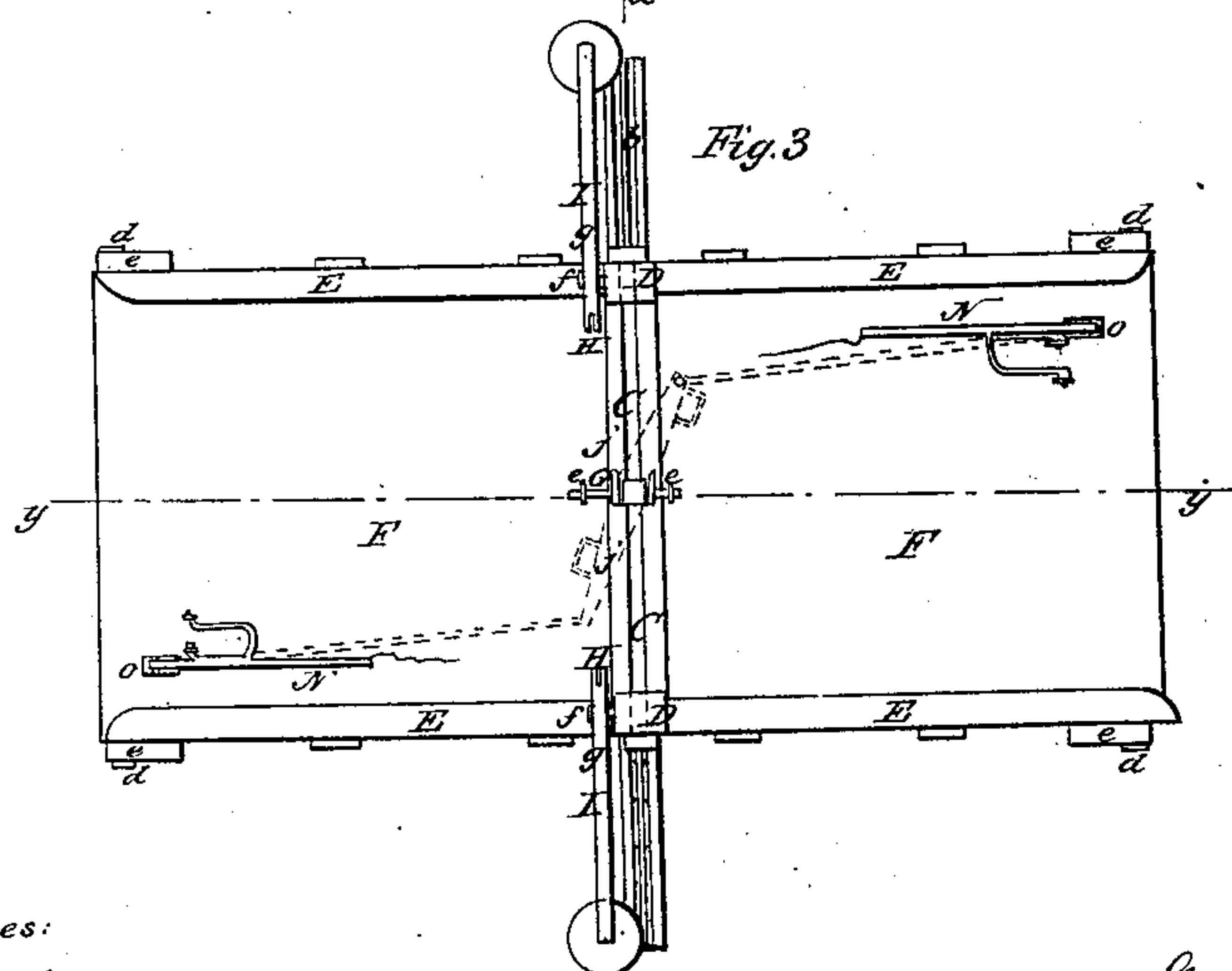
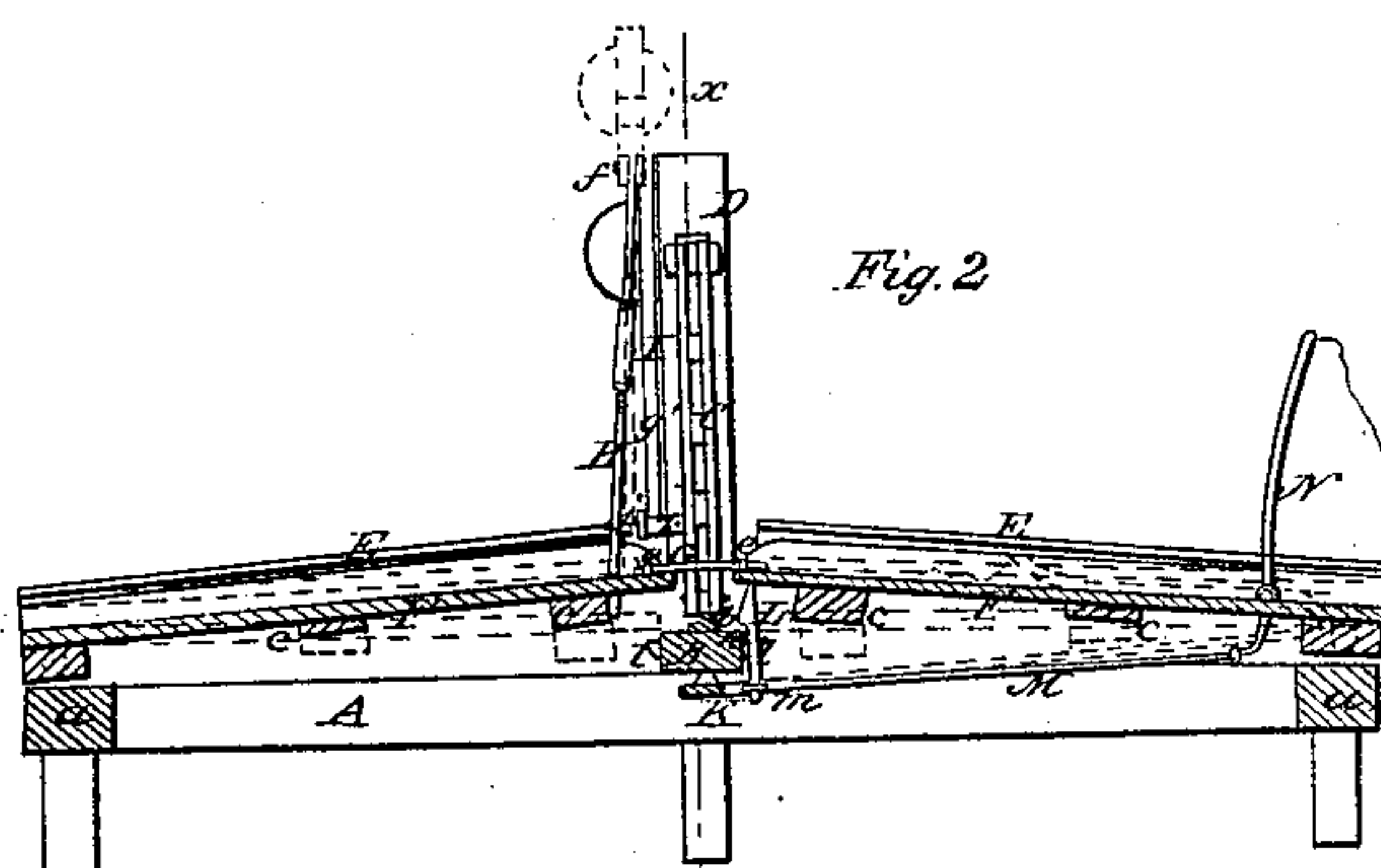
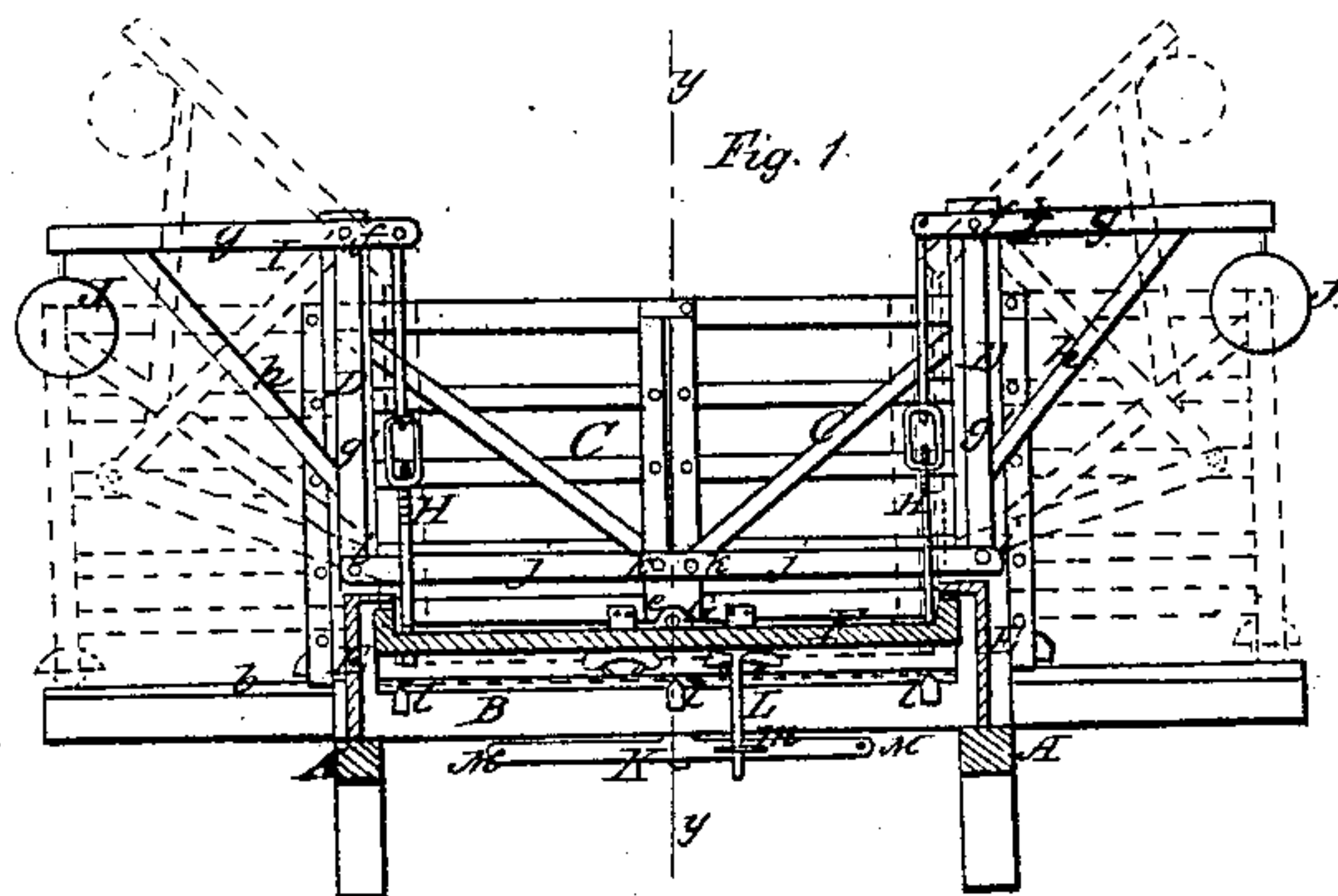


G. E. Baker,
Automatic Gate.

N^o 29,234.

Patented July 24, 1860.



Witnesses:

W. Combs
R. S. Linton

Inventor:

Geo E Baker
per Munnell & Attorneys

UNITED STATES PATENT OFFICE.

GEORGE E. BAKER, OF WAUKEGAN, ILLINOIS.

GATE.

Specification of Letters Patent No. 29,234, dated July 24, 1860.

To all whom it may concern:

Be it known that I, GEORGE E. BAKER, of Waukegan, in the county of Lake and State of Illinois, have invented a new and Improved Automatic Gate; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the annexed drawings, making a part of this specification, in which—

Figure 1 is a transverse vertical section of my invention, taken in the line x, x , Fig. 2. Fig. 2, a longitudinal vertical section of the same, taken in the line y, y , Figs. 1 and 3. Fig. 3, a plan or top view of the same.

Similar letters of reference indicate corresponding parts in the several figures.

To enable those skilled in the art to fully understand and construct my invention, I will proceed to describe it.

A, A, represents two parallel sill-pieces which are secured at a proper distance apart by end cross-ties a, a , and a central cross piece B, the ends of which project beyond the sides of the sill pieces. This central cross piece B, has a way or guide b , secured to its upper surface, and the gates C, C, which are provided with rollers, are fitted on this way, the gates being retained in a proper vertical position by posts D, D, which are attached to the cross piece B, at points in line with the sill-pieces A, and slotted vertically to allow the gates to work through them.

To the sill pieces A, at each side of the posts D, D, side strips E, are attached and between the side strips at each side of the gates a platform F is placed. These platforms may be constructed of planks secured to traverse pieces c , the outermost ones of which have journals d , formed on them, which journals are fitted in suitable bearings e , attached to the sill pieces, as shown clearly in Fig. 3. The platforms F, F, are allowed to work freely on their journals d , as centers, and the inner adjoining ends of the platforms are connected by a short rod or bolt G, fitted in suitable eyes e , attached to the platforms, see Figs. 2 and 3.

To the inner part of one of the platforms F, vertical rods H, H, are attached, one near each side. These rods are connected at their upper ends to frames I, I, which are secured by bolts or pivots f , to the upper parts of the posts D, D. The frames I, are constructed of two bars g, g' , attached at right angles to each other and secured in

proper position by a brace h ; the upper bars g , projecting beyond the bars g' , and having the rods H, attached thereto. To the outer ends of the bars g , weights J, are attached, and the lower ends of the bars g' are connected by pivots i , to one end of bars j , the opposite ends of which are connected by pivots k , to the gates C, C.

It will be seen from the above description that the platforms F, F, are connected to the gates C, C, through the medium of levers, for such are the frames I, and it is designed to have the weights J, sufficiently heavy to retain the inner ends of the platforms F, F, when not otherwise acted upon, in an elevated state and keep the gates C, C, closed as shown clearly in Fig. 1. When, however, a vehicle passes on either platform, both will be depressed and the gates thrown open, the gates moving simultaneously outward to an open state, and retained in such state until the vehicle passes off them, when they are closed by the weights J. When the platforms are depressed, their inner ends rest on projections l , attached to the sides of the cross piece B.

To the under side of the cross piece B, at about its center, there is attached a lever K, the fulcrum pin of said lever being at its center. This lever has staples m, m , driven in it at opposite sides, and at equal distances from its center, and through these staples the lower ends of bars L pass, the upper ends of said bars being attached by joints to the inner ends of the platforms—one bar to each platform. Each bar L, has a shoulder n , on it, and these shoulders by being projected over the edges of the cross piece B, will prevent the platforms from being depressed and consequently the gates C, C, from being opened. To each end of the lever K, a rod M is attached. These rods are carved at their outer ends, and extend up through slots o , in the platforms F, and have levers N attached thereto. By drawing up either lever N, the lever K, will actuate the bars L, and secure the platforms F, so that they cannot be depressed; see Fig. 2, in which, one of the bars L, is shown with its shoulder n , over the edge of the cross piece B. This lock formed by the bars L, is important, for it prevents the platforms being depressed voluntarily by animals in order to pass through the gate. The driver of a vehicle or a person on horseback first throws downward the lever N, on the plat-

form on which he ascends and thereby liberates the platforms, and causes the same to descend, thereby opening the gates C, C, which close as the vehicle passes off the platform at the other side of the gate, the driver elevating the lever of the platform off of which he passes, and thereby locking the platforms.

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

1. The combination of the pivoted

weighted frame I, with the platforms F, and laterally moving gates C, as and for the purpose herein shown and described.

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2. The combination of the pivoted locking lever K, bars L, rods M, and levers N, with the platforms F, and gates C, as and for the purpose herein shown and described.

GEORGE E. BAKER.

Witnesses:

JOHN C. BAKER,
A. S. W. CHILDS.