

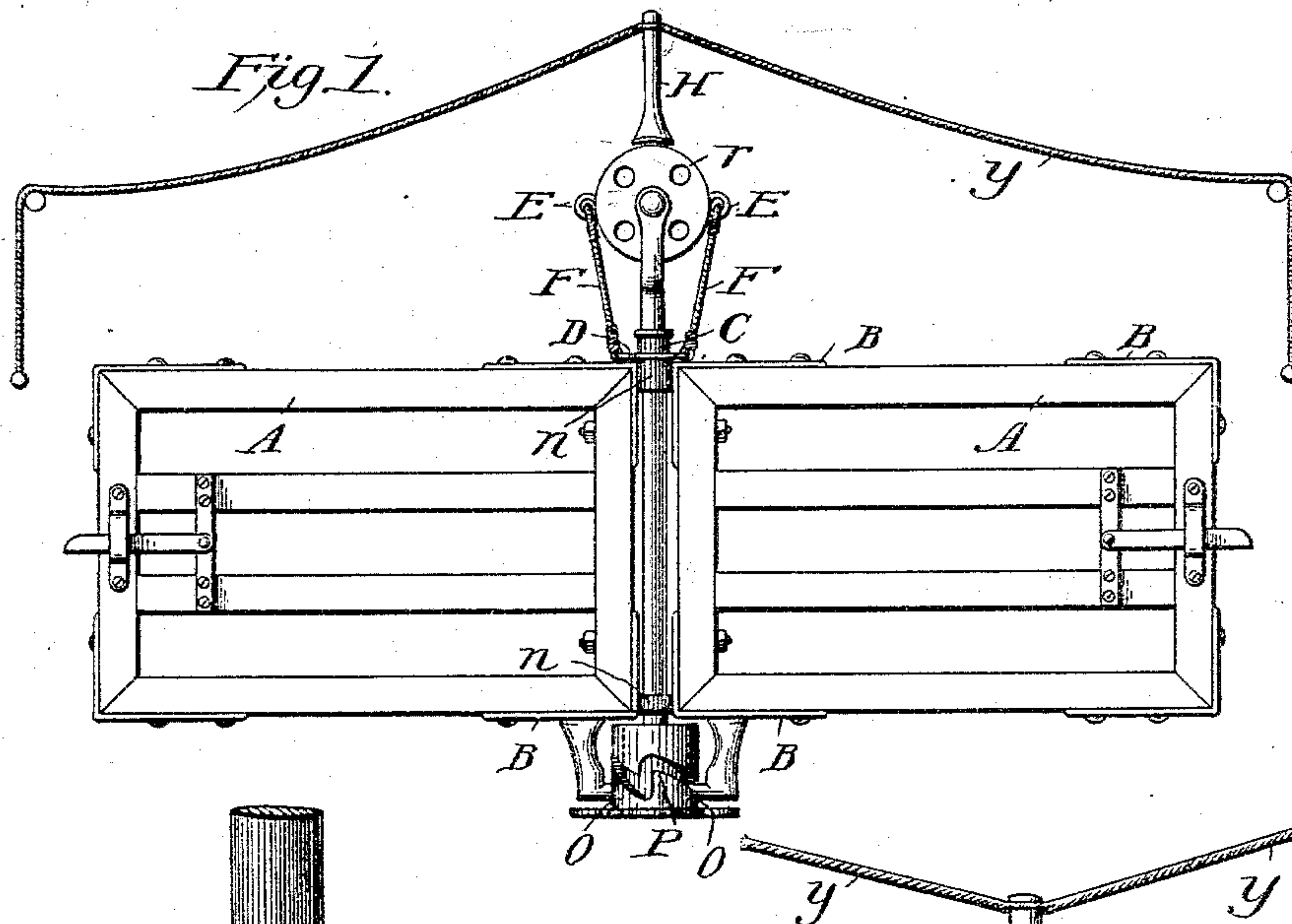
(No Model.)

D. M. EVERTON.  
AUTOMATIC GATE.

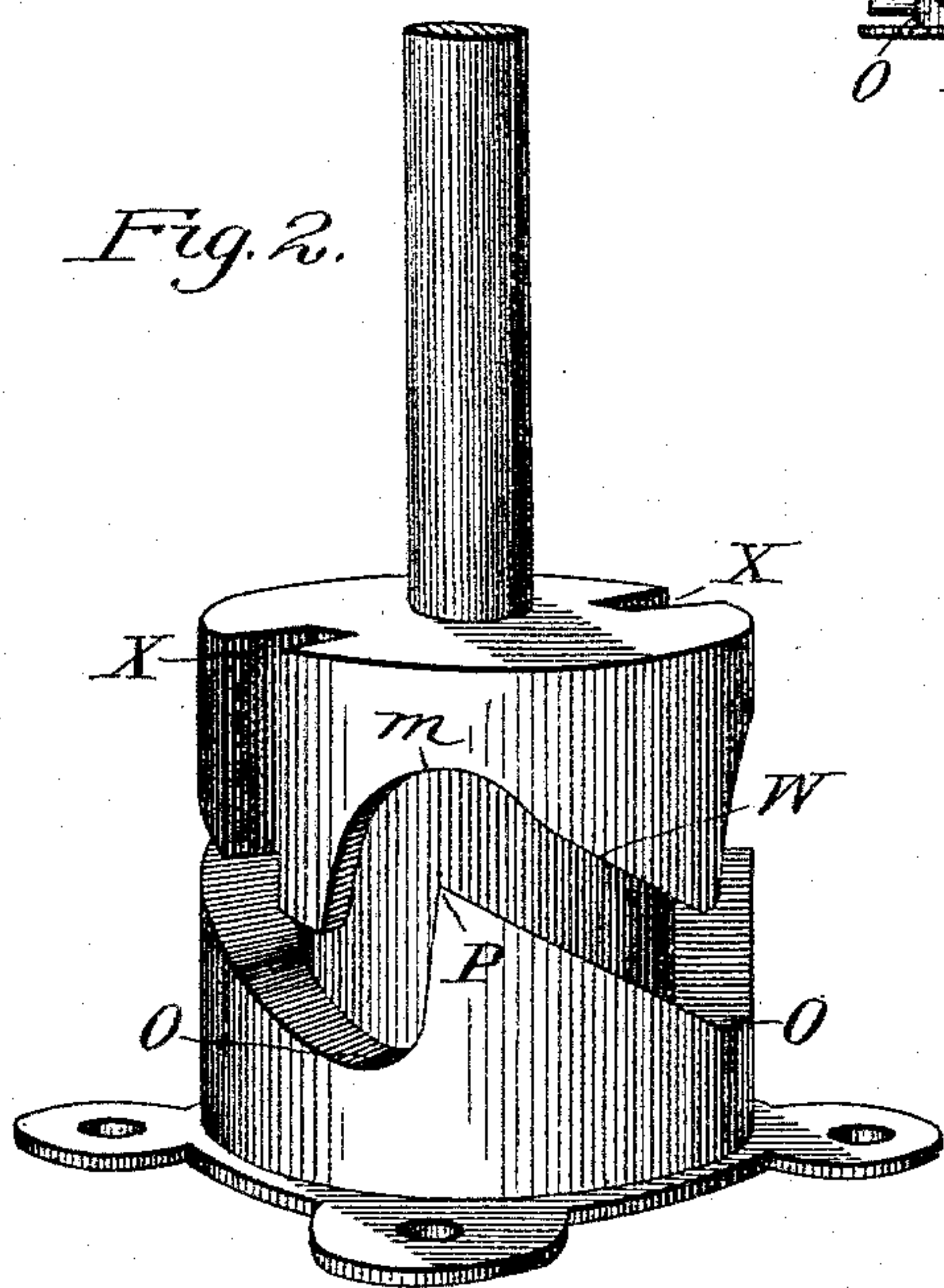
No. 546,381.

Patented Sept. 17, 1895.

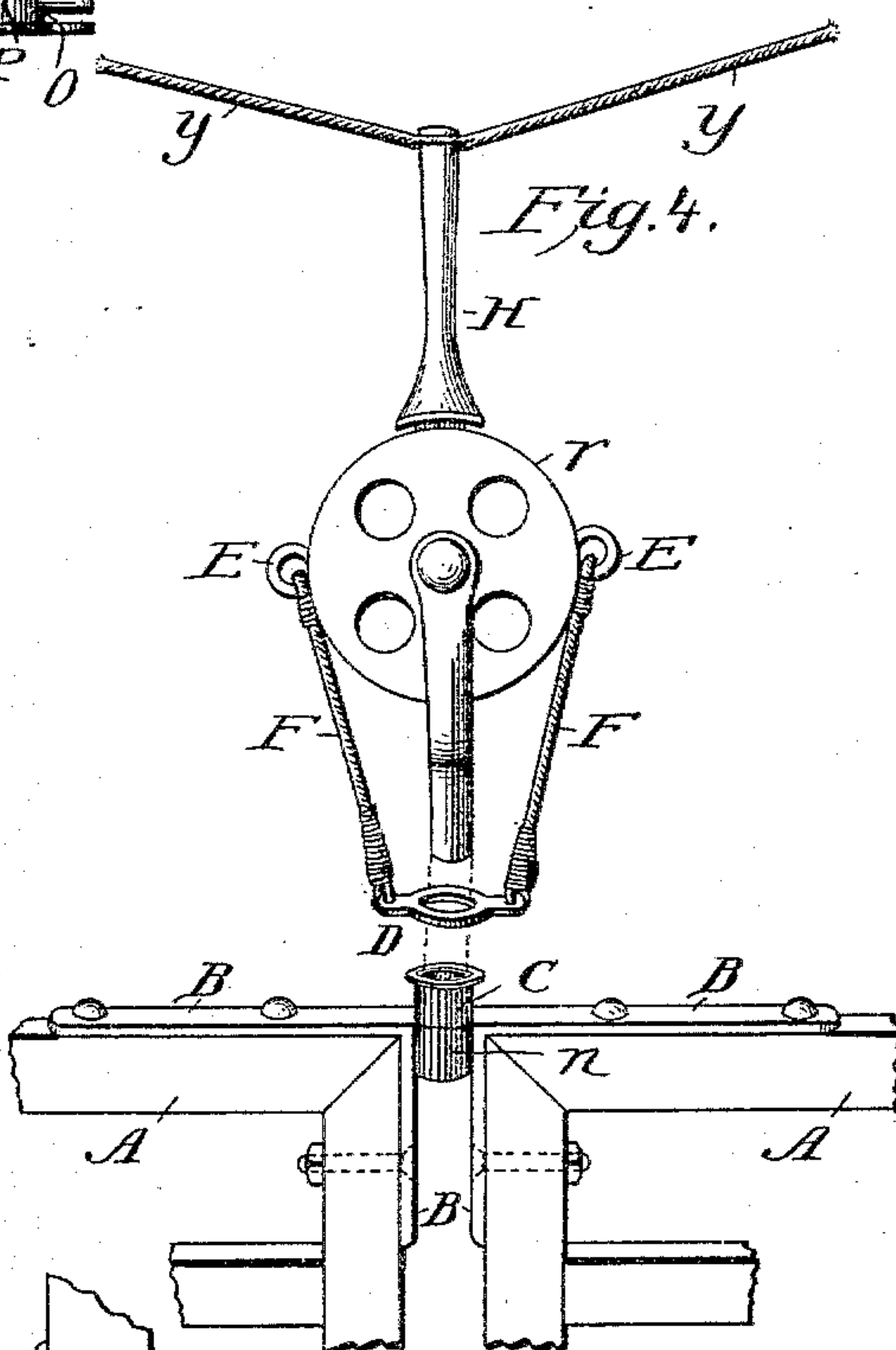
*Fig. 1.*



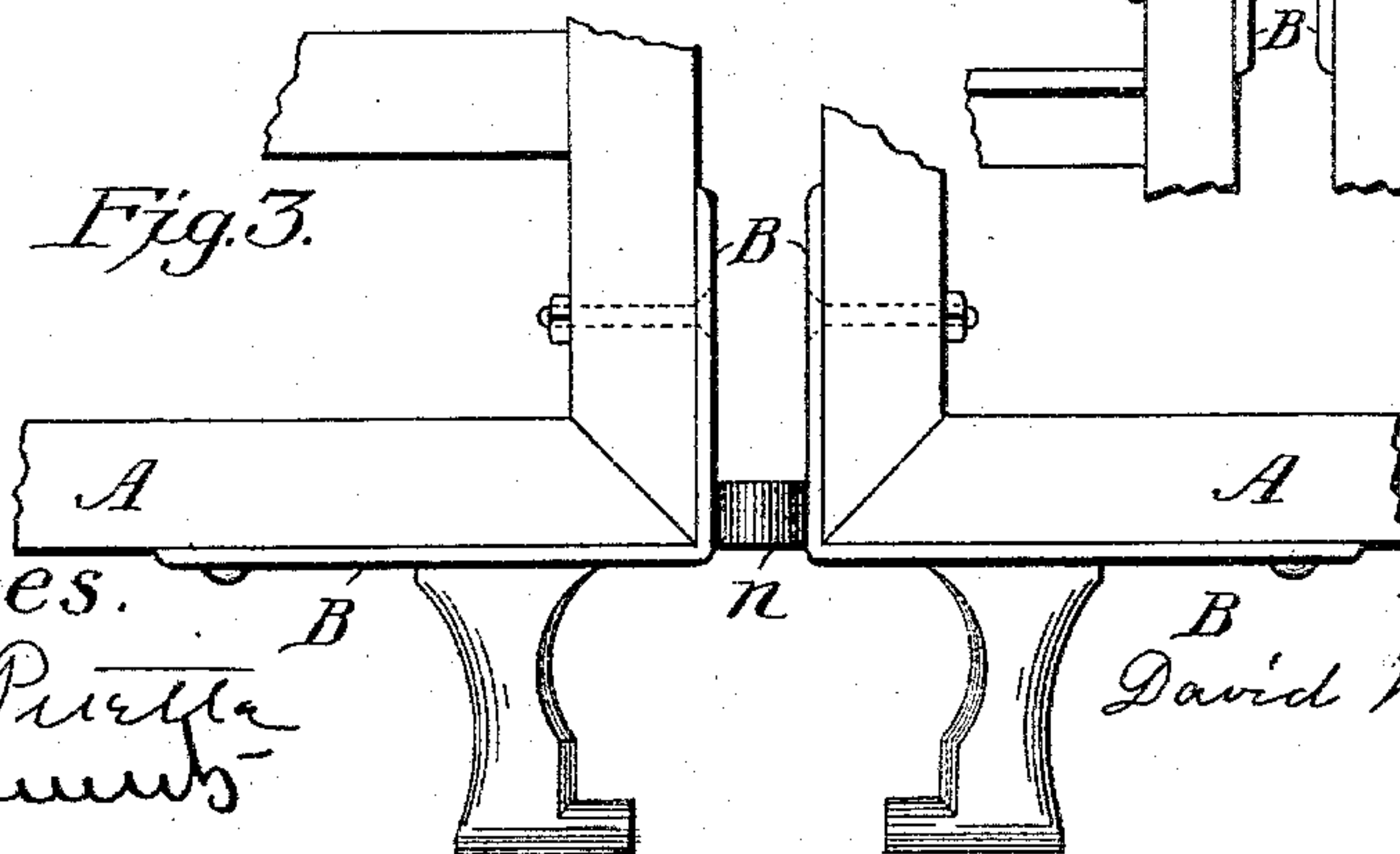
*Fig. 2.*



*Fig. 4.*



*Fig. 3.*



Witnesses.

*J. M. Purcell*  
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Inventor

*David Marion Everton*



# UNITED STATES PATENT OFFICE.

DAVID MARION EVERTON, OF AUSTIN, TEXAS.

## AUTOMATIC GATE.

SPECIFICATION forming part of Letters Patent No. 546,381, dated September 17, 1895.

Application filed February 19, 1894. Serial No. 500,774. (No model.)

*To all whom it may concern:*

Be it known that I, DAVID MARION EVERTON, a citizen of the United States, residing at Austin, in the county of Travis and State of Texas, have invented new and useful Improvements in Automatic Gates, of which the following is a specification.

My invention relates to improvements in double automatic gates employing levers, cam-blocks, camways, and cam-rods, and it is illustrated by the accompanying drawings, in which—

Figure 1 is a view of the gate and its attachments. Fig. 2 is a perspective view of the cam-block, showing the foot of the center post. Fig. 3 is an enlarged view of the brackets at the foot of the gate, and Fig. 4 shows the operating mechanism at the top thereof.

Similar letters refer to similar parts throughout the several views.

Eight brackets B B are bolted to the eight corners of the two gate-sections A A. These two sections of the gate are connected at the top and bottom of the gate by two collars n n, which are attached to the four brackets B B nearest the center post. The collar at the top extends up, forming the neck c, Fig. 1. The center post k is made of gas-pipe or other suitable material, and being made fast to the center of the cam-block passes up through the two collars n n, terminating above the gate in a foundation for the lever H and pulley r and their attachments, Fig. 1. The pulley r is pivoted between the ends of a forked bolt V, the stem of which is inserted in the top of post K, and riveted in place therein. The two rings E E, on opposite sides of the pulley r, are for fastening two chains F F at their upper ends, their lower ends being fastened to opposite sides of the loose collar D, which is made in two parts and bolted around neck c under the flange at its top. The lever H is fastened to the top of the pulley r and points upward, whether the gate is open or closed. Two lines y y are fastened to the top of the lever H and are supported on posts in the road. Two right-angled cam-rods T T, their lower ends pointing in, are cast upon the two brackets B B near the center post K at the bottom of the gate, Fig. 3. The cam-block is round, with a flat top and bottom. The projections at the bottom are for bolts. The double-walled four-

wayed cam in the side extends around the block. The two walls face each other, and are parallel, excepting at the crowns P. Here the upper wall forms the arch M, its highest point being over and beyond the crown P, then descends and turns parallel with the lower wall, forming the wall w, Fig. 2.

To unlatch and open the gate, either of the two lines y y is drawn by the traveler, which turns the pulley r, and by means of one of the chains F and the loose collar D lifts the gate and brings the upper surfaces of the cam-rods at T T against the arch M, continuing to draw the line y. The cam-rods are forced along the arch M, over and past the crowns P, and as they move along the arch the gate swings partly open. The line y is then slackened, and the gate descends until the two cam-rods T T rest on the lower incline between P and O. The weight of the gate forces them down this incline to o, and the gate is opened. To close and latch the gate requires the same operation as to open it.

I am aware that prior to my invention automatic gates employing levers, cam-blocks, camways, and cam-rods were in use. I therefore do not claim such a combination broadly; but

What I do claim as my invention, and desire to secure by Letters Patent, is—

1. The combination with a centrally pivoted gate supported by cam ways, of the pulley r, mounted upon the center-post, the collar D, chains F, and cords y, all substantially as shown and described.

2. The combination with a centrally pivoted gate, of a cam block for operating the same, having the inclines o, w, arch M, and crown P, all substantially as shown and described.

3. The combination with a centrally pivoted gate of the block having a cam groove, the cam rods attached to the gate, traveling in said groove, the center post terminating in a forked bearing, a pulley mounted therein, a collar surrounding the center post, and connected to said pulley by side chains, and cords for operating the same, substantially as shown and described.

DAVID MARION EVERTON.

Witnesses:

J. M. PUETTE,  
B. S. COURTS.