

(No Model.)

L. FORKNER, Jr.

RAILWAY GATE.

No. 244,878.

Patented July 26, 1881.

Fig. 1.

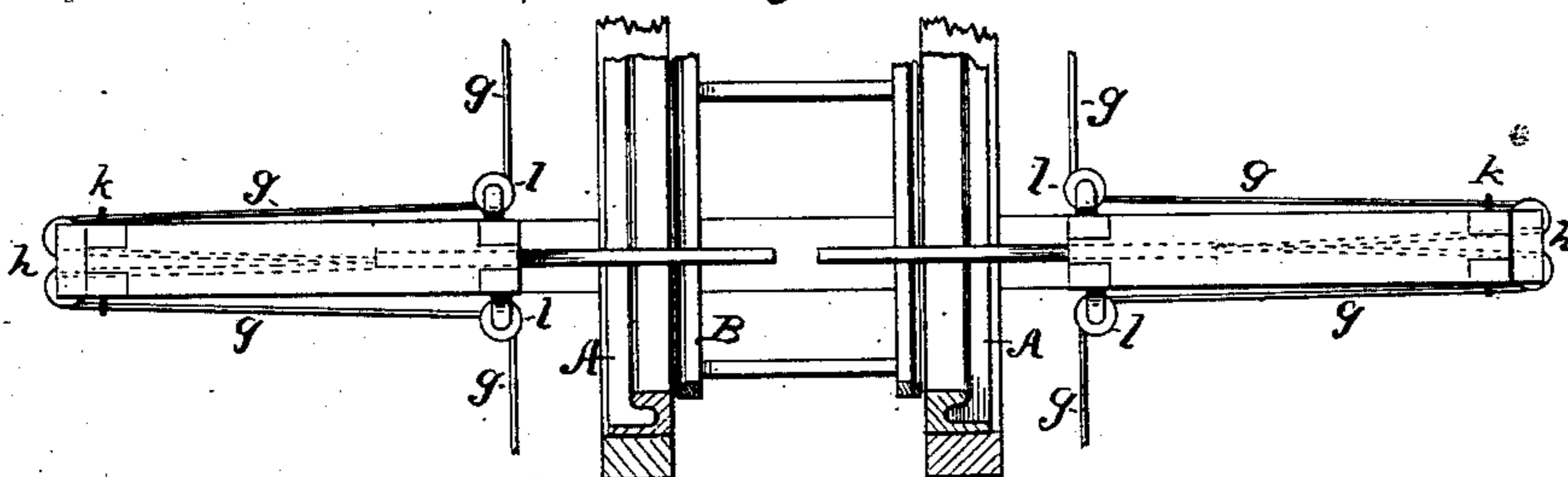


Fig. 2.

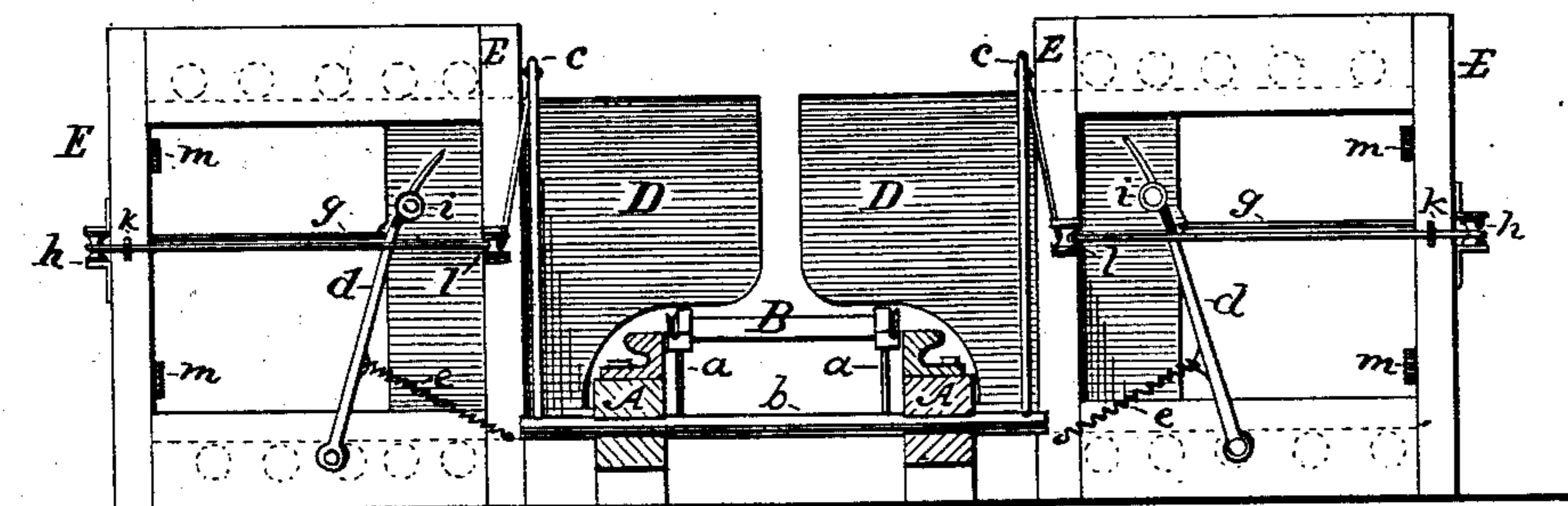
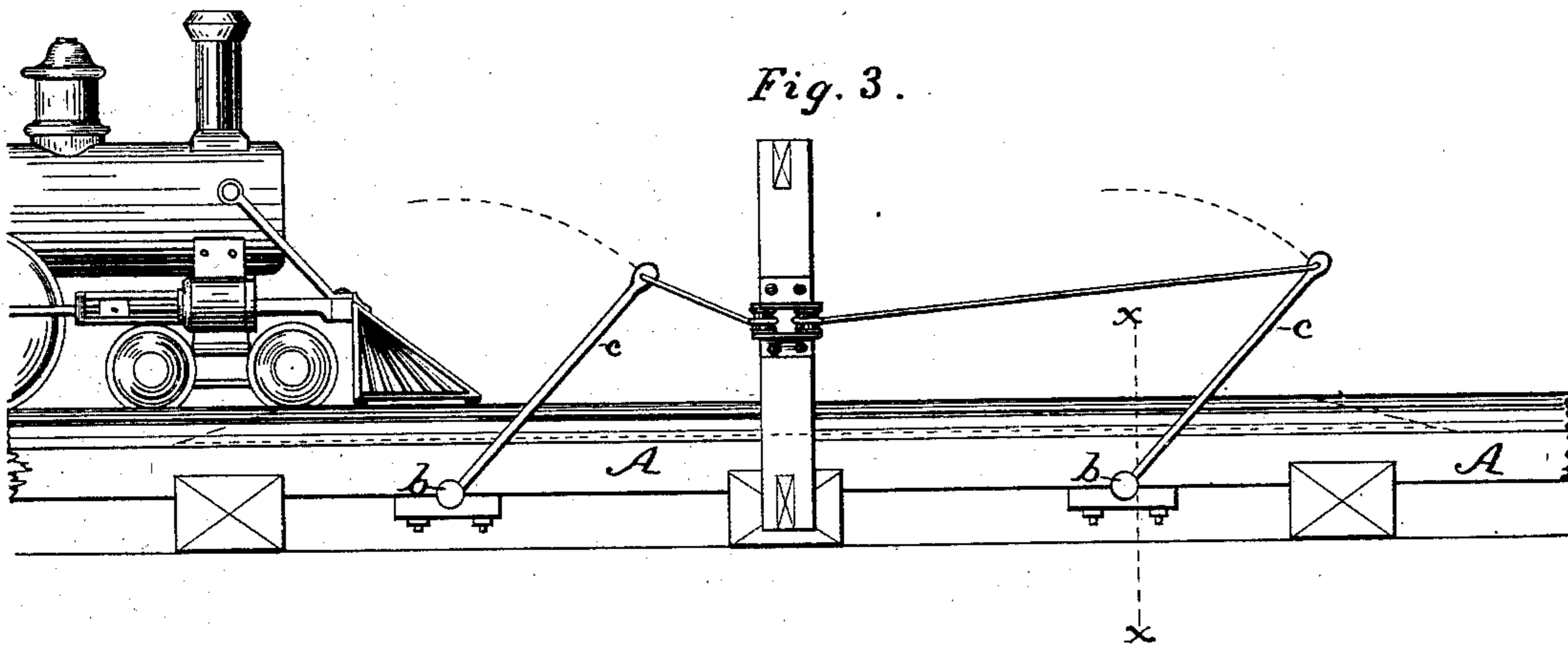


Fig. 3.



WITNESSES:

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LAWRENCE FORKNER, JR., OF SWEET WATER, TENNESSEE.

RAILWAY-GATE.

SPECIFICATION forming part of Letters Patent No. 244,878, dated July 26, 1881.

Application filed May 31, 1881. (No model.)

To all whom it may concern:

Be it known that I, LAWRENCE FORKNER, Jr., of Sweet Water, in the county of Monroe and State of Tennessee, have invented a new and useful Improvement in Railroad-Crossing Gates, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification.

My invention relates to cattle-gates for railroad-crossings, which are automatically operated by means of a false track which is adapted to sink under the weight of the cars and oscillate a pair of levers, to which the gates are attached by means of chains and pulleys.

My invention consists in certain peculiarities of construction and arrangement, as hereinafter described.

In the drawings, Figure 1 represents a top view of the gates with the track broken away; Fig. 2, a side elevation of the gates, and a sectional view of the track through line *xx* of Fig. 3; and Fig. 3, a view showing the practical method of operating the gates.

A is a platform constituting a section of the track proper, within and above which is supported a false track, B. This track is so arranged that its two rails will lie just within the two rails of the said platform, and it is supported upon levers *a*, which are pivoted in slots on the under side of the false track and rigidly secured to a transverse shaft, *b*, which is journaled in the under side of the said platform. A shaft, *b*, with such levers is located at each end of the platform, and on each side of the platform the projecting ends of the said shafts are provided with upright arms *c* for operating the gates D. The said gates are supported at the sides of the platform in slotted frames E, which are provided with friction-rollers at the top and bottom, between which the gates are made to slide back and forth by means of two levers, *d*, pivoted at their lower ends to the bottom of the frames,

respectively, and each connected near its center with a spring, *e*, which is attached to the lower side of the said platform or to the frames. The upper end of this lever *d* rests against a projection, *i*, on the gate, by means of which the gate is held closed. The rear end of each gate is provided with two cords or chains, *g*, which pass through an opening in the rear of each frame, where they separate and pass over pulleys *h h*, secured to the outer surface of said rear ends, thence through staples *kk*, along the outside of the frames, to pulleys *ll*, secured to the sides of the frames at their inner or forward ends, and thence in a rectangular direction to the tops of the said arms *c*, to which they are secured.

Rubber cushions *m m* are arranged on the inner surface of the frames E, at their rear ends, to prevent jarring when the gates are thrown back. It is also designed that suitable springs shall be attached to levers *a* in such manner as to force the false track up to its normal position after a train of cars has passed over, and that weights of wood or metal shall be suspended from the cords to hold them taut when slackened by the oscillation of the arms.

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

In a gate for railroad-crossings, the combination of the false track B, horizontal shafts *b*, having supporting-levers *a* and oscillating arms *c*, the gates D, levers *d*, and springs *e* for holding the gates closed, supporting-frames E, having cushions *m*, inner pulleys, *l*, and outer pulleys, *h*, and cords *g*, connected with the said oscillating arms, substantially as shown and described.

LAWRENCE FORKNER, JR.

Witnesses:

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