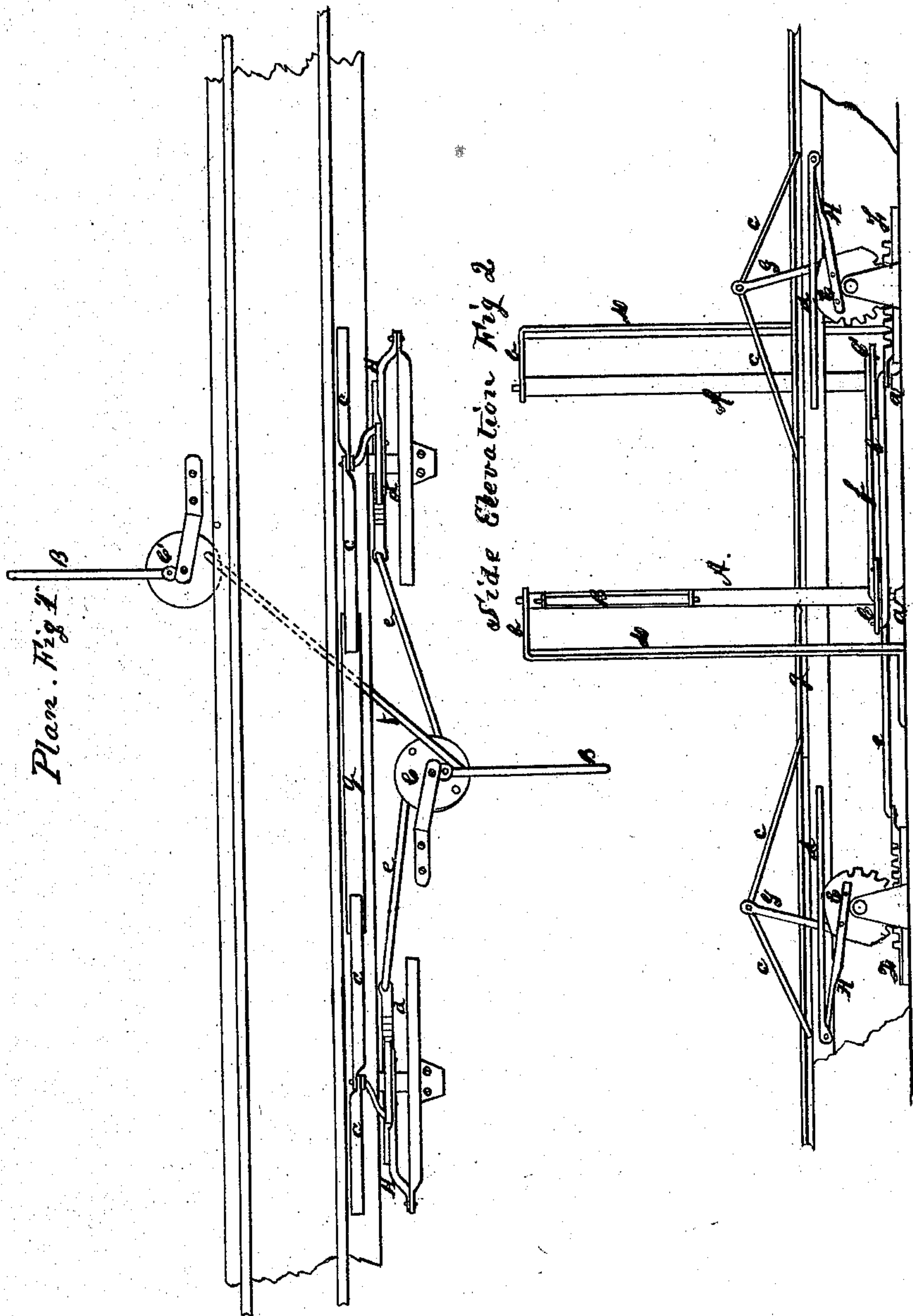


*J. H. Clark,*  
*Railway Gate.*

*No. 105,429.*

*Patented July 12, 1870.*



*Witnesses*  
*Chas. Ewing*  
*Salter No. 105,429*

*Inventor*  
*John H. Clark*  
*per Henry C. Taylor*



# United States Patent Office.

JOHN H. CLARK, OF FLEMINGTON, NEW JERSEY.

Letters Patent No. 105,429, dated July 19, 1870.

## IMPROVEMENT IN GATES FOR RAILWAY CROSSINGS.

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, JOHN H. CLARK, of Flemington, in the county of Hunterdon, State of New Jersey, have invented a new and improved Gate for Railroad Crossings; and I do hereby declare the following to be a full, clear, and exact description of the same, reference being had to the accompanying drawing and to the letters of reference marked thereon.

Figure 1 represents a plan.

Figure 2, a side elevation, showing the entire working of the apparatus.

The object of my device is to close and open a pair of gates placed across any street, wagon, or turnpike-road, crossing any railroad-track, by means of the engine or car running upon said track, thus obviating the necessity of employing any person to watch the crossing, and rendering all accidents to horses or vehicles from collision with the cars an impossibility.

To enable others to make use of my invention, I will proceed to describe the same.

A A are two upright posts, placed on opposite sides of the railroad-track, and opposite sides the wagon-road, each revolving in the sockets *a a*, and the top bars *b b*, with the gates B B, attached thereto.

C C' are circular plates, fastened to the uprights A A near the bottom.

D D are stationary uprights, holding in their position the revolving posts A A.

E E are toothed wheels, working in the toothed slides F F, and worked by the levers G G and H H, attached on the opposite sides of the wheels E E, and at right angles to each other.

*c c* are arms, attached at one end, by bolts, to the end of the levers G G.

*d d* are similar arms, attached, in a like manner, to the end of the levers H H.

*e e* are rods connecting the end of the toothed slides F F with the circular plate C; and

*f* is a rod connecting the plate C with the plate C', as shown in fig. 1.

The gate being open, the levers G G are vertical, and the arms *c c* form an inclined plane, the lower ends of the arms toward the gates resting in the guide *g*.

The engine or car approaching the crossing strikes the outer arm *c* and presses down the lever G, which, through the gearing E F and the rods *e e*, revolves the plates C and C' and the posts A A, thus closing the gates, and at the same time raising the levers H H to a vertical position, and the arms *d d* to the incline.

After passing the crossing, the engine or car, striking the arm *d*, presses the lever H, reversing the former motion and opening the gates. Each engine or car is provided with iron bars or flanges, extending a sufficient distance from the track to strike the arms *c c* and *d d*. This gearing, operated by the engine or car, can be placed at any requires distance from the crossing, in order to insure safety and avoid collision.

Having thus fully described my invention,

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

The uprights A A and D D, with the gates B B and the plates C C' attached thereto, the wheels E E, with the slides F F and the levers G G and H H, with the arms *c c* and *d d*, and the rods *e e*, and *f*, when constructed, arranged, and combined substantially as and for the purposes herein set forth.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

JOHN H. CLARK.

Witnesses:

GILBERT B. HIGGINS,  
JOHN C. RAFFERTY.