

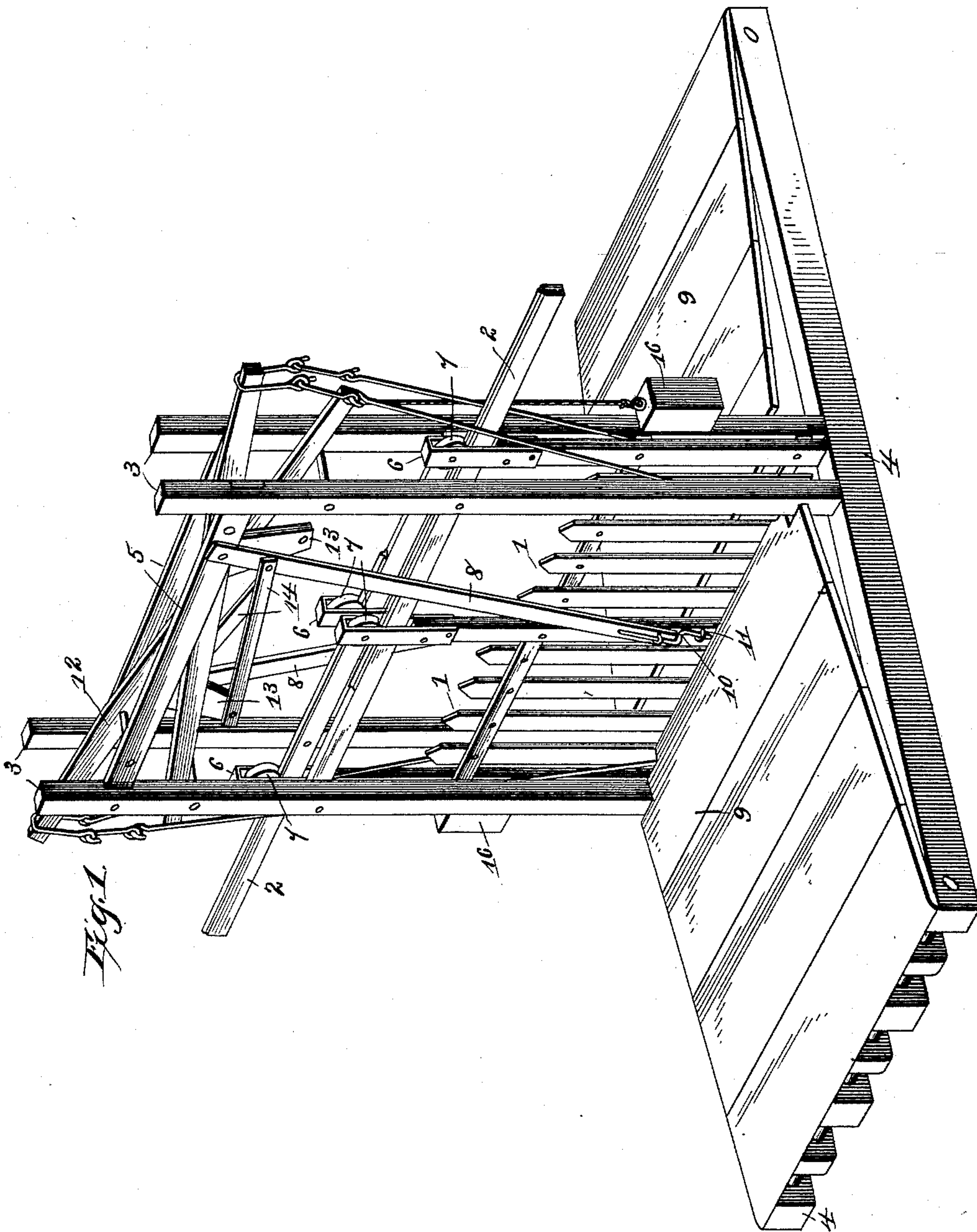
(No Model.)

2 Sheets—Sheet 1.

J. A. NEWTON.
SLIDING GATE.

No. 485,212.

Patented Nov. 1, 1892.



Witnesses

E. B. Mordeman
N. J. Riley

Inventor

J. A. Newton

By *his* Attorneys,

C. A. Snow & Co.

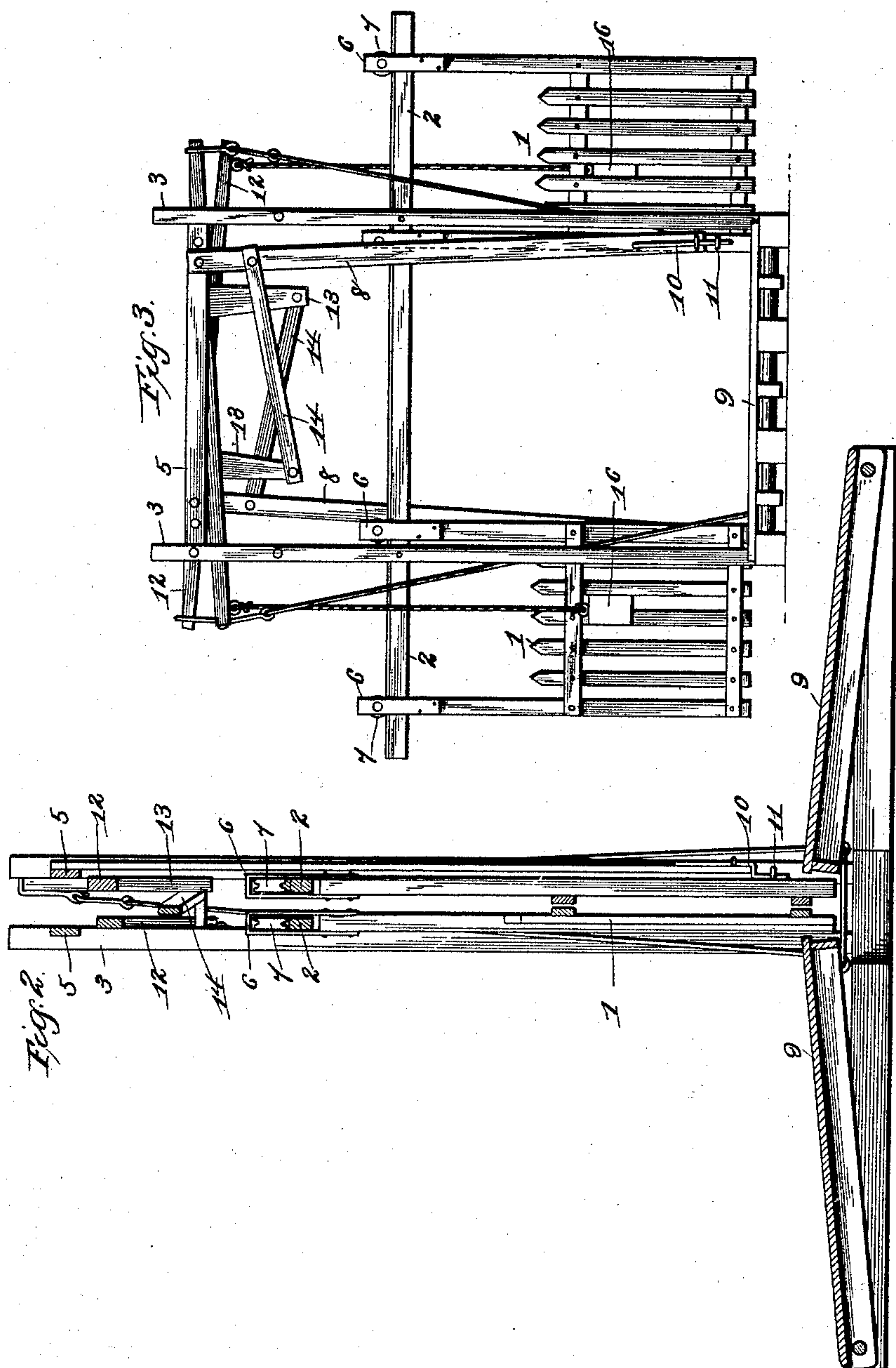
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UNITED STATES PATENT OFFICE.

JAMES A. NEWTON, OF KINGSTON, TENNESSEE.

SLIDING GATE.

SPECIFICATION forming part of Letters Patent No. 485,212, dated November 1, 1892.

Application filed May 21, 1892. Serial No. 433,890. (No model.)

To all whom it may concern:

Be it known that I, JAMES A. NEWTON, a citizen of the United States, residing at Kingston, in the county of Roane and State of Tennessee, have invented a new and useful Sliding Gate, of which the following is a specification.

The invention relates to improvements in gates.

10 The object of the present invention is to provide a simple and inexpensive sliding gate which will automatically open as a vehicle approaches it and which will close after the vehicle has passed through.

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

20 In the drawings, Figure 1 is a perspective view of a gate constructed in accordance with this invention. Fig. 2 is a longitudinal sectional view. Fig. 3 is a front elevation showing the gates open.

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

1 1 designate sliding gates suspended from track-bars 2 of a main frame composed of up-
rights 3, arranged in pairs on opposite sides
30 of a gateway and rising from side sills 4 and having their upper ends connected by transverse top pieces 5. The gates are suspended by means of hangers 6 and rollers 7, and they
35 are moved along the track-bars to open and close them by depending gate-levers 8, connected with and operated by hinged platforms 9, said levers having their upper ends fulcrumed on the top bars 5 and their lower
40 ends connected with the gates by angularly-bent rods 10 and staples 11, which form eyes to receive the rods. The gate-levers are connected intermediate their ends by transversely-disposed platform-supporting levers
45 12, which are fulcrumed intermediate their ends and which are provided with depending arms 13, having their lower ends connected with the gate-levers by bars 14, whereby when the platform-supporting levers are
50 raised or lowered the gate-levers will be oscillated to open or close the gates. Each lever 12 is fulcrumed near one end and at that end is connected by a rod with each of the platforms 9, and the other end of each le-

ver is provided with a weight 16, which is 55 suspended from the lever. Each platform is hinged near its outer end and is mounted on sills 4 and has its inner end normally held elevated by the weights 16, whereby the weight of a vehicle or the like approaching 60 the gate from either side will depress the adjacent platform and open the gates, which will remain open until the vehicle has passed through the gateway and over the other platform.

The weights counterbalance the parts of the operating mechanism and render their working easy, and they may be adjusted so as to require but slight additional weight to operate the gates; and I desire it to be understood 70 that I do not limit myself to the precise details of construction herein shown and described, as I may, without departing from the spirit of my invention, make minor changes therein.

What I claim is—

1. The combination of a frame having hinged platforms and provided with track-bars, sliding gates suspended from the track-bars, gate-levers having their upper ends ful- 80 crumed on the frame and their lower ends connected with the gates, and the transversely-disposed platform-supporting levers provided with depending arms connected with the gate-levers and each having one end con- 85 nected with and supporting the platforms and its other end weighted, substantially as described.

2. The combination of a frame provided with track-bars, sliding gates suspended from 90 the track-bars, hinged platforms arranged on opposite sides of the gates, gate-levers fulcrumed on the frame and connected with the gates, the transversely-disposed platform-supporting levers, each fulcrumed near one 95 end and provided with a depending arm, bars connecting the arms with the gate-levers, rods connecting one end of each platform-supporting lever with the platforms, and a weight suspended from the other end of each lever, 100 substantially as described.

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

JAMES A. NEWTON.

Witnesses:

R. S. LADD,

THOS. JOHNSTON.