

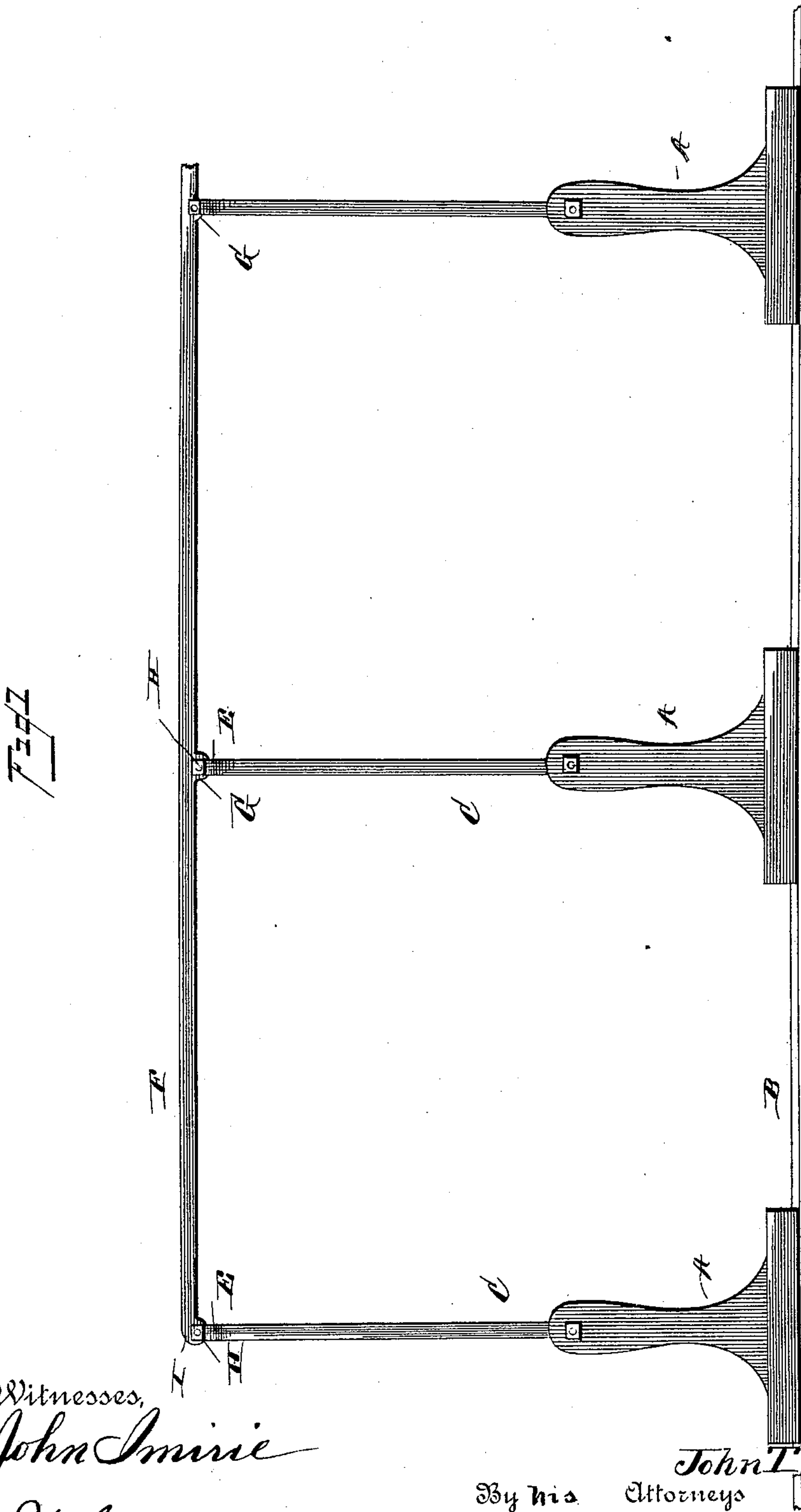
(No Model.)

2 Sheets—Sheet 1.

J. T. BARLOW.
RAILROAD GATE.

No. 406,417.

Patented July 9, 1889.



Witnesses,
John Mirie
W. L. Lamer

Inventor,
John T. Barlow,
By his Attorneys
C. A. Snow & Co.

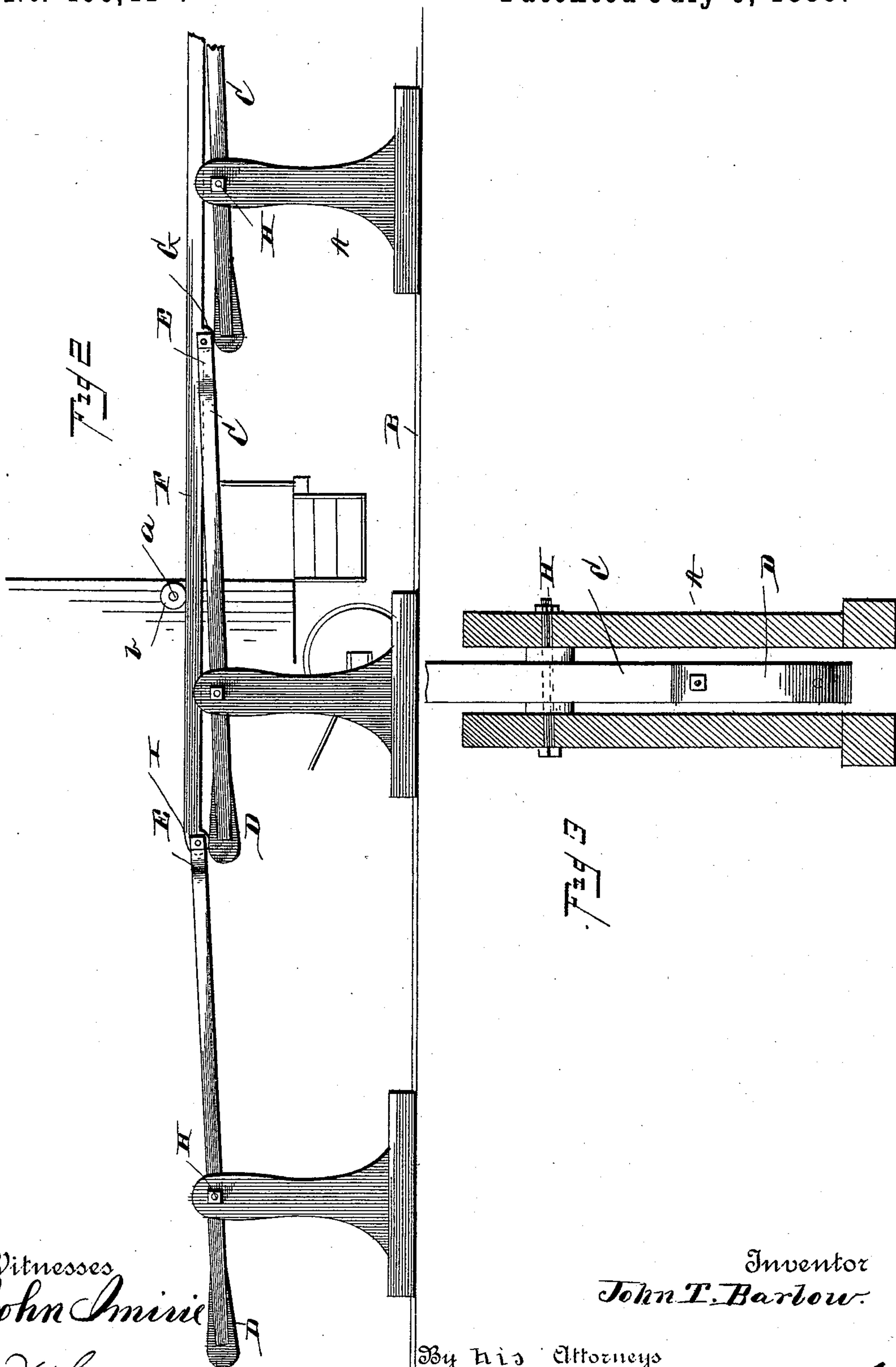
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RAILROAD GATE.

No. 406,417.

Patented July 9, 1889.



Witnesses
John Mirie
J. Warner

Inventor
John T. Barlow.

By his Attorneys

Ed Snodgrass

UNITED STATES PATENT OFFICE.

JOHN THOMAS BARLOW, OF RICHMOND, VIRGINIA.

RAILROAD-GATE.

SPECIFICATION forming part of Letters Patent No. 406,417, dated July 9, 1889.

Application filed February 2, 1889. Serial No. 298,426. (No model.)

To all whom it may concern:

Be it known that I, JOHN THOMAS BARLOW, a citizen of the United States, residing at Richmond, in the county of Henrico and State of Virginia, have invented a new and useful Improvement in Railroad-Gates, of which the following is a specification.

My invention relates to an improvement in railroad-gates; and it consists in the peculiar construction and combination of devices, that will be more fully set forth hereinafter, and particularly pointed out in the claim.

The object of my invention is to provide a railroad-gate which is adapted to be automatically closed by a passing train and maintained in a closed position while the train is passing, and which is further adapted to open itself as soon as the train has passed.

In the drawings, Figure 1 is an elevation of my improved railroad-gate, showing the same open for the passage of vehicles and pedestrians across the track. Fig. 2 is a similar view of the same showing the gate closed. Fig. 3 is a transverse sectional view of my improved gate.

A represents a series of knees or standards arranged in pairs across a road or street intersecting the railroad-track B and parallel with the said track. Between each pair of said standards A is journaled a tumbling-bar C, the same being provided at its lower end with a weight D and having its upper end provided with a pair of ears E. The weights D serve to keep the tumbling-rods in a vertical position, as is obvious.

F represents a bar of suitable length provided on its under side, at suitable distances apart, with offsets or ears G, which are arranged between the pairs of ears E and pivotally connected to the upper ends of the tumbling-bars by means of bolts H, extending through openings in the ears E and G, as shown. The length of the outer ends of the tumbling-bars is such that when said bars are in a vertical position the bar F is raised to a sufficient height from the ground to enable vehicles of all kinds to pass freely under the same, and thereby the said bar offers no obstruction whatever to the street or road across

which it is arranged. The ends of the bars F are rounded, as at I.

Each car of a railroad-train is provided at a suitable height from the ground with an outwardly-extending spindle *a*, on which is journaled an anti-friction tappet-roller *b*. When the train reaches the gate, the advanced tappet-roller engages one of the end or outermost tumbling-bars C and causes the same to tilt, and inasmuch as the bar F is connected to all the tumbling-bars said bar F will be lowered and all the tumbling-bars will be tilted to the position shown in Fig. 2, and the tappet-rollers of the train will pass over the bar F. The length of the latter is in excess of the length of any car in the train, and hence at least one of the tappet-rollers will be at all times engaged with the bar F while the train is passing, and consequently the gate will remain closed until the train is entirely passed, and the weights D will then immediately restore the tumbling-bars to their normal vertical position and cause the bar F to be elevated; thus opening the gate.

My improved gate, in addition to being used as a railroad-gate, may be successfully used at any place where a gate may be needed. I would also have it understood that in its construction any suitable material may be employed.

Having thus described my invention, I claim—

The combination, with a series of standards erected along a railway-track at a crossing, of tumbling-bars connected pivotally to the upper ends of said posts or standards and having weights at their lower ends, and a connecting-bar connected pivotally to the upper end of each of said tumbling-bars, substantially as herein described, and for the purpose set forth.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

JOHN THOMAS BARLOW.

Witnesses:

W. E. ADDISON,
S. S. P. PATTESON.