

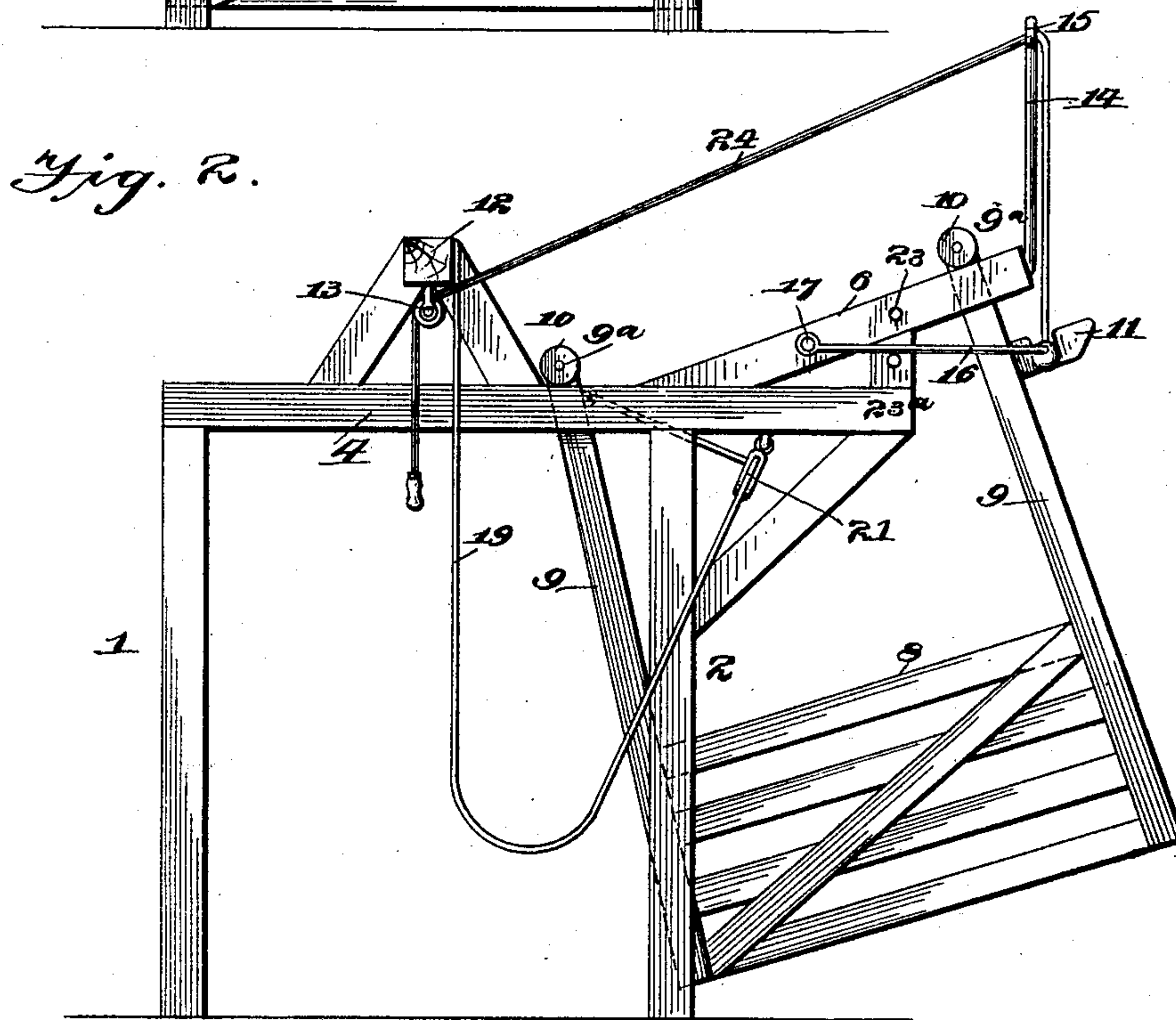
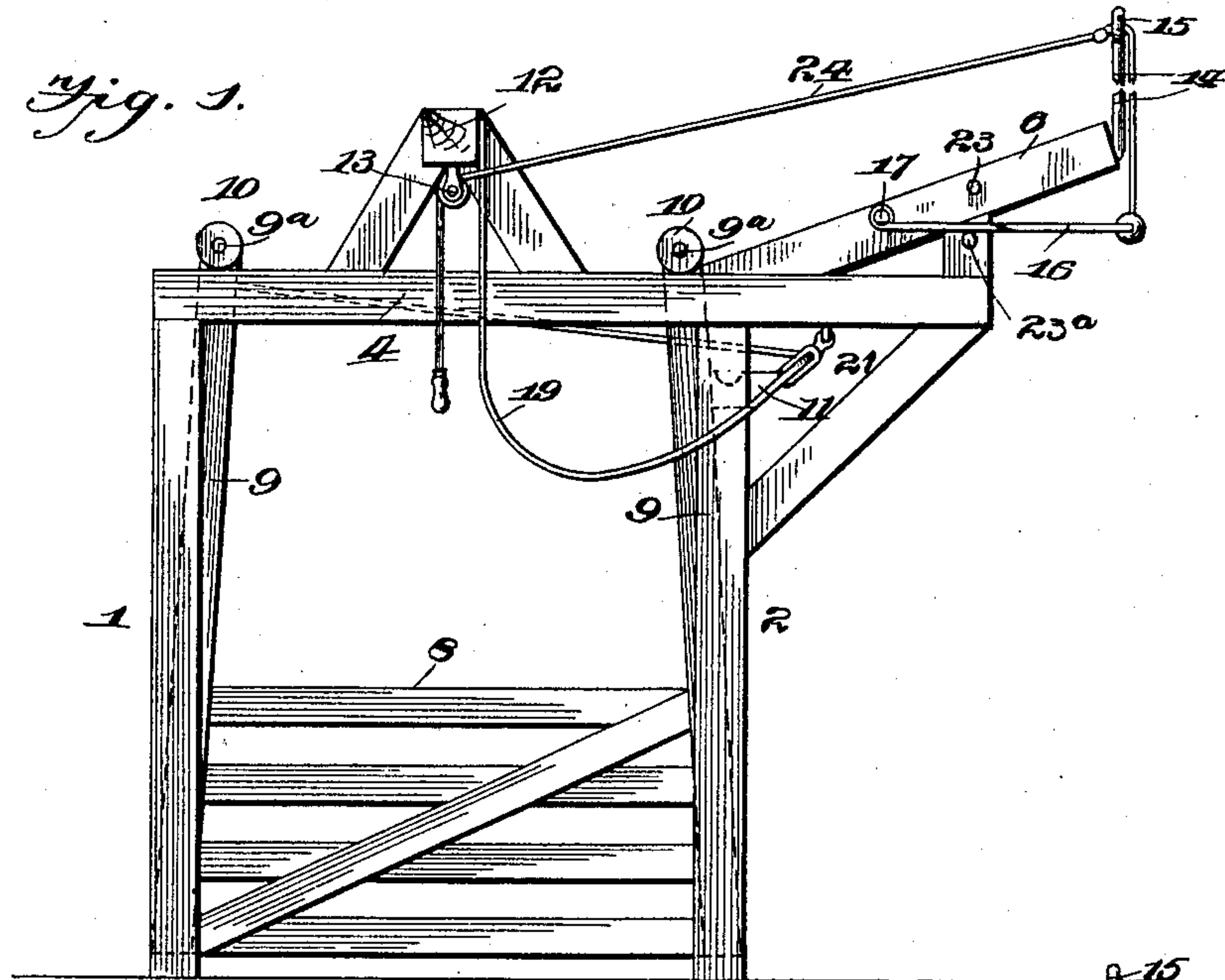
(No Model.)

2 Sheets—Sheet 1.

L. ARNOLDT.
GATE.

No. 603,753.

Patented May 10, 1898.



Witnesses
C. E. Hunt.
Victor J. Evans.

Inventor
Louis Arnoldt,
By *John Wedderburn.*
Attorney

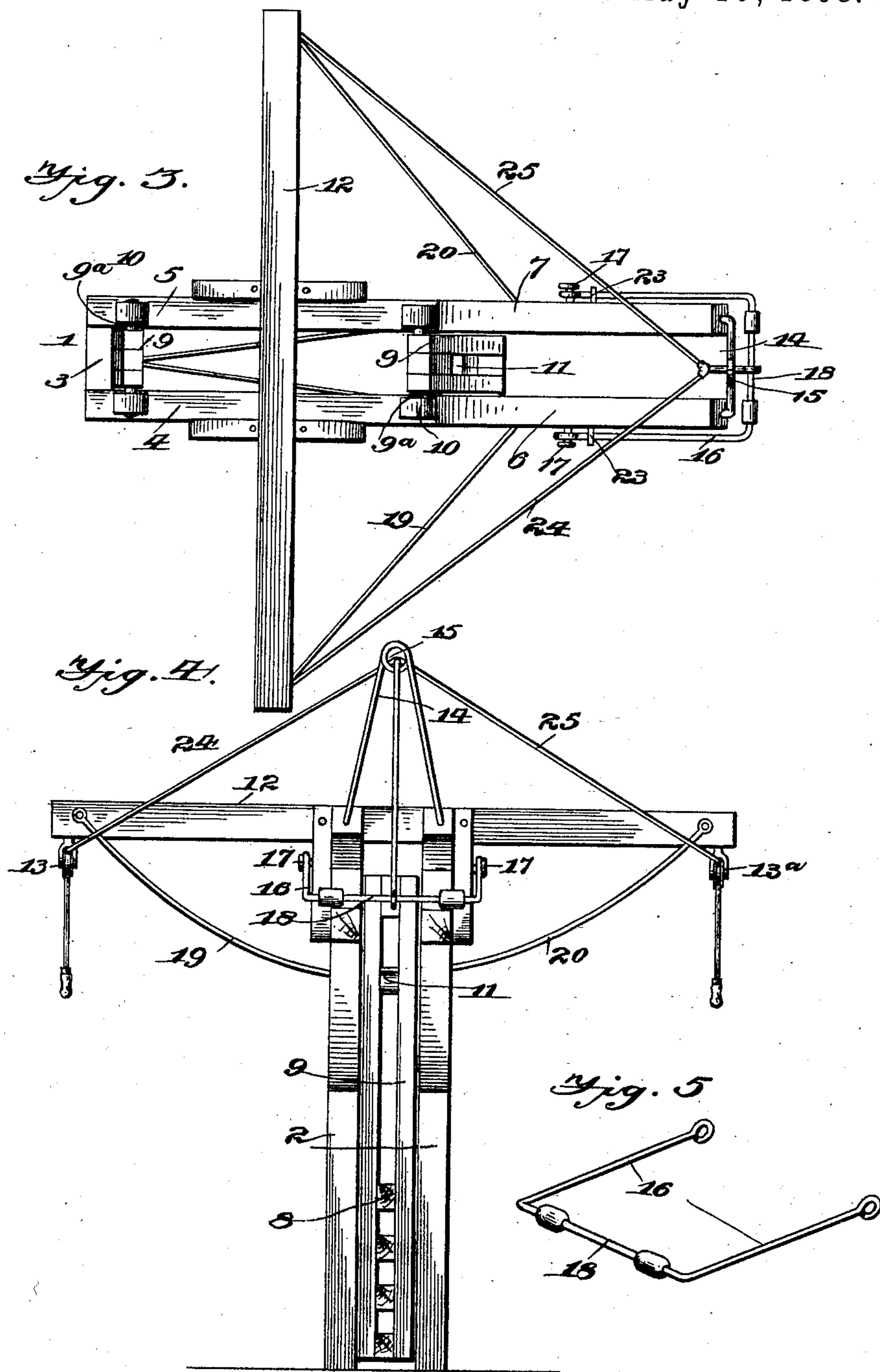
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UNITED STATES PATENT OFFICE.

LOUIS ARNOLDT, OF JANESVILLE, MINNESOTA.

GATE.

SPECIFICATION forming part of Letters Patent No. 603,753, dated May 10, 1898.

Application filed June 1, 1897. Serial No. 638,833. (No model.)

To all whom it may concern:

Be it known that I, LOUIS ARNOLDT, of Janesville, in the county of Waseca and State of Minnesota, have invented certain new and
5 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.

10 My invention relates to certain new and useful improvements in gates.

The object of the invention is to provide a gate adapted to travel on an inclined track or guideway arranged at one side of a gate-
15 way and posts and to close automatically by gravity, and also to provide improved latch mechanism to hold the gate open and novel operating mechanism to open the gate and release the same from the latch mechanism
20 to permit it to close.

With these and other objects in view the invention consists in the novel constructions and combinations hereinafter more fully described, and particularly pointed out in the
25 appended claims.

In the accompanying drawings, Figure 1 is a front elevational view showing the gate closed. Fig. 2 is a similar view showing the gate open. Fig. 3 is a top plan view of the
30 gate. Fig. 4 is an end elevational view looking toward the inclined trackway and latch mechanism, and Fig. 5 is a detail perspective view of the bail-shaped latch.

Like numerals designate corresponding
35 parts throughout the several views of the drawings.

Referring now more particularly to the drawings, the numeral 1 designates the two posts arranged at one side of the gateway, and 2 the posts arranged at the opposite side thereof. The posts at each side are spaced apart to form an entrance-way for the gate and are connected by cross-pieces 3. The posts are embedded, as usual, in the ground,
40 but they may, if desired, be secured to a gateway-platform. The two posts at the front or outer side of the gateway are connected by a horizontal bar or track 4 and the two inner posts by a similar track 5, which projects at
50 one side beyond the gateway, as shown. Upwardly-inclined bars or track-rails 6 7 are secured to the said horizontal track-rails at or

adjoining the posts at one side of the gateway and form a continuation of the track.

The gateway 8 has its side bars or posts 9 55 bearing inwardly toward each other in opposite directions, as shown, and provided at the upper ends thereof with shafts 9^a, upon the projecting ends of which are mounted wheels or rollers 10, designed to travel upon the said 60 track bars or rails.

In Fig. 1 the gate is shown in closed position with the wheels or rollers resting upon the horizontal portion of the trackway, and Fig. 2 shows the gate in open position with 65 the said wheels or rollers resting upon the inclined rails. The gate is provided at one side with a latch-hook 11.

12 designates a bar projecting crosswise or transversely of the gate above the track-rails 70 and provided at its ends with pulleys 13 13^a, and 14 designates a metallic standard secured to and projecting upward from the outer ends of the inclined rails and provided at the upper end thereof with a loop or eye 15. A bail- 75 shaped latch 16 has its arms mounted upon pivot-pins 17 on the opposite sides of the inclined track-rails and its cross portion 18 extending transversely and in rear thereof. This cross portion is adapted to engage and 80 receive the latch-hook 11 and hold the gate open.

19 20 designate operating-cords secured at one end to the transverse bar 12 and having their opposite ends secured to the gate, said 85 cords intermediate of these points passing over pulleys 21 on the under side of the laterally-projecting extensions of the horizontal track-rails, as shown. By pulling on these cords at each side of the gateway the gate 90 will be caused to move laterally upon the track-rails and ascend the inclined track until the hook-latch thereon engages the said bail-shaped catch, whereupon the gate will be held securely in open position and pre- 95 vented from closing. Stops 23 23^a are provided to limit the upward and downward movement, respectively, of the bail-shaped catch.

24 25 designate releasing-cords passed over 100 the pulleys 13 on the transverse bar 12 and provided with pendent extremities having weights or a handle by which they may be operated and held in proper position. The op-

posite ends of these releasing-cords are connected with an auxiliary releasing-cord 26, extending through the loop or eye 15 of the metallic standard 14 and connected with the bail-shaped catch. When the gate is open and the latch-hook of the gate is held by the bail-shaped catch, by pulling on one or the other of the said releasing-cords the bail-shaped catch may be lifted out of engagement with the said latch-hook, leaving the gate free to descend the trackway and close automatically by its own gravity.

The operation is as follows: A person desiring to pass through the gateway first pulls the operating-cord at that side, so as to cause the gate to open and the hook-latch thereon to engage with the bail-shaped catch. Upon arriving at the opposite side of the gateway the person pulls the releasing-cord at that side, whereupon the bail-shaped catch will be lifted out of engagement with the latch-hook, with the result that the gate will be left free to close in the manner before stated.

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

1. In a gate, the combination of inner and outer posts spaced apart to form an entrance-way for the gate and provided with parallel bars or rails having upwardly-inclined terminals at one side of the gateway, a gate provided with wheels or rollers to traverse said track, and a hook-latch, a pivoted catch device located adjacent the inclined terminals of the rails and adapted to engage the said latch-hook and hold the gate open, connections from each side of the gateway to move the gate in the direction of opening it, and releasing-cords at opposite sides of the gateway whereby the said catch device may be released from the latch-hook to permit the gate to close by its own gravity, substantially as described.

2. In a gate, the combination of inner and outer posts, provided with parallel track-rails having upwardly-inclined terminals at one side of the gateway, a gate provided with wheels or rollers to traverse said tracks and adapted to move between the said gate-posts, a bar extending transversely of the gate-posts

above the said trackway and provided with pulleys at each end thereof, operating-cords at each side of the gateway having one end connected with the said cross-bar and the other ends thereof passed over pulleys on the gate-posts and connected with the gate, a pivoted catch device adapted to engage the latch-hook on the gate to hold it open, and releasing-cords at opposite sides of the gateway, each having one end passed over pulleys on the said cross-bar and the opposite ends thereof secured to the said pivoted catch, whereby the latter may be withdrawn from engagement with the latch-hook to permit the gate to close by its own gravity, substantially as described.

3. In a gate, the combination of the gate-posts provided with parallel track-rails having upwardly-inclined terminals arranged at one side of the gateway, a gate moving between said posts and provided with wheels or rollers to traverse the said rails and a latch-hook, a standard or bracket rising from the inclined terminals of the track-rails and provided at the upper end thereof with a loop or eye, a bar extending transversely of the gateway above said track-rails, operating-cords having one end secured to the said bar and the opposite ends passed over pulleys on the gate-posts and secured to the gate to permit the latter to be opened from either side of the gateway, a bail-shaped catch device pivoted to the inclined track-terminals and adapted to engage the latch-hook to hold the gate open, and releasing-cords passed over pulleys on the cross-bar and through the loop or eye of the said standard or bracket and secured to the said pivoted bail-shaped catch, whereby the said catch may be released from engagement with the latch-hook to permit the gate to close by its own gravity, substantially as described.

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

LOUIS ARNOLDT.

Witnesses:

FRANK MURRAY,
J. P. CORRY.