *d*, parallel to the closed gates and having one end articulated to the rods *b c* and arm *e* and the other to the arm *e'*, the whole being adapted to co-operate with automatic closing mechanism, substantially as described.

In testimony whereof I affix my signature in presence of two witnesses.

LYCURGUS S. BARNETT.

Witnesses:

B. B. ADAMS,
IRA GARDNER.