

T. C. GARLINGTON.
Railway-Gate.

No. 205,854.

Patented July 9, 1878.

Fig. 1.

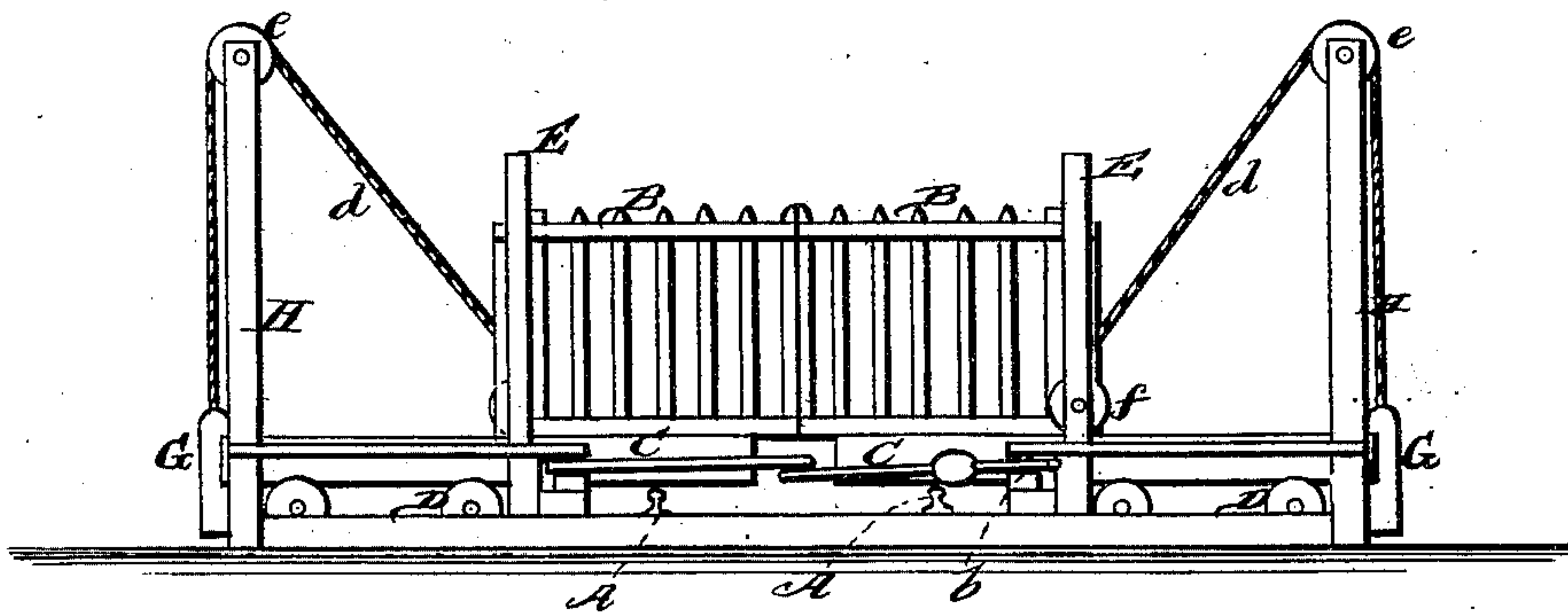
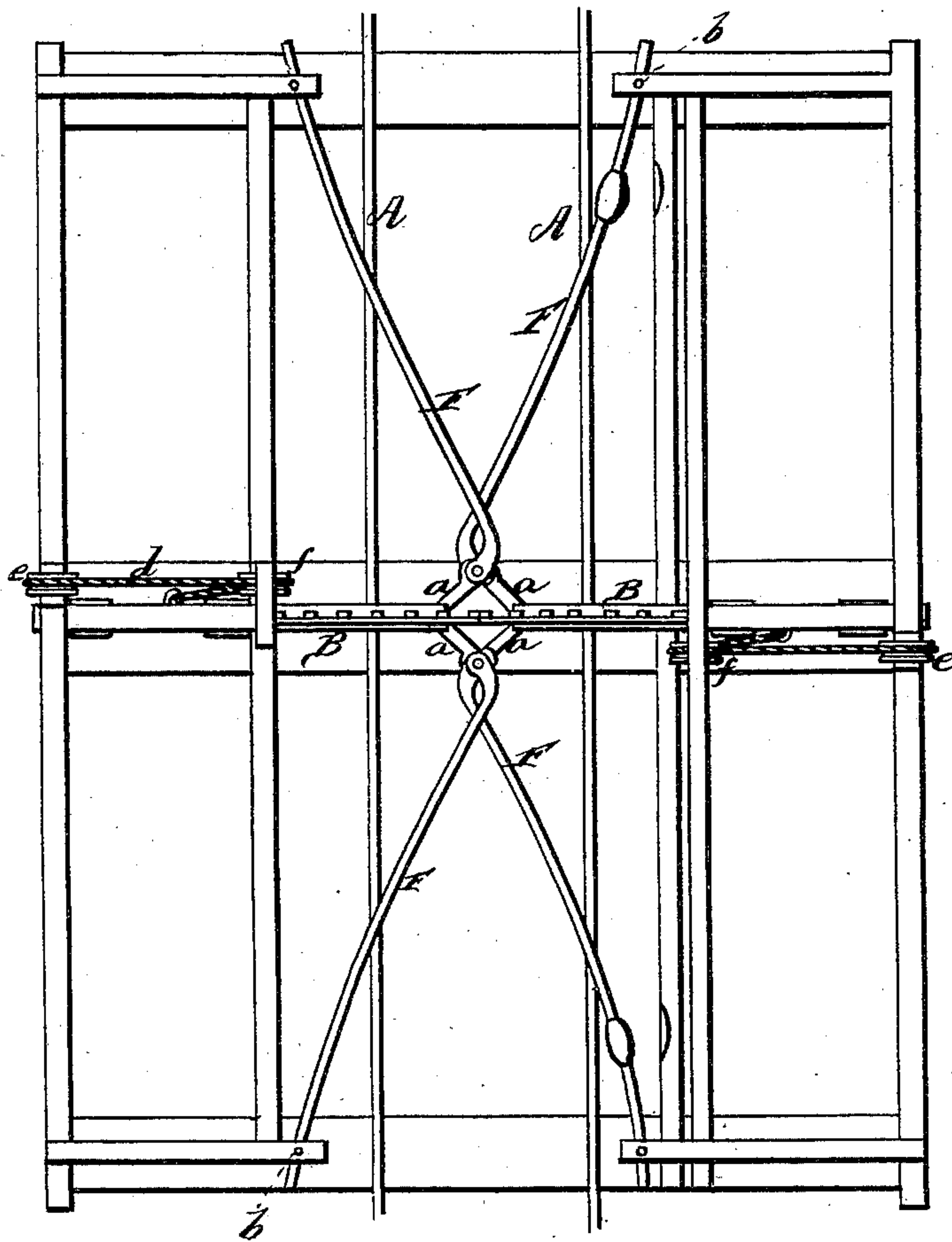


Fig. 2.



WITNESSES

*Robert Emmett,
James J. Sheehy.*

INVENTOR

Thomas C. Garlington.
William C. Smith & Co.

ATTORNEYS.

UNITED STATES PATENT OFFICE.

THOMAS C. GARLINGTON, OF LA FAYETTE, ALABAMA.

IMPROVEMENT IN RAILWAY-GATES.

Specification forming part of Letters Patent No. **205,854**, dated July 9, 1878; application filed April 20, 1878.

To all whom it may concern:

Be it known that I, THOMAS C. GARLINGTON, of La Fayette, in the county of Chambers and State of Alabama, have invented a new and valuable Improvement in Railroad-Gates; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a representation of a front view of my railroad-gate. Fig. 2 is a plan view.

This invention has relation to railroad-gates; and the novelty consists in certain improvements, as will be hereinafter more fully set forth, and pointed out in the claim.

The annexed drawing, to which reference is made, fully illustrates my invention.

A A represent the rails of the track, across which are two gates, B B, meeting in the center of the track.

Each gate B is secured to or on a sliding bar or rail, *c*, which is supported by flanged rollers D D, and moves in suitable guides E E, arranged at the side of the track, as shown.

In the inner end of the rails *c* are pivoted two short arms, *a a*, to the outer end of each of which is pivoted a curved lever, F. These levers extend in opposite directions, the inner portion of each lever being in the center between the two rails, and then inclined outward across the rail to a point, *b*, outside of the track, where said lever is pivoted to an upright shaft, as shown. The two levers on each side of the double gate thus cross the two rails of the track at an incline, the curves near their inner ends overlapping each other.

As a train approaches the gate from either side the front-wheel truck of the locomotive strikes the two inclined levers, and moves the gates outward, the gates remaining open until the last car in the train passes beyond the le-

vers on the opposite side, when the gates are closed by means of weights G G, one for each gate. Each weight G is suspended by a rope, chain, or cable, *d*, which passes over a pulley, *e*, in the top of a post, H, a suitable distance outward from the track, then downward around a pulley, *f*, at the foot of the inner guide, and outward, and fastened to the sliding rail or bar *c*. The action of the weights G G is to close the gates and return the levers F F to their former position, so as to be ready to be operated upon by the next approaching train.

It will be noticed that I use no springs or devices that would be liable to get out of order. The motions are all positive and direct. The pulleys and cords may be protected by suitable housings.

I am aware that it is not new in the art to automatically open a gate by means of the approaching vehicle, &c., impinging upon pivoted side levers, as shown in English Patent No. 1,667 of 1857; and such construction this application is not intended to cover.

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

1. The combination, with a railroad-track, of a movable gate, the curved levers or arms F, the short pivoted arms *a*, the weights G, cables *d*, and pulleys, substantially as and for the purposes set forth.

2. In a railroad-gate, the combination of the gates B B, secured upon the beams *c c*, supported upon flanged rollers D D, the short pivoted arms *a a* at the inner end of each beam *c*, and the curved pivoted levers F F connected to said arms, substantially as described.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

THOMAS C. GARLINGTON.

Witnesses:

B. A. JAMES,

THOS. E. BEALE.