

(No Model.)

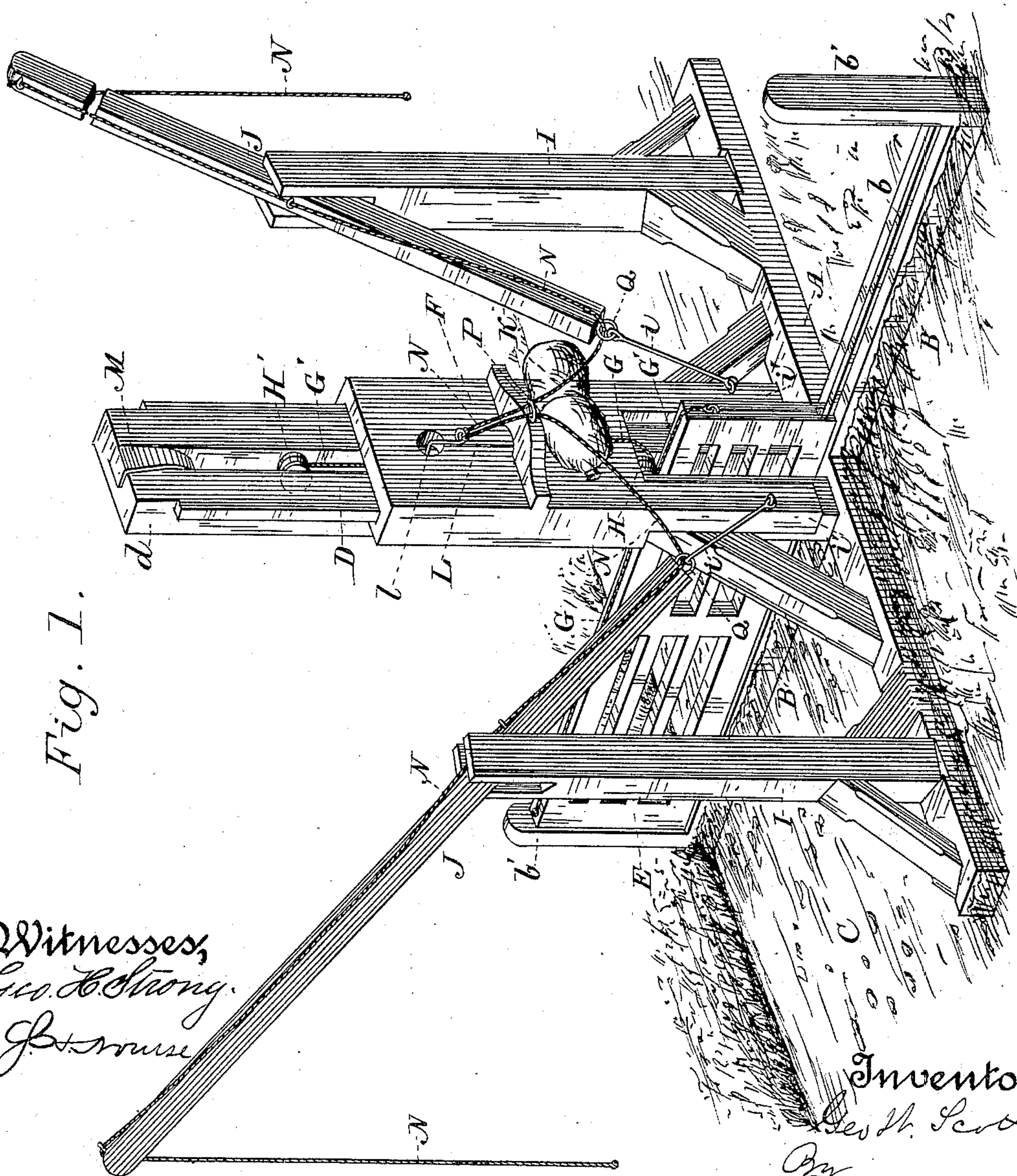
2 Sheets—Sheet 1.

G. W. SCOTT.

GATE.

No. 306,534.

Patented Oct. 14, 1884.



Witnesses,
Geo. B. Strong.
J. H. House

Inventor,
Geo. H. Scott
By
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attorneys

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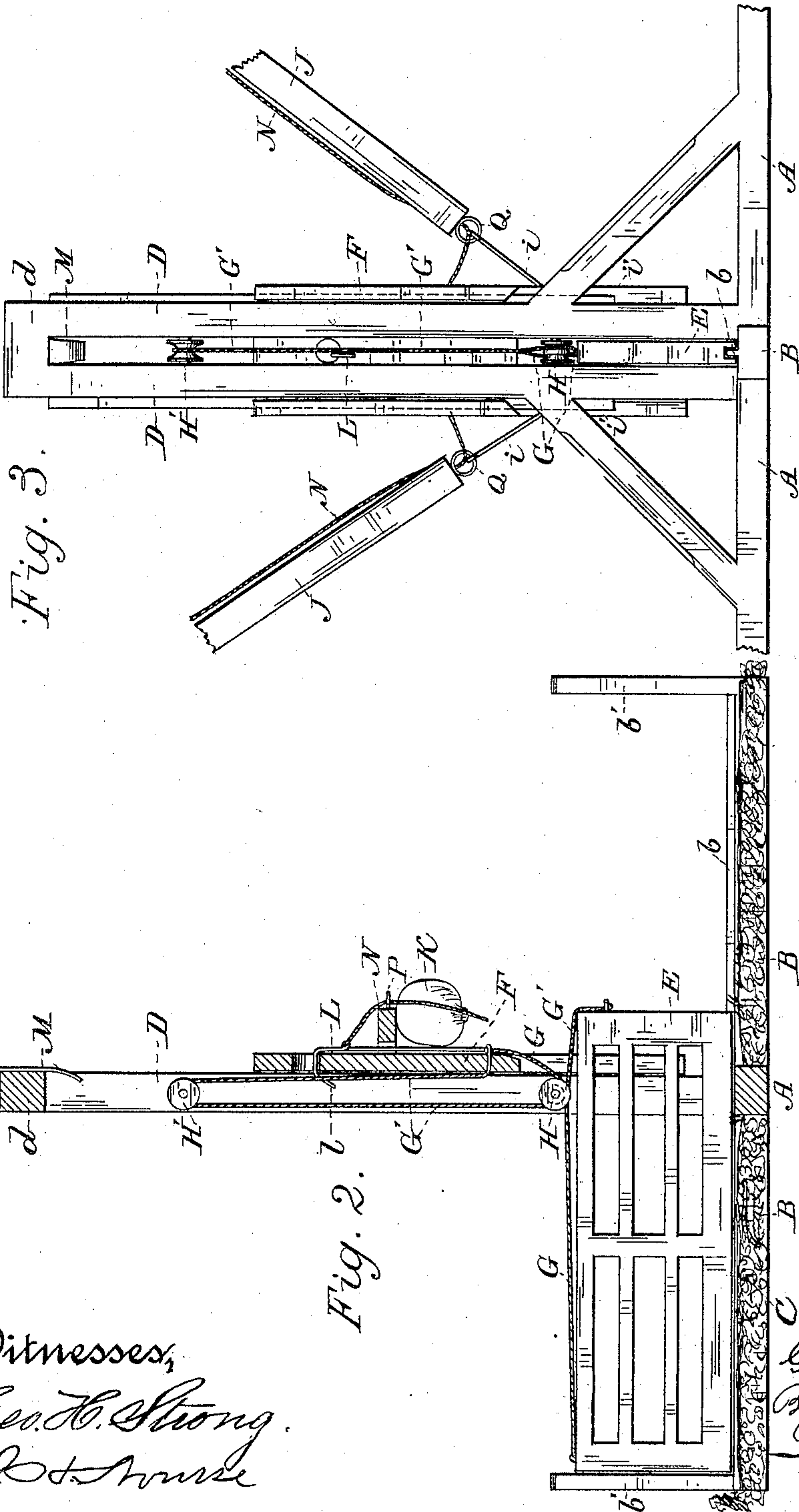
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UNITED STATES PATENT OFFICE.

GEORGE WASHINGTON SCOTT, OF LEMOORE, CALIFORNIA.

GATE.

SPECIFICATION forming part of Letters Patent No. 306,534, dated October 14, 1884.

Application filed March 18, 1884. (No model.)

To all whom it may concern:

Be it known that I, GEORGE W. SCOTT, of Lemoore, county of Tulare, and State of California, have invented an Improvement in Gates; and I hereby declare the following to be a full, clear, and exact description thereof.

My invention relates to that class of gates in which suitable levers and cords on the roadside are adapted to open and close the gate; and my invention consists in a suitable framework of sills and posts, in a laterally-sliding gate operated by a vertically-moving traveler and suitable connecting-ropes, and in certain levers and a weight for operating the traveler, and a latch and trip mechanism for temporarily securing and releasing it, all of which I shall hereinafter fully explain.

The object of my invention is to provide an automatic gate simple and inexpensive in construction, effective in operation, and easily set in place.

Referring to the accompanying drawings, Figure 1 is a perspective view of my gate. Fig. 2 is a transverse vertical section through the standards D and traveler F and a front elevation of the gate E. Fig. 3 is a front elevation of the standards and traveler and a portion of the levers J.

A is a sill, and B a cross-sill, having a track, *b*, upon it. The former sill is placed beside the roadway C, and the latter sill crosses said roadway, being suitably embedded to avoid injury.

Upon the sill A, about its center, is a slotted or two-part standard, D, in the slot or opening of which the gate E is fitted, and adapted to move laterally on the track *b*. At the ends of the cross-sill are the stops *b'*, to limit the movement of the gate.

Fitted to slide vertically upon the standard D is a traveler, F. To one side of this, near its lower end, is secured a cord or rope, G, which passes down to and under a guide-sheave or pulley, H, mounted in the slotted standard, and thence extends and is secured to one end of the gate. Upon the other side of the traveler, near its lower end, is secured a cord or rope, G', which passes up to, over, and around a sheave or pulley, H', mounted in the slotted standard above; thence down to

and under the sheave H, and to the other end of the gate, to which it is secured. By means of this arrangement of cords the vertical movement of the traveler causes the gate to move sidewise, and the arrangement as here shown is such that, as the traveler moves up, the gate is withdrawn from across the road, thus opening the passage-way, and as the traveler moves down the gate is moved across the road, thus closing it. The means for accomplishing these movements of the traveler are as follows: Set up and braced on the ends of the sill A are posts I, in the tops of which are fulcrumed the operating-levers J. The posts I are preferably set at a slight angle with the direction of the roadway, in order that the handle ends of the levers may be thrown into the road somewhat, to be conveniently reached from a vehicle or horse without swerving too much. The other ends of the levers are connected suitably with the lower portion of the traveler, the connection here shown being by means of links *i*, secured to the ends of the levers, and to downwardly-projecting ends or arms *i'* of the traveler. The downward movement of the handle ends of the levers, or either of them, raises the traveler to open the gate, as described.

In order to lower the traveler, I have a weight, K, secured to it. This weight may be of any suitable material and shape, though, for the sake of economy, I prefer a sand-bag. The action of the weight is to lower the traveler and close the gate; but it is obvious that after having raised the traveler by the operation of one of the levers J it is necessary to hold it raised, in order that the gate shall remain open until the vehicle has passed through, and then shall close again. Accordingly I have the following device: Upon the traveler is a spring rod or latch, L, having a bent or hook end, *l*, which extends through a hole in the traveler, as shown. Upon the top bar, *d*, of the slotted standard is secured a guide-lip, M, extending downwardly and bending inwardly within the slot of the standard. The lower end of this lip is in such position that the projecting end or hook *l* of the latch L is forced back by it as the traveler rises, and is guided until it comes to the upper end, when,

being released, it springs in again over the top bar, *d*, and thus holds the traveler up and the gate open.

In order to release the hook, to allow the weight to lower the traveler, I have the cords N. These are secured to the latch L near its top, and thence extend backwardly through a guide-staple, P, and diverge, passing each to a guide-staple, Q, on the ends of the levers J, and along said levers in suitable guides to their handle ends, from which they hang within convenient reach. After the operator has passed through the gate he seizes the cord N on that side, and by pulling down on it releases the latch and allows the traveler to descend.

In this gate it will be perceived that there are no posts planted in the ground. The sills are made stable enough to avoid this necessity, and the advantages of the improvement are in the saving of labor in adjusting or setting up the gate, and in the fact that the whole device may be made and completed in the shop and transported to the place desired and set up without further trouble.

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

1. The gate E, adapted to travel sidewise to open or close the roadway, and the slotted standard D, by which said gate is guided, in combination with the traveler F, mounted and adapted to slide on said standard, suitable mechanism for raising and lowering said traveler, and the cords or lines G G', secured to the traveler and to the ends of the gate, and guided by sheaves H H', substantially as and for the purpose herein described.

2. The gate E, adapted to travel sidewise to open or close the roadway, and the slotted standard D, by which said gate is guided, in combination with the traveler F, mounted and

adapted to slide on said standard, the levers J, secured to the traveler for raising it, and weight K, secured to it for pulling it down, and the cords or lines G G', secured to the traveler and to the ends of the gate, and guided by sheaves H H', substantially as and for the purpose herein described.

3. The laterally-moving gate B and standard D, in combination with the vertically-moving traveler F and cords or lines G G', secured thereto and to the gate for the purpose described, and a mechanism for temporarily holding said traveler up to keep the gate open and for releasing it to close the gate, substantially as herein described.

4. The sliding gate E and standard D, in combination with the traveler F, cords or lines G G', secured and arranged as described, the levers J and weight K, and the means for sustaining the traveler when raised, consisting of the spring-latch L, having hook end *l*, guided by the lip M, and adapted to engage with the top of the standard D, and the means for tripping the latch to lower the traveler, consisting of the cords N, secured to said latch, and guided by the levers J, substantially as herein described.

5. In a gate mechanism, the main sill A, having the slotted standard D, and side posts I, and the cross-sill B, having the track *b*, in combination with the gate E, fitted upon said track, the vertically-moving traveler F, and cords G G', the levers J, fulcrumed on posts I, and the weight K, substantially as herein described.

In witness whereof I have hereunto set my hand.

GEORGE WASHINGTON SCOTT.

Witnesses:

F. Z. BROTHERS,

F. J. SLOCUM.