

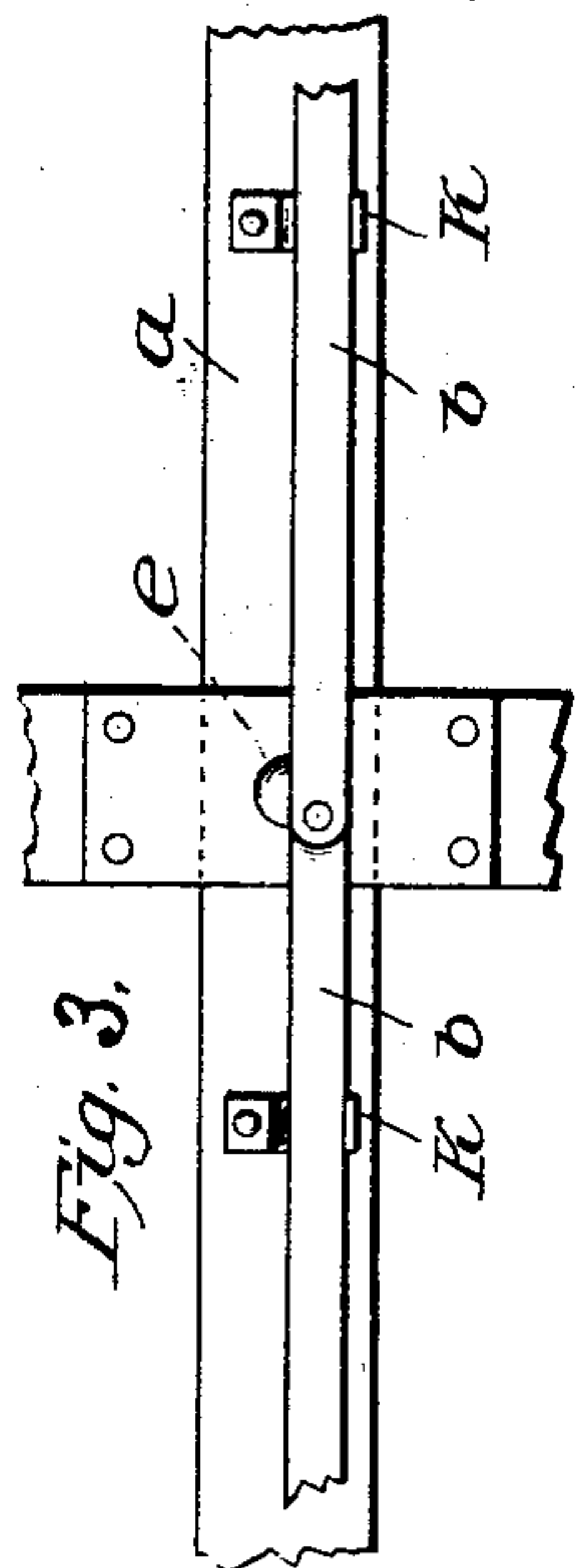
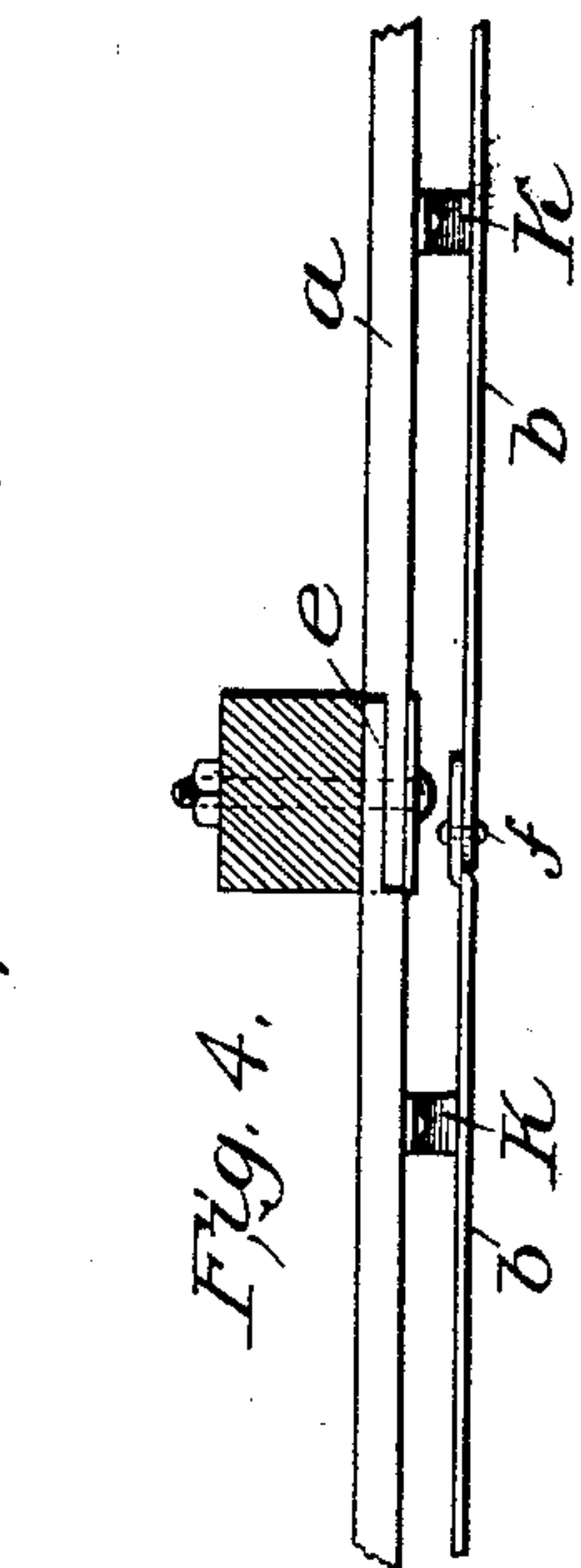
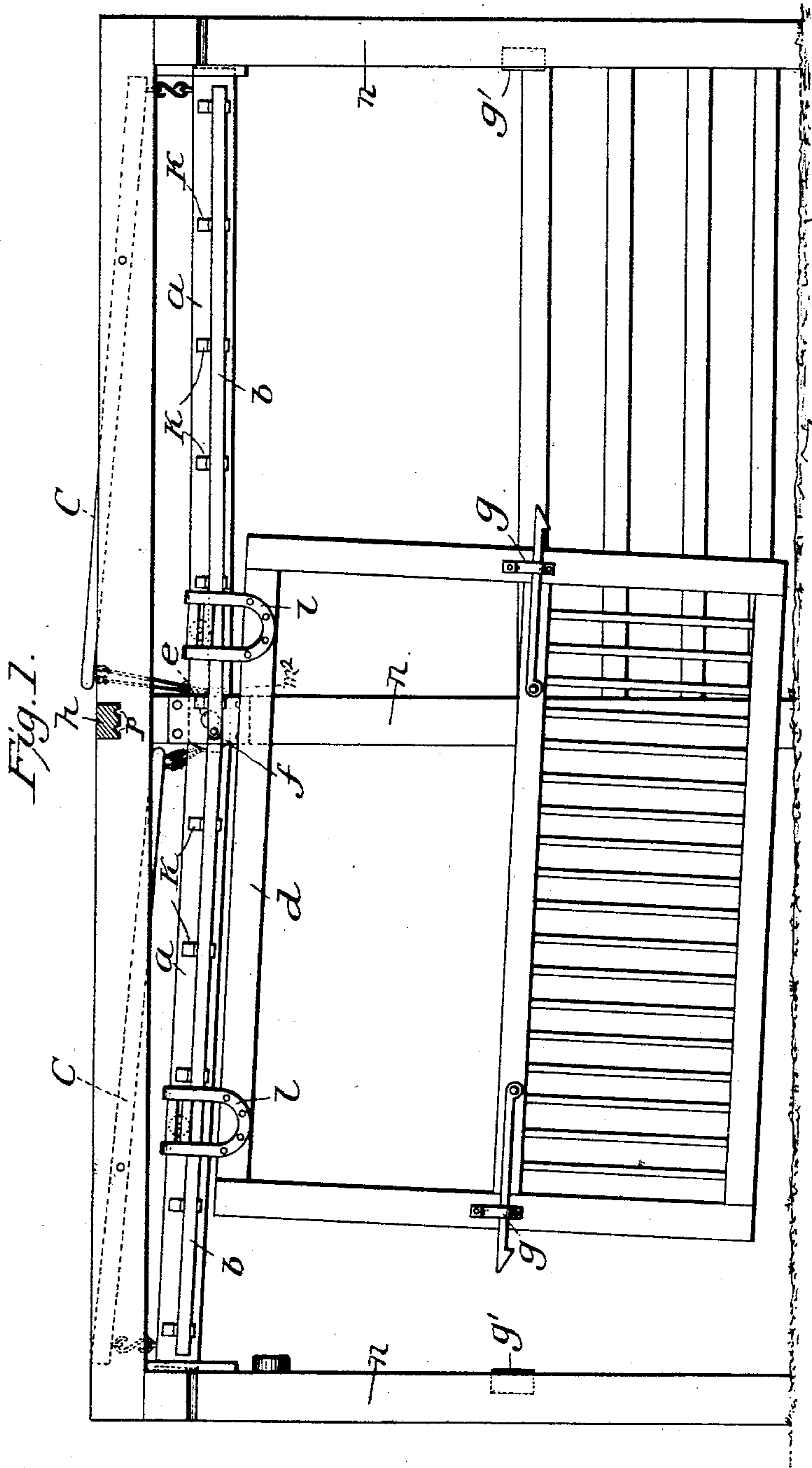
(No Model.)

2 Sheets—Sheet 1.

G. L. FLORENCE.
GATE OR DOOR.

No. 520,261.

Patented May 22, 1894.



Witnesses:

Percival M. Lloyd.
George W. De Lacy.

Inventor:

George L. Florence.
By A. B. Smith
Att'y.

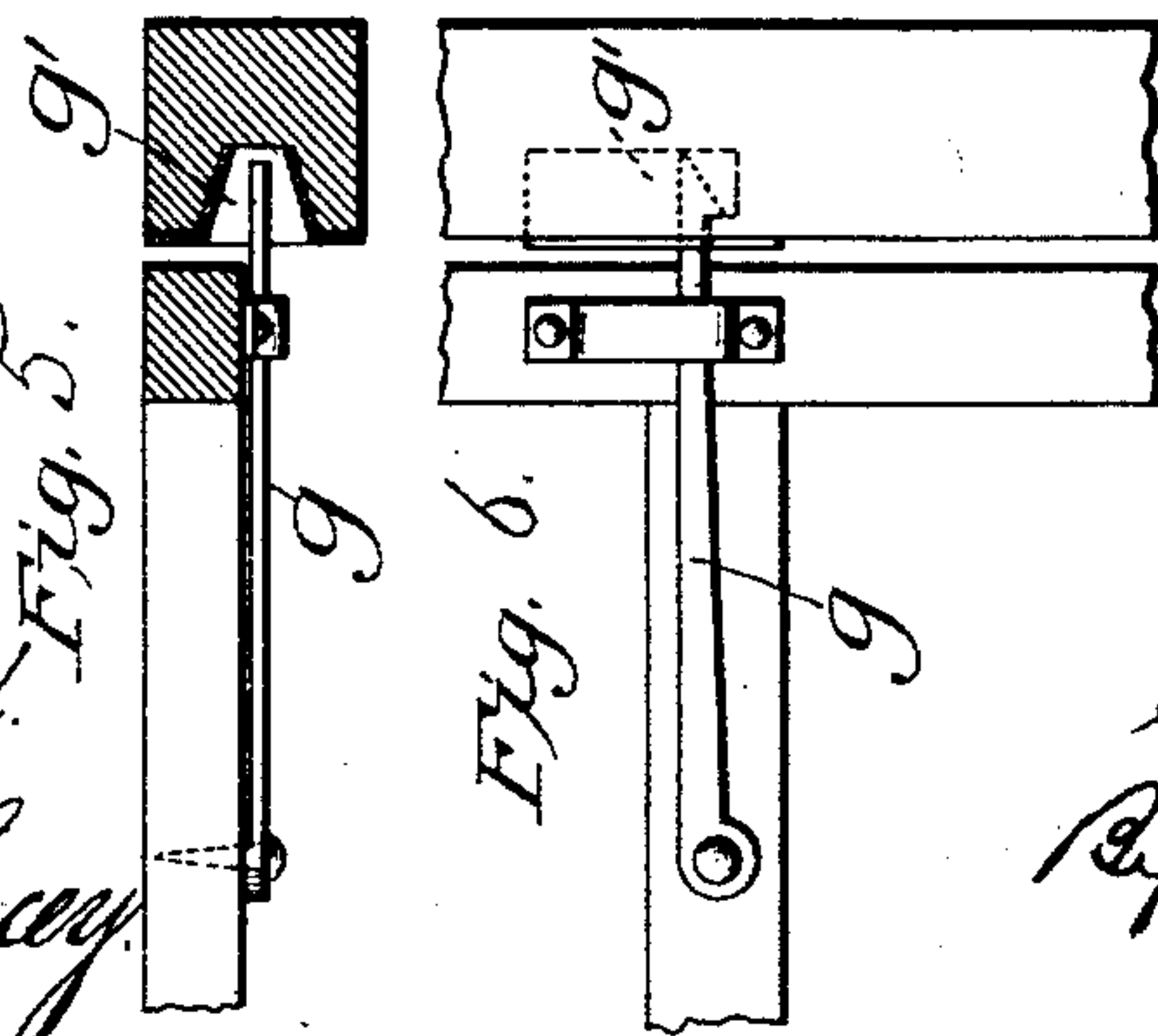
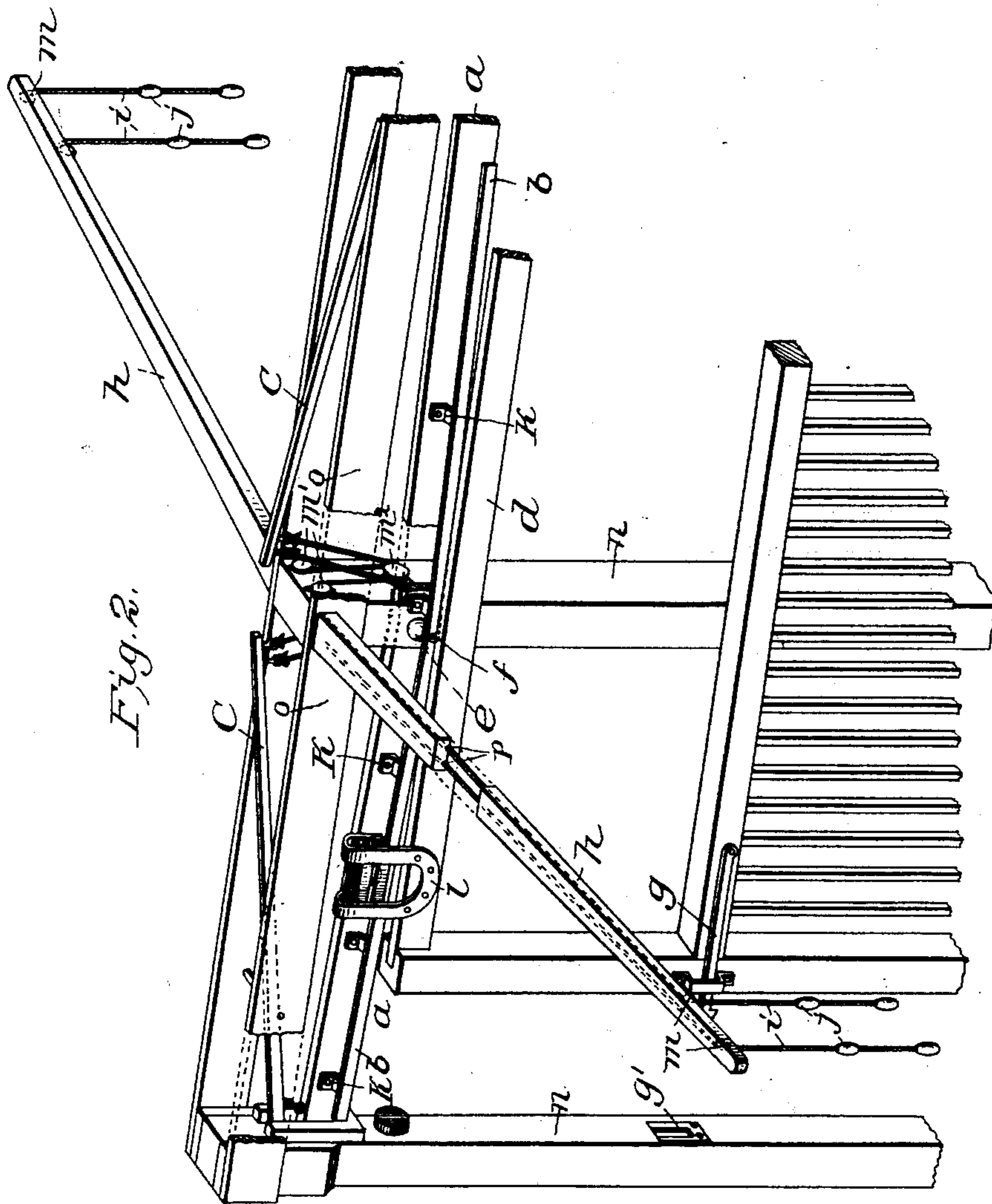
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2 Sheets—Sheet 2.

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Inventor:

George S. Florence.
By A. B. Smith
Atty

UNITED STATES PATENT OFFICE.

GEORGE L. FLORENCE, OF POUGHKEEPSIE, NEW YORK, ASSIGNOR OF ONE-HALF TO ARNOUT CANNON, OF SAME PLACE.

GATE OR DOOR.

SPECIFICATION forming part of Letters Patent No. 520,261, dated May 22, 1894.

Application filed November 6, 1893. Serial No. 490,173. (No model.)

To all whom it may concern:

Be it known that I, GEORGE L. FLORENCE, a citizen of the United States, residing at Poughkeepsie, county of Dutchess, and State of New York, have invented certain new and useful Improvements in Gates and the Manner of Operating the Same; and I do hereby declare that the following is a full, clear, and exact description of my invention and the mode of operating the same.

My invention relates to improvements in gates, and the manner of operating the same, in which the supporting tracks are operated in connection with levers, arms, chains and pulleys.

The objects of my improvements and invention are:—first, to open and close a gate from a passing vehicle, without the driver alighting; second, to produce this result by the force of gravity, with the greatest convenience, and the least expenditure of power; third, to reduce the concussion upon the posts of the gate when being opened or closed. I attain these objects by the mechanism illustrated in the accompanying drawings, in which—

Figure 1— is a front view of the gate after the removal of the arms. Fig. 2— is a detailed view in perspective of the working parts of the gate. Figs. 3 and 4— are enlarged views of the hinged track beam and hinged metal track. Figs. 5 and 6— are enlarged views of the latch.

Similar letters refer to similar parts throughout the several views in the drawings.

The three posts *n. n. n.*, and the cross beams *o. o.*, constitute the frame work of the gate. The track beams *a. a.*, and metal tracks *b. b.*, are connected together by brackets *k. k.*, and are jointed at *e.* and *f.* respectively, the pivot at *e.* being a supporting bolt which passes through the center post *n.*

The track beams *a. a.* previously referred to, are supported at their outer ends by posts *n. n.*, and slide up and down in grooves cut in said posts.

The gate *d.* is suspended on the metal track *b. b.* by hangers *l. l.*

I place levers *c. c.* over and parallel to the metal track *b. b.*, and I fulcrum the levers *c.*

c. at a point near the two outside posts *n. n.* with a pin through the cross beams, which are constructed of two planks fastened on each side of the tops of the posts. The levers *c. c.* play between them with the long end of the levers *c. c.* near the center post *n.*

The arms *h. h.* as shown in Fig. 2, extend at nearly right angles across, and resting on the top of the center post *n.* to a sufficient distance to carry chains *i. i.*, located in a groove in them to a convenient point along the road.

The handles *j.* and *j'.*, are attached to the dropping ends of the chains *i. i.*; these chains run over pulleys *m. m.* through grooves *p. p.* on the under side of arms referred to, protecting the chains from the elements; through and around the pulleys *m'.* of which there are four, two on each side of the center post; and each chain after passing over the top of a pulley *m'.*, and around a pulley *m²* below it is connected with the long arm of one of the levers *c. c.*; the short arm of one of the levers referred to, is connected near the outer posts of the frame work to the track beams *a. a.*, for the purpose of raising it.

To operate the gate, a person seated in a vehicle, pulls down on the handle *j.*, depressing the long arm of the lever *c.*, which raises the short arm of the same, and with it, the outer end of the track beam *a.*, and the metal track *b.*, and also the outer end of the gate *d.*, which causes the gate to run down off that part of the track so elevated, onto the other portion, which remains level. After passing through the gate, it is closed by the same movement on the opposite side.

For the convenience of the user, the opening handles *j.*, are painted red, and the closing ones *j'.*, are painted black.

I am aware that prior to my invention, gates operated by chains, arms, levers, and tilting tracks have been made, which operated by gravity. I therefore do not claim such a combination broadly, but

What I do claim, and desire to secure Letters Patent for, is—

The combination with posts *n, n, n*, cross beams *o, o*, and arms *h, h*, of the jointed beam

a, pivoted by bolt *e* upon the center post; jointed track *b*, set off from beam *a*, levers *c, c*, pivoted between beams *o, o*, and linked at their outer ends to the ends of beam *a*; 5 a gate suspended by suitable hangers from track *b*; and opening and closing ropes, attached to the inner ends of levers *c*, carried around guide pulleys *m' m²* beneath arms *h* and over pulleys *m* at their extremities, substantially as shown and described.

GEORGE L. FLORENCE.

Witnesses:

K. J. LAWLOR,

J. E. HOPKINS.