

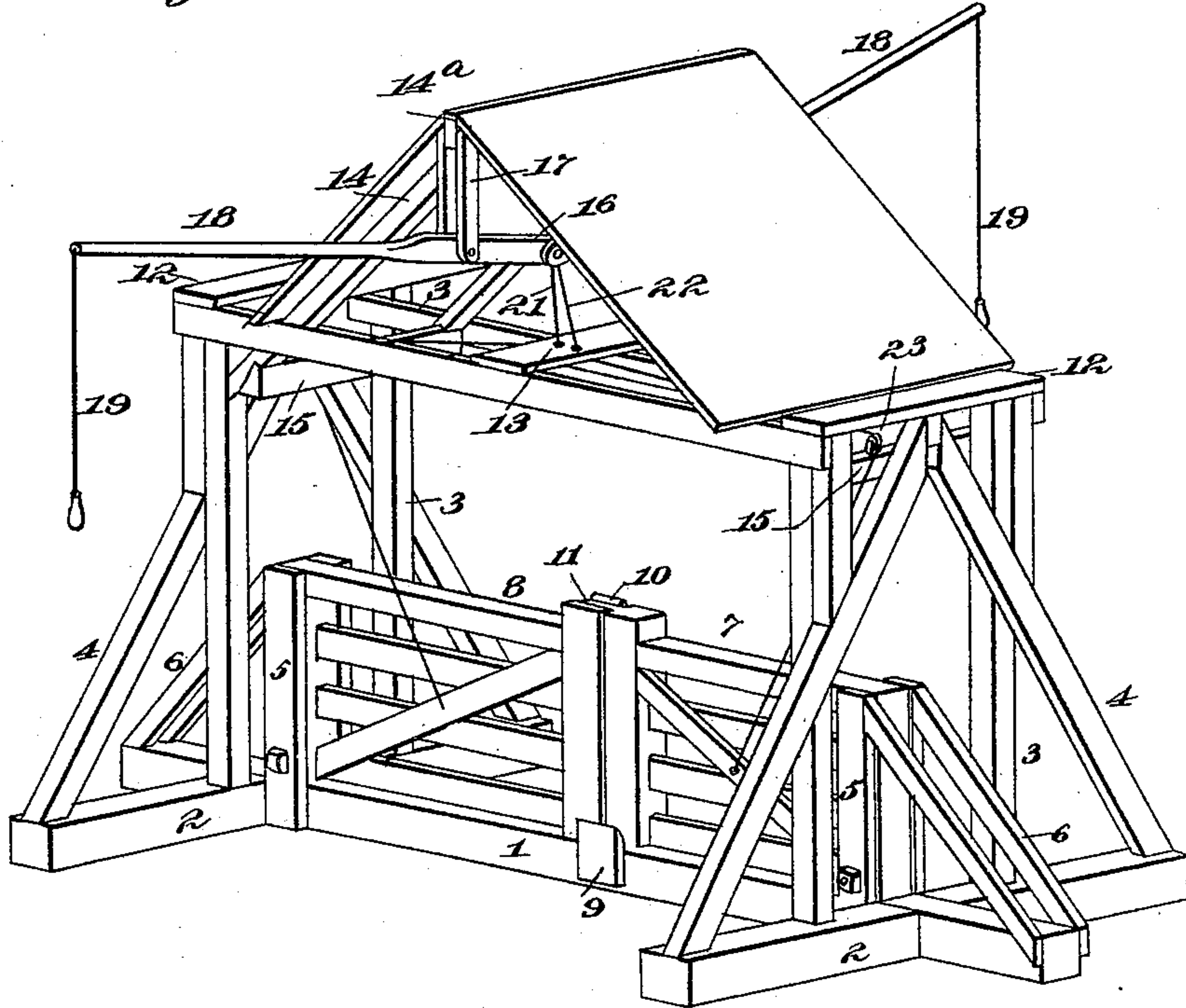
(No Model.)

J. CHANEY.  
GATE.

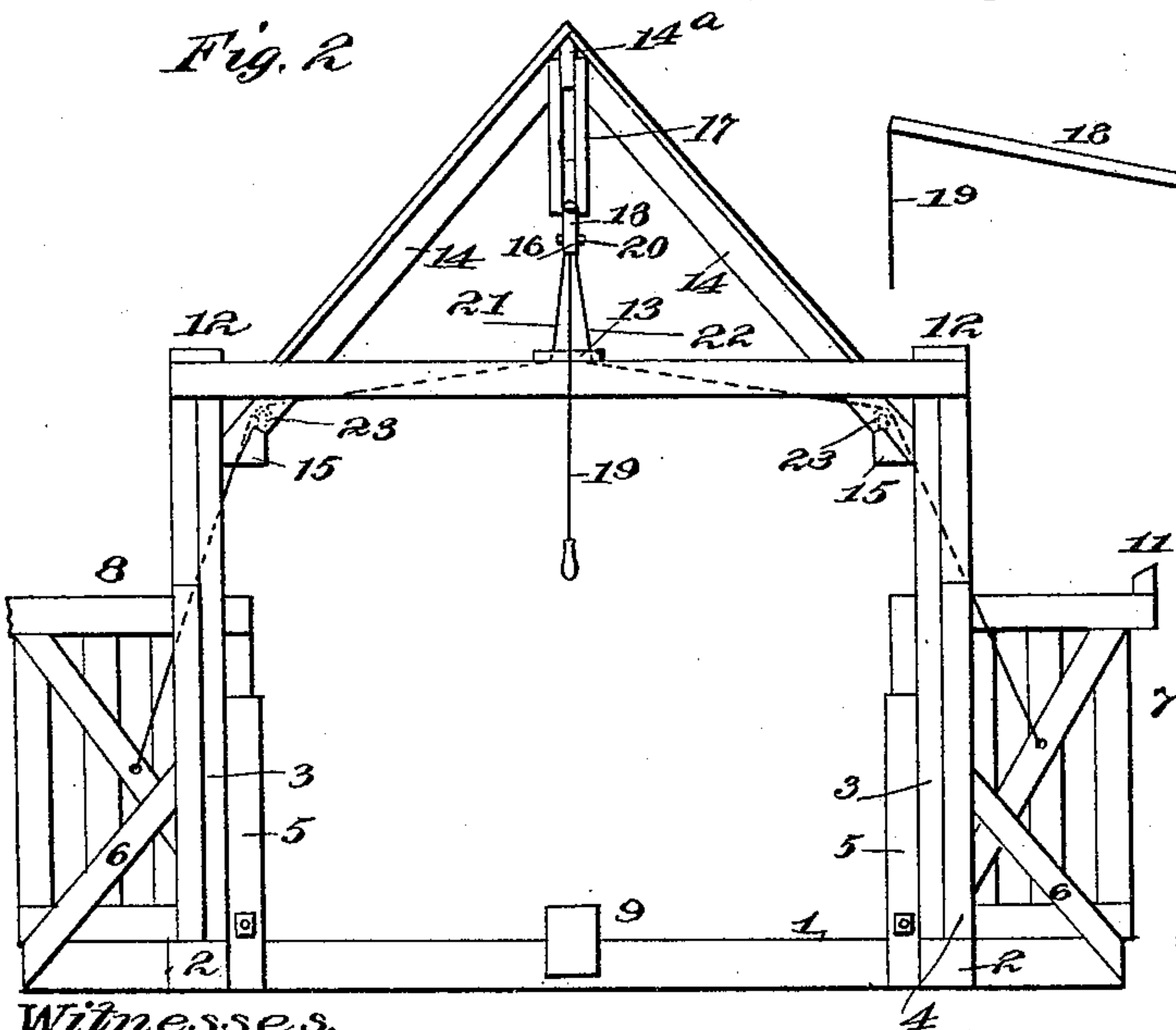
No. 587,183.

Patented July 27, 1897.

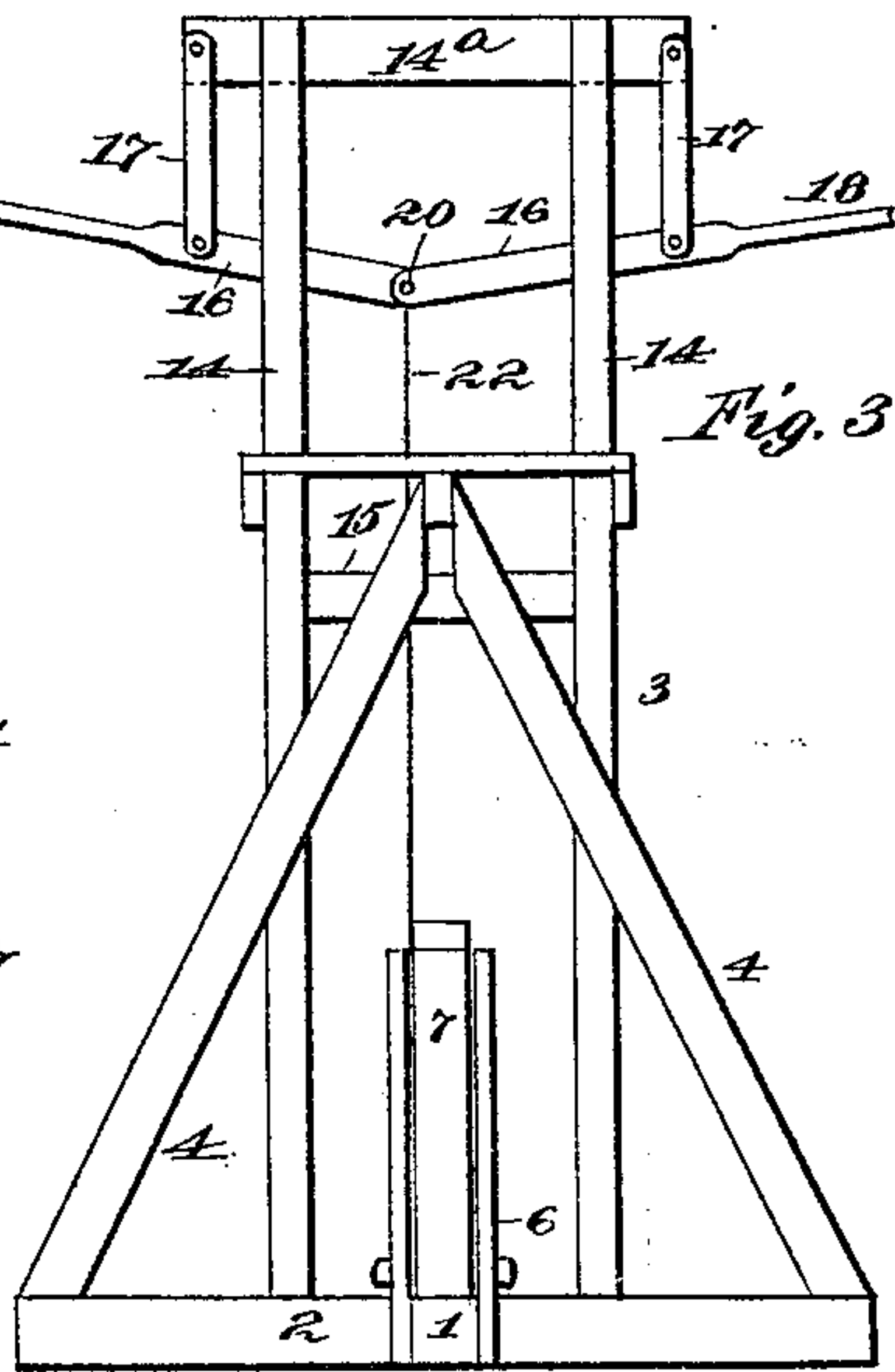
*Fig. 1*



*Fig. 2*



*Fig. 3*



Witnesses.

*J. F. Coleman*  
*K. W. Kane*

*James Chaney* Inventor  
By *John Wedderburn*  
his Atty.



# UNITED STATES PATENT OFFICE.

JAMES CHANEY, OF LEBANON, MISSOURI.

## GATE.

SPECIFICATION forming part of Letters Patent No. 587,183, dated July 27, 1897.

Application filed June 11, 1896. Serial No. 595,108. (No model.)

*To all whom it may concern:*

Be it known that I, JAMES CHANEY, a citizen of the United States, residing at Lebanon, in the county of Laclede and State of Missouri, have invented certain new and useful Improvements in Gates; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to improvements in gates, the object of the same being to provide a simple, cheap gate which can be operated by a person in a sitting posture in a vehicle, either to open the gate on approaching the same or to close it upon leaving the same.

The invention consists of a framework made up of a pair of main uprights and supplemental uprights on each side of the roadway, cross-beams connecting the upper ends of said main uprights, and suitable base-pieces and bracing-beams, a pair of gates adapted to be swung on end pivoted to said supplemental uprights at their lower outer ends, cords or pulleys connected to the center of each of said gates, leading upwardly in an angular direction, passing around sheaves or pulleys adjacent to said main uprights and connected together directly above the inner ends of said gates, the said cords being joined at their point of connection to the short arms of two levers fulcrumed in links depending from a beam located above the cross-beams connecting said main uprights, the outer ends of said levers being provided with operating-cords by means of which they may be depressed.

The invention also consists of other details of construction, which will be hereinafter more fully described and claimed.

In the drawings forming a part of this specification, Figure 1 represents a perspective view of my device, the gates being shown in closed position. Fig. 2 is a front elevation of the same in open position. Fig. 3 is an end view.

Like reference-numerals indicate like parts in the different views.

The framework of my structure is made up of a longitudinal beam 1, cross-beams 2 2, main uprights 3 3, arranged in pairs on opposite sides of the roadway, and suitable con-

necting and bracing beams. The said framework is suitably braced and supported by beams 4 4, and rising from each side of the longitudinal beam 1 are supplemental uprights 5 5, connected to the outer end of said longitudinal beam 1 by brace-beams 6 6. At the lower end of the uprights 5 5 are pivoted, respectively, the gates 7 8, each being mounted upon a pivotal bolt passing through the lower outer corner thereof. Rising from each side of the longitudinal beam 1, at the middle thereof, are stops 9 9 for preventing lateral movement of the gates. The upper end of the gate 8 is provided with a recess 10 and the upper end of the gate 7 is provided with a tongue or projection 11, which fits within the recess 10 when said gates are in their closed position for the purpose of further preventing any lateral movement of said gates.

The upper ends of the uprights 3 3 are connected by cross-beams 12 12, and they are braced by a central beam 13. Extending upwardly from the inner sides of the uprights 3 3 are angularly-arranged beams 14 14, which are connected at their upper ends by a cross-beam 14<sup>a</sup> and are braced at their lower ends by cross-beams 15, the whole constituting a supplemental frame in which are mounted the operating-levers 16 16. These levers are each fulcrumed in a pair of links 17, pivoted at their upper ends to the cross-beam 14<sup>a</sup>, and are formed with outwardly-extending arms 18, to which cords 19 19 are attached. The short arms of said levers are pivotally connected together by a bolt 20 passing there-through, and to this bolt are connected the two ends of cords 21 22, which pass through openings in the cross-beam 13, thence around pulleys 23 23 upon the supporting or brace beams 15, and are connected at their lower ends to the center of the gates 7 and 8, respectively. The entire framework of my device may be suitably housed or covered to prevent the entrance of rain, snow, or sleet to the operative parts thereof.

With the gates 7 and 8 in their normal closed positions, as shown in Fig. 1, the operation of my device is as follows: Upon the approach of a vehicle to the gate in order to open the same it is merely necessary to draw down upon the cord 19 upon the lever 16. This action raises the short arm of said le-



ver, drawing up the cords 21 22 and shifting the gates 7 and 8 back upon their ends, as clearly shown in Fig. 3. The cords 21 22 will raise said gates upon their pivotal connection with the uprights 5 until the dead-center or center of gravity is reached and the momentum obtained will carry said gates beyond said center of gravity. After the vehicle has passed through the gates 7 and 8 it is merely necessary in order to close the gates to draw down upon the cord 19 of the opposite lever 16, which action will raise the gates 7 and 8 in an opposite direction to that heretofore described and throw them back into closed position.

The device is very simple in construction, convenient in operation, and can be constructed at a cost no greater than the gates now so commonly used.

Having now described my invention, what I claim as new, and desire to secure by Letters Patent, is—

The combination with a framework including pairs of main and supplemental uprights on opposite sides of the roadway, and a supplemental framework secured to said uprights and extending above them, of a pair of gates pivoted in said supplemental up-

rights at their lower outer corners, one of said gates having a recess at its upper inner end and the other having a tongue at its upper inner end adapted to fit in said recess when the gates are in their closed positions, links pivoted to the opposite ends of a cross-beam in said supplemental framework and depending therefrom, levers fulcrumed respectively in said links and pivoted together at their lower ends, pull-cords on the long arms of said levers which extend outwardly on opposite sides of the gate, and cords connected respectively to said gates, extending upwardly therefrom and passing around sheaves or pulleys in cross-beams connecting the respective pairs of said uprights, the said cords being attached at their upper ends to the short arms of said levers at their pivotal points, substantially as and for the purpose described.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

JAMES CHANEY.

Witnesses:

J. V. HOLT,  
R. A. HOLT.