

(No Model.)

J. C. ROCK.
AUTOMATIC GATE.

No. 359,404.

Patented Mar. 15, 1887.

Fig. 1.

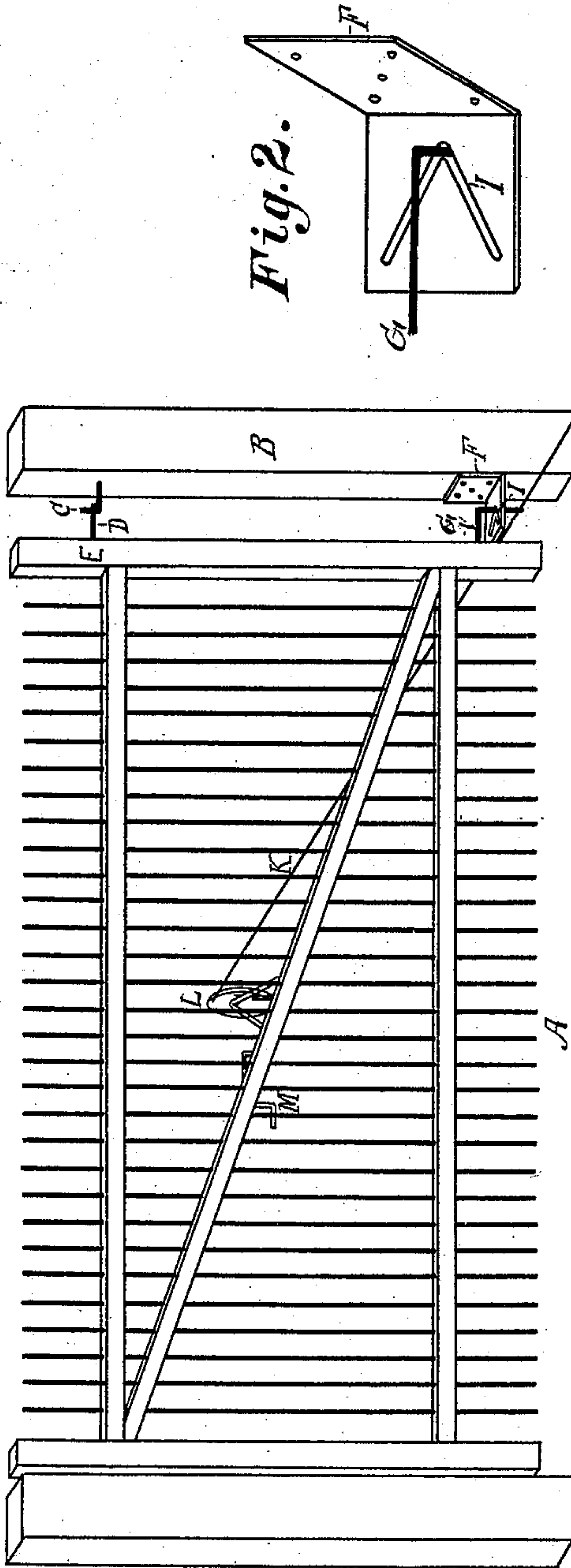


Fig. 2.

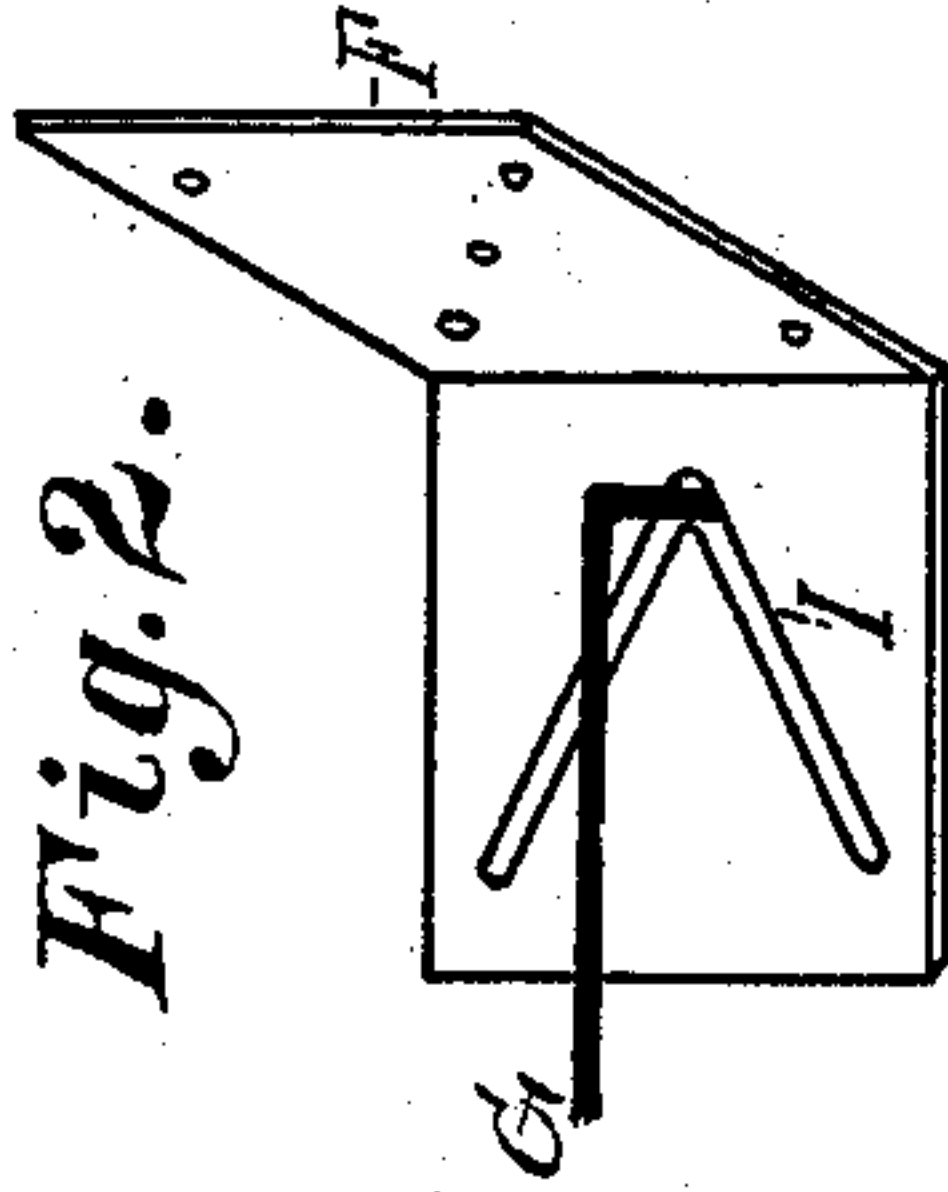
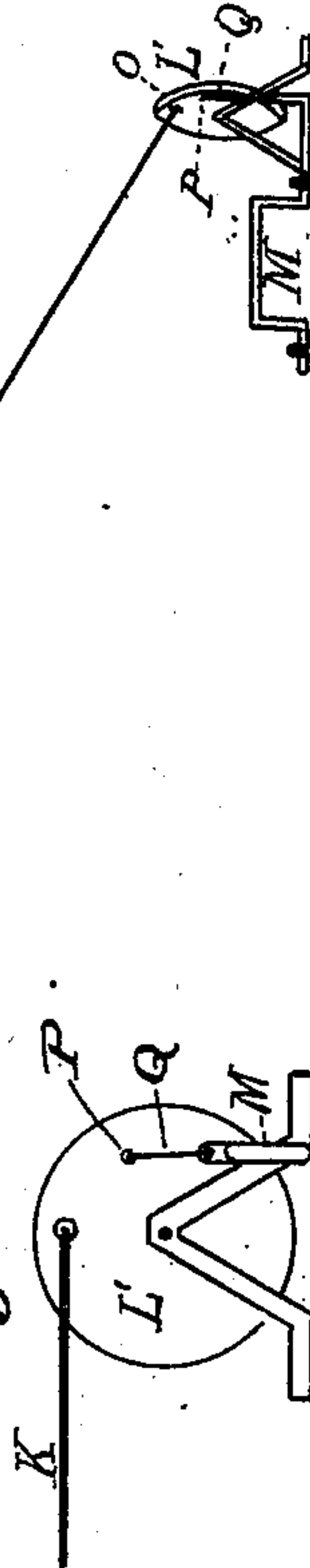


Fig. 3.



Attest:

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UNITED STATES PATENT OFFICE.

JOHN C. ROCK, OF WEST LIBERTY, OHIO.

AUTOMATIC GATE.

SPECIFICATION forming part of Letters Patent No. 359,404, dated March 15, 1887.

Application filed September 24, 1886. Serial No. 214,474. (No model.)

To all whom it may concern:

Be it known that I, JOHN C. ROCK, a citizen of the United States, and a resident of West Liberty, in the county of Logan and State of Ohio, have invented a new and useful Automatic Gate, of which the following is a specification.

My invention relates to improvements in automatic drive-gates, and to the manner of adjusting the hinge so as to throw the gate out of plumb to open or shut it.

Figure 1 is a perspective view; Fig. 2, a top perspective of lower hinge-plate; Fig. 3, a side view of trip-wheel and rod.

A is my gate; B, the post on which it is swung; C D, the upper hinges; E, the rear post of gate-frame; F, plate on the supporting-post having a V-shaped slot in its horizontal face; G, an L-shaped bolt, one end bolted into the rear post of the gate-frame and the other bent down to pass through the slot I. To the lower end of this arm are attached rods K, which pass to the pulleys L L' and are fastened to pins O thereon. The pulleys L L' are connected with the trips M by chains or rods Q, attached at one end to the pulleys at P and at the other to the trips. The horizontal arm of the bolt G does not rest on the plate F, but is raised somewhat above it to prevent snow or ice from interfering with it.

The construction and operation of my device are as follows: Any ordinary gate may be used. The gate is hung at its upper rear end to the supporting-post by an eye and bolt, as common. An ordinary bolt, G, is driven into or bolted into the rear post of the gate-frame, but inverted, the vertical arm of the bolt pointing downward instead of up. To the supporting-post B, I attach a plate or bracket bent at its middle at right angles to the post, and in this plate I make the V-shaped slot I. Through this slot I pass the vertical arm of bolt G. To this vertical arm I attach the rods K. These

rods are attached to the pulleys L L', which are attached to the trips by rods Q. The normal position of the inverted arm of bolt G when the gate is closed is at the point or apex of the V-shaped slot, with the trip M standing vertically.

When a vehicle-wheel runs against the trip M when going toward the gate, it depresses the trip and revolves the pulley backward, drawing the vertical arm of bolt G along to the open end of the slot I in the plate F, throwing the gate out of plumb, raising its front end, and causing it to swing open away from the team. A catch on the bumper-post detains it until the vehicle has passed through, when the wheel strikes the trip on the other side going out and pulls the vertical arm of bolt G back to its first position, throwing the gate out of plumb again, when it closes of its own gravity. At the point of the V the vertical arm of the bolt strikes against the side of the opposite arm of the V and is stopped.

I am aware that the patents of Creighton and Dugdale show a plate mounted on the post having a triangular slot in which the pintle of the lower hinge plays, and do not claim the same, broadly, but only my particular construction, as shown and hereinafter claimed.

What I claim is—

The combination, with a swinging gate, the lower pintle of which plays in a V-shaped slot formed in a supporting-plate, F, of rods K, connecting said pintle with pivoted disks L L', trip-irons M, and chains Q, by which the disks L L' are connected to the trip-irons, the rods and chains being attached to the disks at different points, all substantially as shown and described.

JOHN C. ROCK.

Witnesses:

C. D. CAMPBELL,
E. K. CAMPBELL.