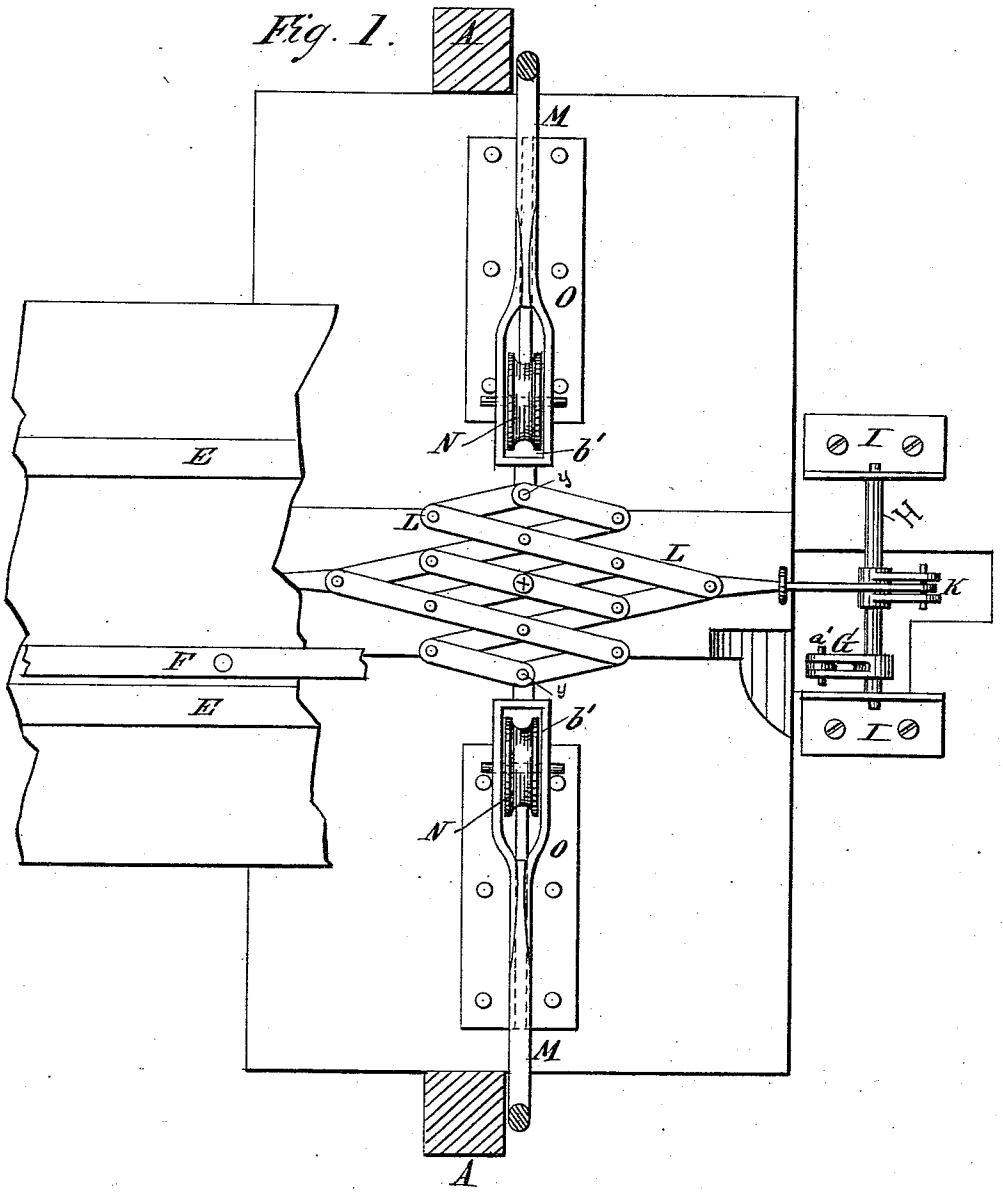
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S. L. P. GARRETT.

Railroad-Gate.

No. 226,299. **Patented April 6, 1880.**

Fig. 1.



WITNESSES:

Achilles Schehl.

C. Sedgwick

INVENTOR:

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2 Sheets—Sheet 2.

S. L. P. GARRETT.

Railroad-Gate.

No. 226,299. Patented April 6, 1880.

Fig: 2.

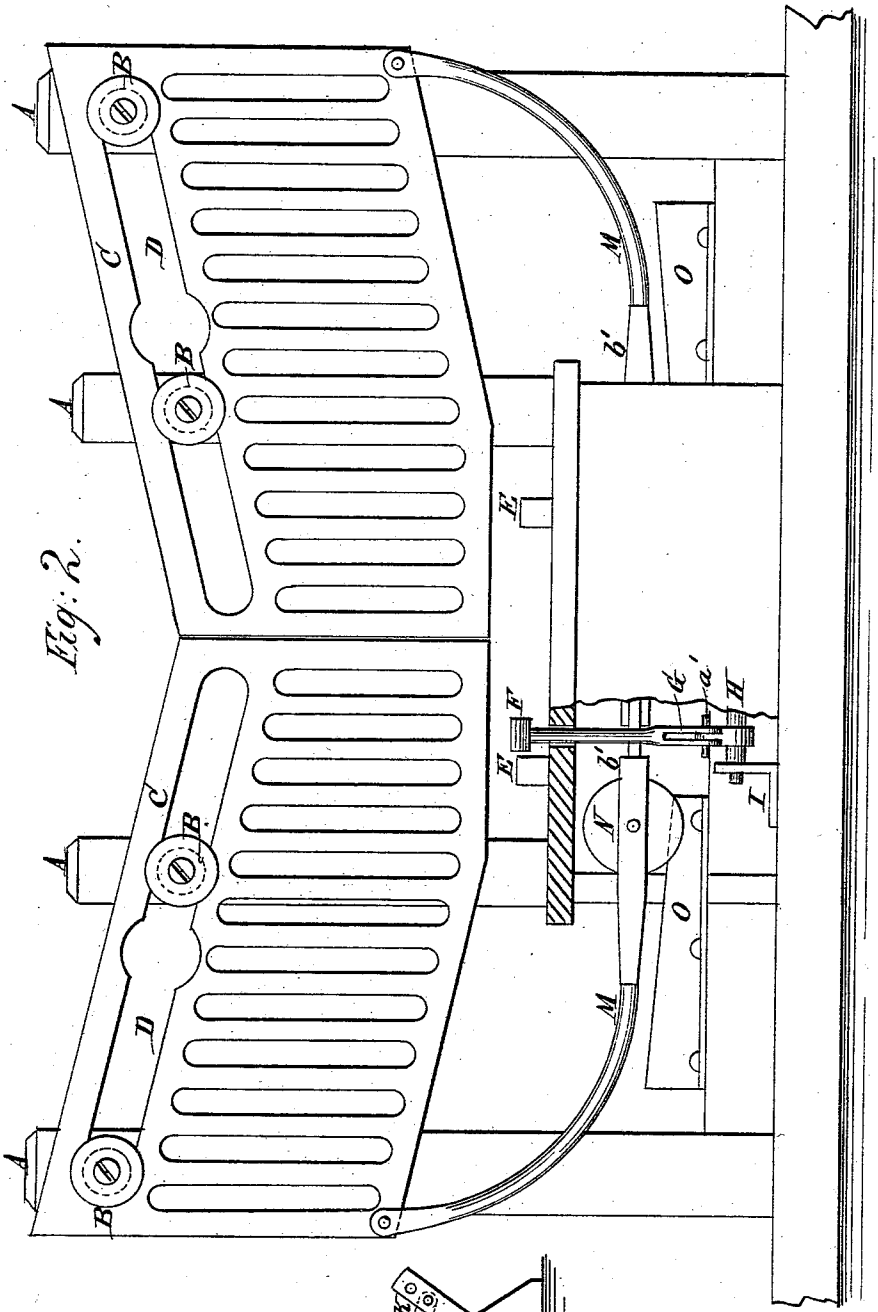
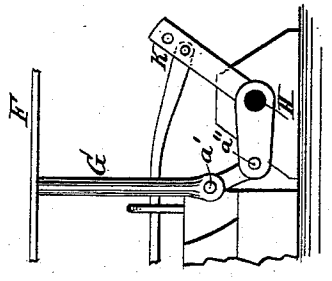


Fig: 3.



WITNESSES:

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UNITED STATES PATENT OFFICE.

SAMUEL L. P. GARRETT, OF LEWISBURG, TENNESSEE.

RAILROAD-GATE.

SPECIFICATION forming part of Letters Patent No. 226,299, dated April 6, 1880.

Application filed September 5, 1879.

To all whom it may concern:

Be it known that I, SAMUEL LOGAN PLEASENT GARRETT, of Lewisburg, in the county of Marshall and State of Tennessee, have invented a new and Improved Railroad-Gate, of which the following is a specification.

Figure 1 is a plan view of the operative mechanism of the gate. Fig. 2 is a front elevation of the gate, with the box inclosing the mechanism partly broken away to exhibit the same. Fig. 3 is a side elevation of some parts of the mechanism.

Similar letters of reference indicate corresponding parts.

The object of this invention is to provide a railroad-gate that an approaching train will open by the pressure of the flanges of the wheels upon a horizontal bar fixed parallel with the rails and rising a little above them.

The invention consists in the combination, with railroad-gates, of lazy-tong levers operated by the wheels of cars in such a way that when the wheel depresses levers the lazy-tongs spread and throw open the gates, the latter being so arranged as to close by their own gravity, all as hereinafter described.

In the drawings, A A represent the gate-posts, carrying on their faces the sheaves B B. C C are the gate-sections, provided with longitudinal slots D D, in which the sheaves B B engage. E E are the railroad-rails. F is the bar set on the upper ends of the vertical bars G G, and extended on each side of the gates, and so placed as to receive the pressure of the flanges of the car-wheels as they pass over the rails E E. This bar G is jointed at a', and is flexibly connected at a'' to an arm on the rocking shaft H, that is journaled in the cleats I I. At the center of the shaft H, and to an arm thereon, is jointed the bar K, whose other end is attached to side prolongations of the compound lever or lazy-tongs L, which is centrally pivoted at x on a fixed standard or base beneath it. The other ends of the lazy-tongs L connect at y with the upward-curved rods M M, that carry within their loops b' b' the sheaves N N, and whose upward-projecting ends are fastened to the lower and outer corners of the gate-sections C C.

In order to avoid friction and for the proper support of these curved rods M M, the rails O O are provided for the sheaves N N to rest and run upon.

When the gate is closed the flanges of the car-wheels running on the track will press upon the bar F, which, in turn, will bear down upon the bars G G and cause them to turn the shaft H inward, so that the bars K shall quickly force outward the end of the lazy-tongs L and the curved rods M M, that are fastened to the gate-sections C C. Thus the gate is instantly opened, the sections C C being drawn apart, and is so retained by the pressure of the wheels upon the bar F until the train has passed, when their own weight (the weight of the sections C C) and their inward inclination cause them to close again. If the bar F be placed outside of the rail E it must be set higher, so that the overhanging tread of the wheels may press upon it.

All the levers and bars may readily be boxed in for protection from snow, so that they will be in condition to operate at any time.

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

1. The gate-posts A A, sheaves B B, gate-sections C C, provided with slots D D, bar F, bars G G K K, lazy-tongs L, rocking shafts H H, curved rods M M, sheaves N N, and rails O O, constructed and arranged substantially as herein shown, and for the purpose described.

2. The combination of the lever or lazy-tongs L with rods M M and sheaves N N, substantially as herein shown and described.

SAMUEL LOGAN PLEASENT GARRETT.

Witnesses:

THOS. B. KEELY,

W. G. LOYD.