

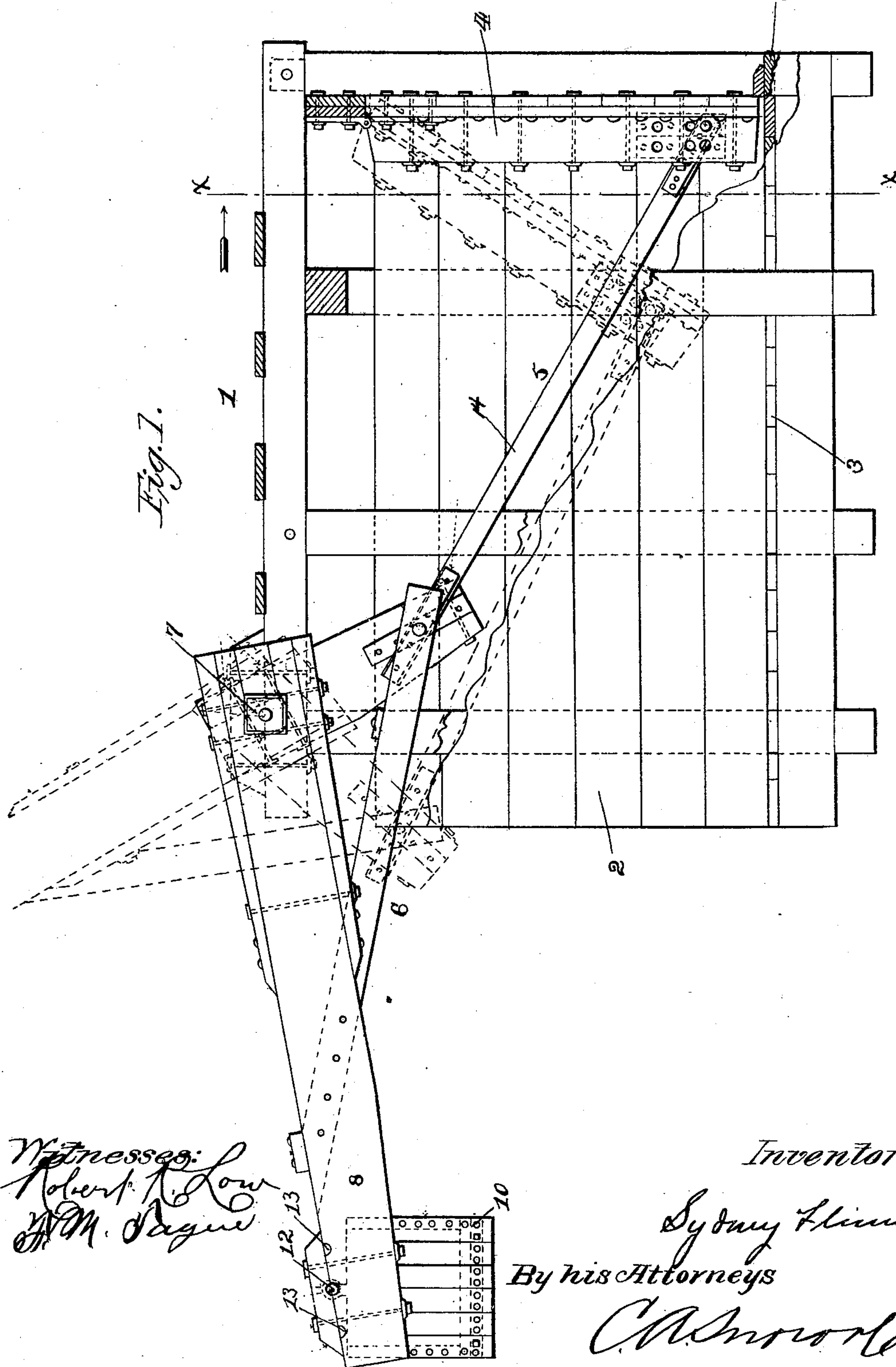
(No Model.)

3 Sheets—Sheet 1.

S. FLINN.
AUTOMATIC FLOOD GATE.

No. 482,868.

Patented Sept. 20, 1892.



Witnesses:
Robert K. Low
W. M. Pague

Inventor:
Sydney Flinn
By his Attorneys
C. A. Moore & Co.

(No Model.)

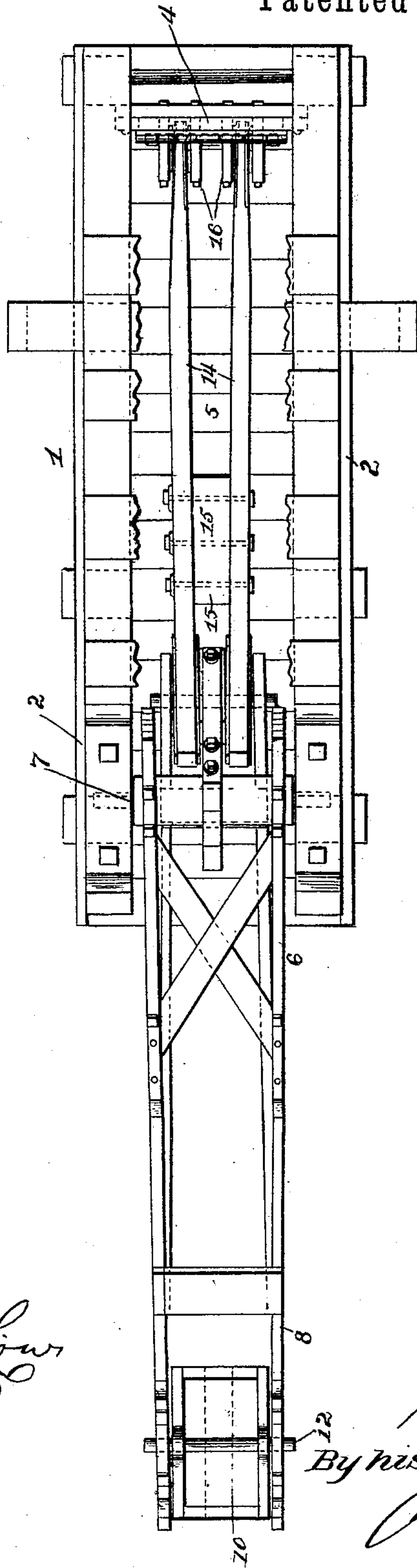
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Fig. 2.



Witnesses:
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(No Model.)

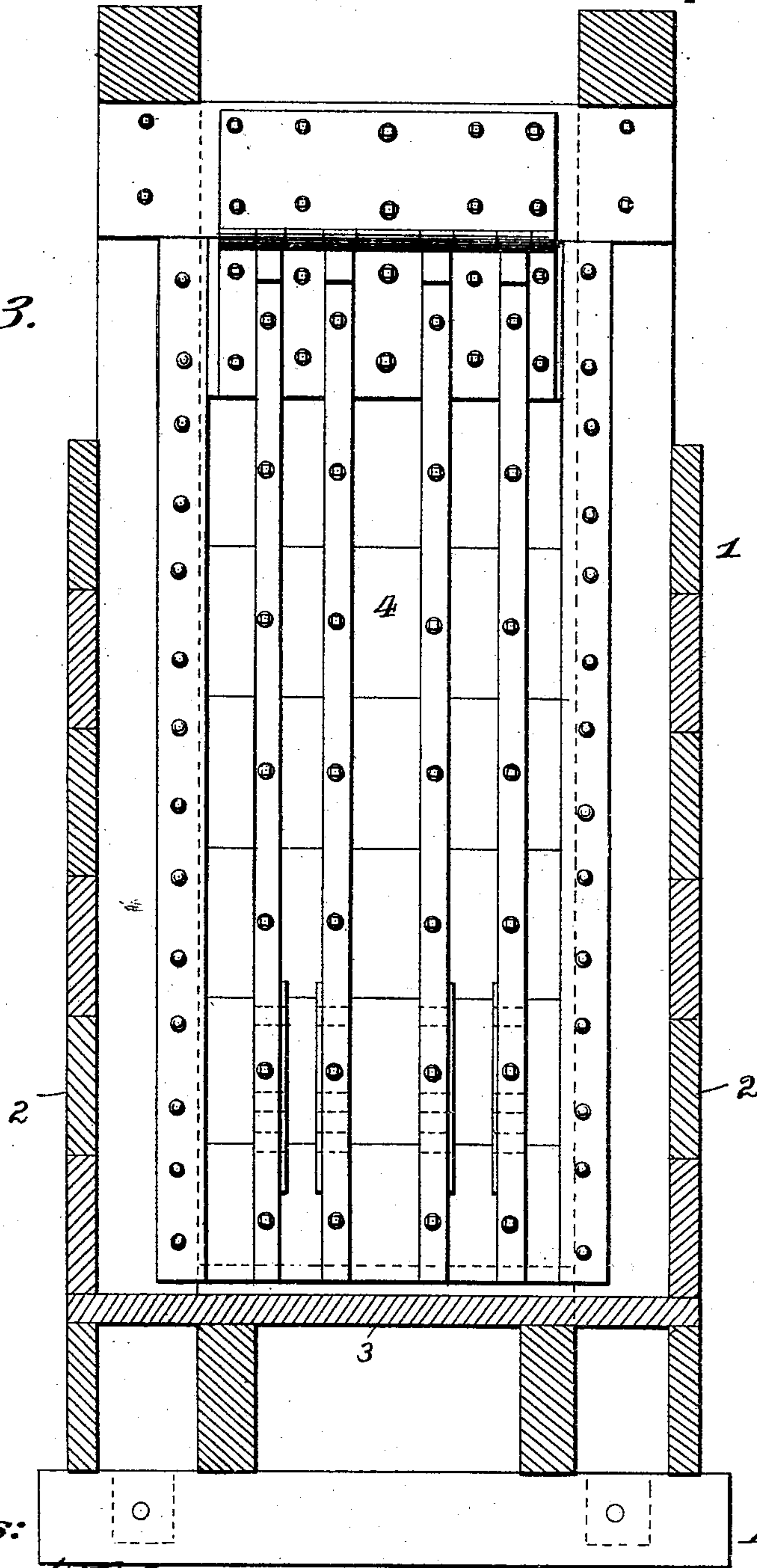
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Fig. 3.



Witnesses:

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UNITED STATES PATENT OFFICE.

SYDNEY FLINN, OF CADDOA, COLORADO.

AUTOMATIC FLOOD-GATE.

SPECIFICATION forming part of Letters Patent No. 482,868, dated September 20, 1892.

Application filed June 1, 1891. Serial No. 394,793. (No model.)

To all whom it may concern:

Be it known that I, SYDNEY FLINN, of Caddoa, in the county of Bent and State of Colorado, have invented certain new and useful
5 Improvements in Automatic Flood-Gates, of which the following is a specification.

The invention relates to improvements in flood-gates.

The object of the present invention is to
10 provide for canals, aqueducts, and the like an automatic flood-gate which when the water rises in such canal, aqueduct, or the like will automatically open to permit the escape and which will automatically close when the wa-
15 ter is at the normal level.

The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings, and pointed
20 out in the claims hereto appended.

In the drawings, Figure 1 is a side elevation of my device, the framework being partially broken away and partly in section. Fig. 2 is a plan view. Fig. 3 is a sectional view on
25 line *xx* of Fig. 1.

Like numerals of reference indicate corresponding parts in all the figures of the drawings.

1 designates a framework composed of ver-
30 tical sides 2 and a bottom 3 and designed to lead from a canal, aqueduct, or the like to form an overflow or discharge way for such canal, aqueduct, or the like when the water in such place rises beyond the normal level
35 to prevent injury to aqueducts, canals, and the like by reason of the increased pressure exerted by the water. At the inner end of the framework is arranged a gate 4, which is hinged at its top and is pivotally attached at
40 its lower end to a connecting-frame 5, and the latter is pivotally secured to a triangular bell-crank-lever frame 6 at one of the angles thereof. The triangular bell-crank-lever frame is fulcrumed at its upper angle 7 to the top of
45 the frame and is provided with an extension 8, at the outer end of which is adjustably

mounted a weight 10. The weight 10 is preferably composed of a box, in which some weighty substance may be placed, and it is secured to the bell-crank-lever frame by a
50 pivot 12, adapted to be arranged in perforations 13 of the extension 8, whereby the weight may be adjusted on the lever-frame in order to regulate the pressure exerted on the gate to keep the latter closed. The connecting-frame
55 is composed of side bars 14, which are secured to a spacing-block 15 and which have their lower ends pivoted between vertical cleats 16 of the flood-gate.

The weight is adjusted to exert a pressure
60 on the flood-gate slightly in excess of that exerted by the water when the latter is at its normal level, and should the pressure exerted by the water increase by reason of the water rising such pressure will overcome the
65 weight and will open the gate to permit the escape of the excess of water. When the water has returned to its normal level, the weight will close the flood-gate to prevent further escape of water. The weight by being
70 pivotally connected with the lever-frame always maintains itself in a vertical position.

What I claim is—

1. The combination of a framework designed to lead from a canal, aqueduct, or the
75 like, a flood-gate hinged at its top, and a weighted bell-crank-lever frame provided with an extension and fulcrumed at one of its angles on the frame and extending below its fulcruming-point and connected with the
80 bottom of the gate, substantially as described.

2. The combination of a framework, a flood-gate hinged at its top, a bell-crank-lever frame fulcrumed on the frame at one of its angles, a connecting-frame pivotally attached
85 to the flood-gate and the lever-frame, and a weight attached to the bell-crank-lever frame, substantially as described.

SYDNEY FLINN.

Witnesses:

F. M. TAGUE,
P. H. BEEMER.