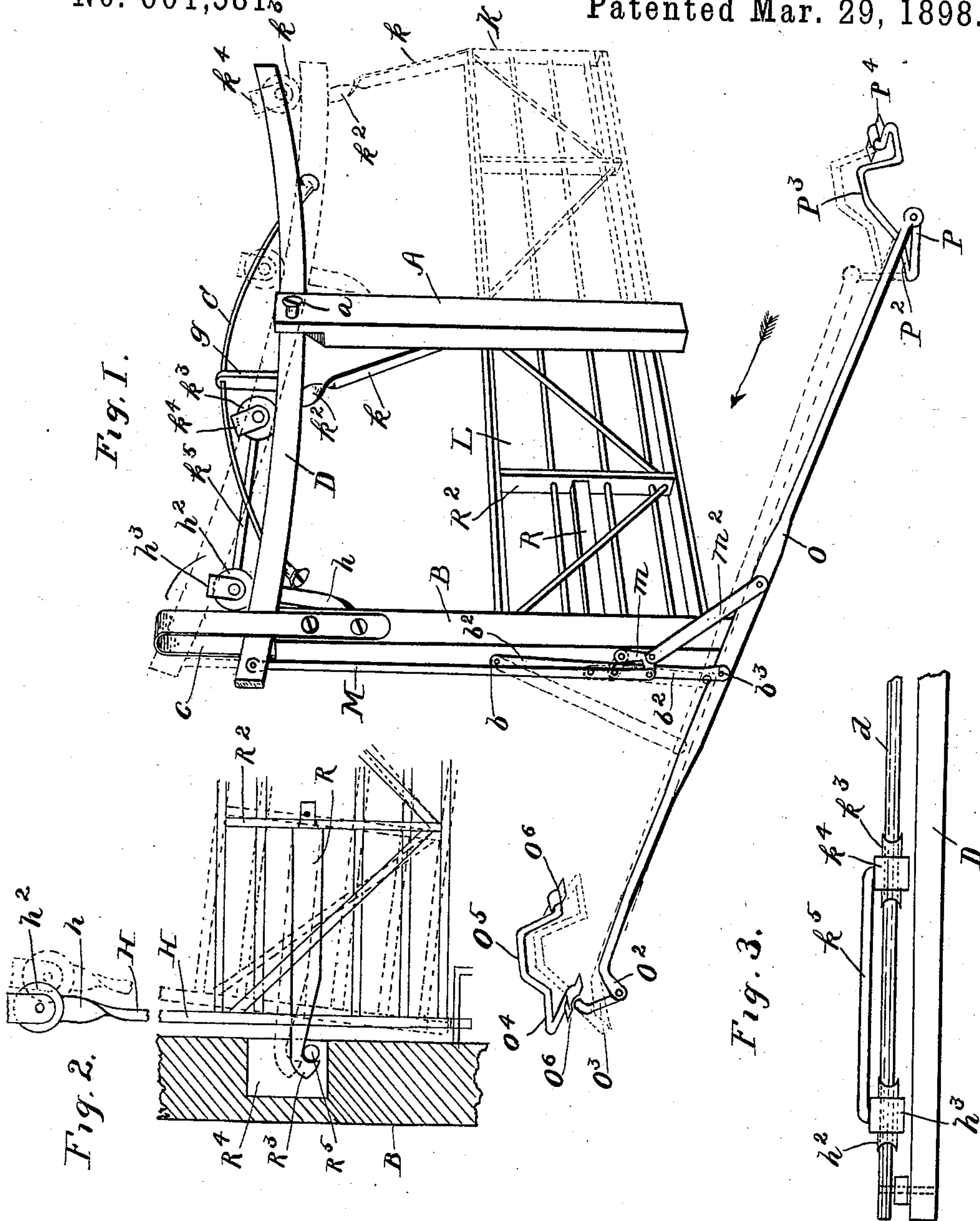


(No Model.)

J. F. MILLAR & W. N. ROBINSON.
GATE.

No. 601,581.

Patented Mar. 29, 1898.



WITNESSES:

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JOHN F. MILLAR, OF RICHWOOD, AND WILLIAM N. ROBINSON, OF
GOSHEN, OHIO.

GATE.

SPECIFICATION forming part of Letters Patent No. 601,581, dated March 29, 1898.

Application filed February 12, 1896. Serial No. 579,004. (No model.)

To all whom it may concern:

Be it known that we, JOHN F. MILLAR, a resident of Richwood, in the county of Union, and WILLIAM N. ROBINSON, a resident of Goshen township, in the county of Hardin, State of Ohio, citizens of the United States, have invented certain new and useful Improvements in Gates, of which the following is a specification, reference being had to the accompanying drawings, forming a part thereof, in which similar letters of reference indicate corresponding parts.

This invention relates to sliding gates; and the object thereof is to provide an improvement in this class of devices whereby the gate may be opened by a vehicle as it approaches the gate and closed as it leaves the same; and with this and other objects in view the invention consists in the construction, combination, and arrangement of parts hereinafter described and claimed.

The invention is fully disclosed in the following specification, of which the accompanying drawings form a part, in which—

Figure 1 is a perspective view of our improved gate and the means for operating the same. Fig. 2 is a sectional view representing a detail of the construction, and Fig. 3 a plan view of a detail of the construction.

In the practice of our invention we provide two ordinary posts A and B, and the latter is provided at its upper end with a loop or yoke C, secured thereto in any desired manner. We also provide a balance pole or bar D, which is pivotally connected with the top of the post A, as shown at a ; and which projects through the yoke C, and the ends of the balance pole or bar D are upwardly curved, as shown, and secured to said pole near its opposite ends is a brace-rod or stay G, the central portion of which is curved upwardly and supported by a post D, secured to the balance pole or bar E at about the center thereof.

Secured to the side of the pole or bar D is a track or way d , as shown in Fig. 3, and the track or way d may be composed of wood or metal, or both of the parts D and d may be composed of any desired material, as will be readily understood, and mounted on the track or way d is our improved gate L, which com-

prises a frame of substantially the usual form, said frame being composed of two end pieces H and K, one of which is shown in full lines in Fig. 2 and the other in dotted lines in Fig. 1, and the end piece H is carried upwardly and bent inwardly, as shown at h , and provided with a roller h^2 , which is mounted in a yoke h^3 , and the end piece K is carried upwardly and inwardly, as shown at k , and the upper end thereof is bent at right angles to the main portion thereof, as shown at k^2 , and provided with a roller k^3 , which is mounted in a yoke k^4 , and the yokes h^3 and k^4 are united by a bar k^5 .

The rollers h^2 and k^3 rest upon the track or way b and are free to move thereon, and pivotally connected with the end d of the balance pole or bar D, which projects through the yoke C, is a depending rod M, the lower end of which is connected with a crank-lever m , which is pivotally connected at one end with a post D, and pivotally connected with the elbow of said crank-lever is a bar m^2 , one end of which is pivotally connected with a sliding rod O, which extends at right angles to the end of the gate, and pivotally connected with the post B at b is a bar b^2 , the lower end of which is also pivotally connected with the sliding rod O at b^3 . The opposite ends of the rod O extend along the side of the road, and one end thereof is bent downwardly to form an arm O^2 , which is pivotally connected with one arm O^3 of a double-yoke crank composed of the parts O^4 and O^5 , and this double-yoke crank is secured to a bed-plate or other device (not shown) by means of keepers O^6 . The other end of the rod O is connected with the arm P of a similar double-yoke crank consisting of two parts P^2 and P^3 , and this double-yoke crank is also connected with a bed-plate or other device (not shown) by means of keepers P^4 .

The gate L is also provided with a latch-bar R, the inner end of which is pivotally connected with a central vertical brace R^2 , the outer end of which passes through the end piece H of the gate-frame and is provided with a hook or head R^3 , adapted to enter a cavity or recess R^4 , formed in the adjacent side of the post B and through which passes

a pin R^5 , in connection with which the latch-bar R or head R^3 thereof operates to lock or latch the gate.

5 The operation will be readily understood from the foregoing description when taken in connection with the accompanying drawings and the following statement thereof.

10 If a vehicle be passing in the direction of the arrow shown in Fig. 1, the wheels thereof are made to strike the part P^2 of the double-yoke crank, and the rod O will be forced in the direction of said arrow and the inner end of the balance pole or bar will be raised, as shown in dotted lines, and the gate will slide 15 to the outer end of said pole, as also shown in dotted lines in Fig. 1, and as said vehicle proceeds it will strike the part O^4 of the double-yoke crank at the other side of the gate, and this will force the rod O in the opposite di- 20 rection and depress the end of the balance pole or bar D , which projects through the yoke C , and the gate will then slide into the position shown in full lines in Fig. 1. If a vehicle be passing in the direction opposite to the 25 arrow shown in Fig. 1, the part O^5 of the double-yoke crank will be struck by the wheels of the vehicle and the rod O will be moved in the direction of the arrow and the gate will be opened, as above described, and as the vehicle proceeds it will strike the part P^3 of the 30 other double-yoke crank and the gate will again be closed.

Our invention is not limited to the form of the body of the gate proper, and said gate 35 may be constructed in any desired manner,

and it is evident that changes in and modifications of the construction herein described may be made without departing from the spirit of our invention or sacrificing its advantages, and we reserve the right to make 40 all such alterations therein and modifications thereof as fairly come within the scope of the invention.

Having fully described our invention, we claim as new and desire to secure by Letters 45 Patent—

The combination with the posts, the track pivotally connected with the inner post, the gate, the upwardly-extending end pieces, and the rollers at the upper ends thereof, travel- 50 ing on the said track, of the depending bar, the upper end of which is pivotally connected with the tracks, the crank-lever pivoted at one end to the outer post, and having one arm connected with said depending bar, the bar 55 pivoted to the elbow thereof, the sliding arm to which said bar is also pivoted, the double-yoke cranks connected with the ends of said sliding bar, and a second bar pivotally connected with said sliding bar and with the 60 outer post, substantially as described.

In testimony that we claim the foregoing as our invention we have signed our names, in presence of the subscribing witnesses, this 7th day of February, 1896.

JOHN F. MILLAR.

WILLIAM N. ROBINSON.

Witnesses:

S. D. EVANS,

H. V. SPICER.