

(No Model.)

2 Sheets—Sheet 1.

W. AUNSPAUGH.  
SLIDING GATE.

No. 488,105.

Patented Dec. 13, 1892.

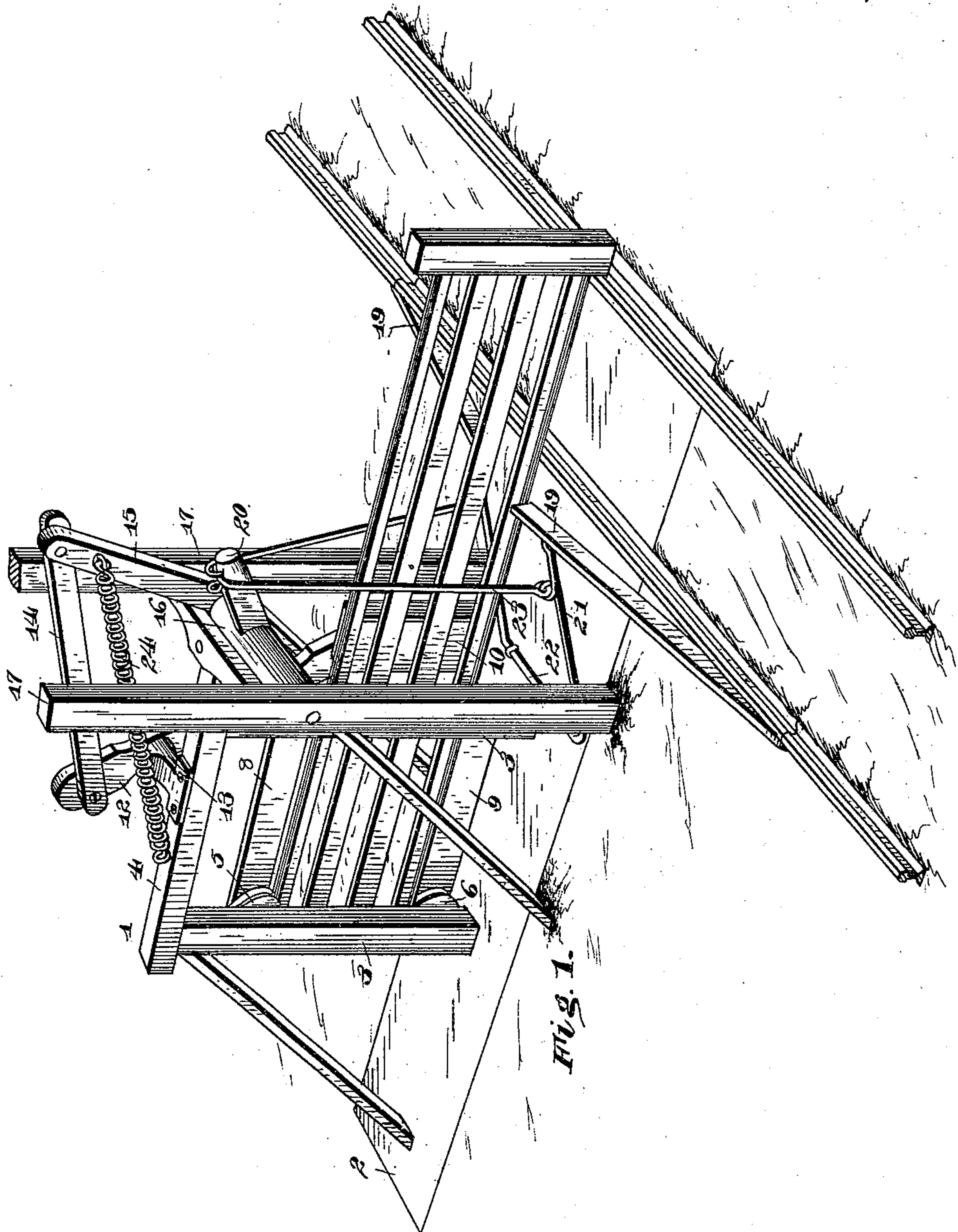


Fig. 1.

Witnesses

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*N. H. Riley*

Inventor

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By *his* Attorneys,

*C. A. Snow & Co.*

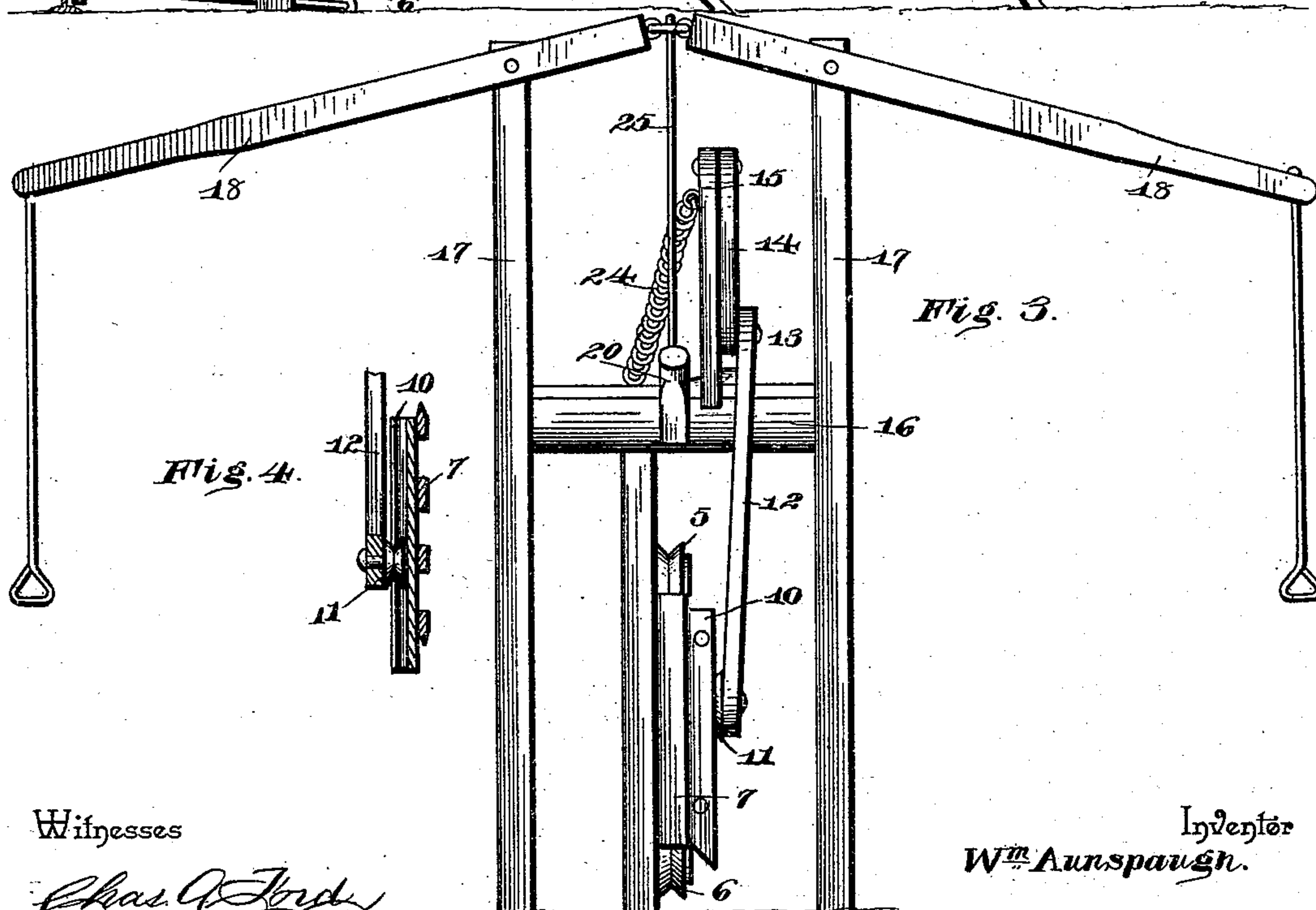
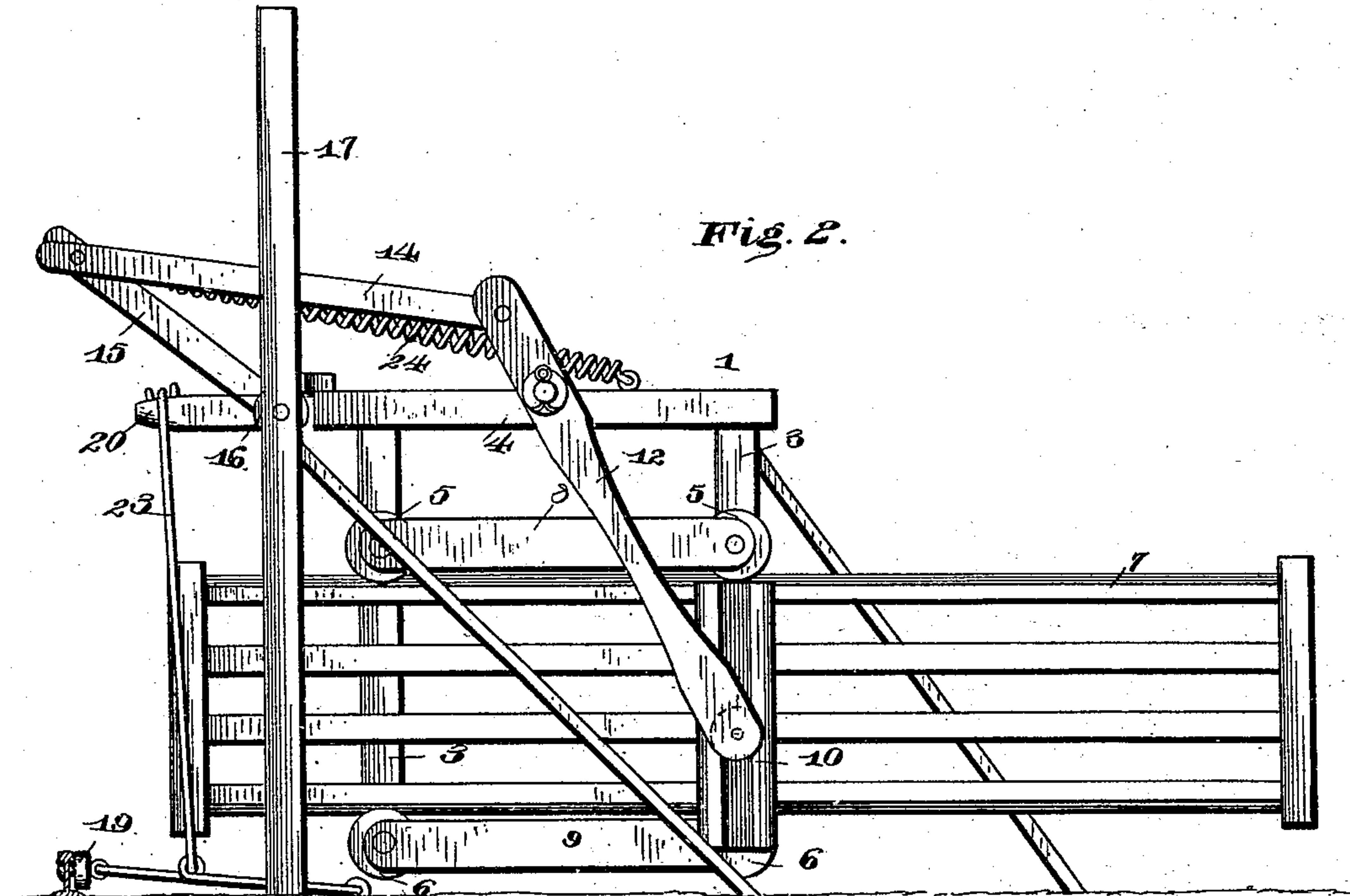
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# UNITED STATES PATENT OFFICE.

WILLIAM AUNSPAUGH, OF CAIRO, MISSOURI.

## SLIDING GATE.

SPECIFICATION forming part of Letters Patent No. 488,105, dated December 13, 1892.

Application filed June 30, 1892. Serial No. 438,559. (No model.)

*To all whom it may concern:*

Be it known that I, WILLIAM AUNSPAUGH, a citizen of the United States, residing at Cairo, in the county of Randolph and State of Missouri, have invented a new and useful Sliding Gate, of which the following is a specification.

The invention relates to improvements in sliding gates.

The object of the present invention is to improve the construction of sliding gates and to provide one which will be adapted for use either as a farm-gate or a railroad-gate.

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.

In the drawings, Figure 1 is a perspective view of a gate constructed in accordance with this invention. Fig. 2 is a side elevation, the gate being shown open. Fig. 3 is an end elevation showing the gate arranged as a farm-gate. Fig. 4 is a detail sectional view showing the vertical ways of the gate.

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

1 designates a supporting frame rising from a sill 2 and composed of uprights 3 and a top cross-bar 4 and provided on its uprights with grooved rollers 5 and 6, between which slides a gate 7, which has its upper and lower bars or rails forming track-bars and arranged in the grooves of the rollers. The grooved rollers are connected and supported by horizontal bars 8 and 9, and the gate is provided near its middle with vertical ways 10, in which is arranged a grooved roller 11, which is carried on the inner face and at the lower end of a gate-lever 12. The gate-lever 12 is fulcrumed near its upper end on a horizontal arm 13 and has its upper end connected by a bar 14 with an arm 15 of a rock-shaft 16, which is journaled between extended uprights 17 and which is turned by operating levers 18 to open and close the gate when the latter is employed as a farm-gate, but which when used as a railroad-gate is operated by hinged track-levers 19, which are connected with an arm 20 of the rock-shaft. The track-levers are connected to the sides of a rectan-

gular frame 21, which is hinged at its cross-bar 22 to the sill and which has its sides connected by a bail or V-shaped frame 23 with the short arm 20 of the rock-shaft, whereby when the wheels of a train come in contact and depress the track-levers the rock-shaft will be turned to open the gate. The gate is automatically closed by a spiral spring 24, which is attached to the long arm 15 of the rock-shaft and to the supporting-frame. The operating-levers 18, which extend from opposite sides of the gate, are connected by a rod 25 with the short arm of the rock-shaft and have at their outer ends depending handles. The operating-levers 18 and their connections with the short arm are detachable, and the track-levers and their connections with the short arm 20, together with the spiral spring, are also removable, so that when employed as a railroad-gate only the track-levers are used and when employed as a farm-gate the track-levers are dispensed with and the operating-levers are used. The operating-levers 18 turn the rock-shaft to open the gate when their outer ends are elevated, and a reverse movement of the operating-levers closes the gate. The ways 10 of the gate are formed by L-shaped flanges, which take into the groove of the roller 11, making the gate slide freely without friction.

The arrangement of the gate-lever and the rock-shaft avoids any dead-center and enables the gate to be freely opened and closed.

It will be seen that the gate is simple and comparatively inexpensive in construction and is adapted to be used either as a farm-gate or as a railroad-gate.

The track-levers are pivoted to a rail and are operated by the wheels of a passing train, and the gate obviates the necessity of employing cattle-guards.

What I claim is—

1. The combination of a frame, a sliding gate provided with vertical ways, a gate-lever fulcrumed intermediate its ends on the frame, having its lower end provided with a roller arranged in said ways, a rock-shaft having an arm connected with the upper end of the gate-lever, and means for turning the rock-shaft, substantially as described.

2. The combination of a frame, a sliding gate, a lever fulcrumed on the frame and hav-

ing its lower end connected with the sliding  
gate, a rock-shaft having a long arm con-  
nected with the upper end of the gate-lever,  
a hinged frame arranged below the gate,  
5 track-levers connected with the frame, a V-  
shaped connecting-frame connecting the  
hinged frame with the rock-shaft, and a spring  
attached to the frame and to the long arm of  
the rock-shaft, substantially as described.  
10 3. The combination of a frame, a sliding  
gate provided with vertical ways, a gate-lever  
having a roller at its lower end arranged in  
said ways, a rock-shaft provided with a long

arm connected with the upper end of the gate-  
lever and having a short arm, hinged track- 15  
levers connected with the short arm of the  
rock-shaft, and a spring for closing the gate,  
substantially as described.

In testimony that I claim the foregoing as  
my own I have hereto affixed my signature in 20  
the presence of two witnesses.

WILLIAM AUNSPAUGH.

Witnesses:

W. C. SHIPP,  
M. P. CAPP.