

No. 686,852.

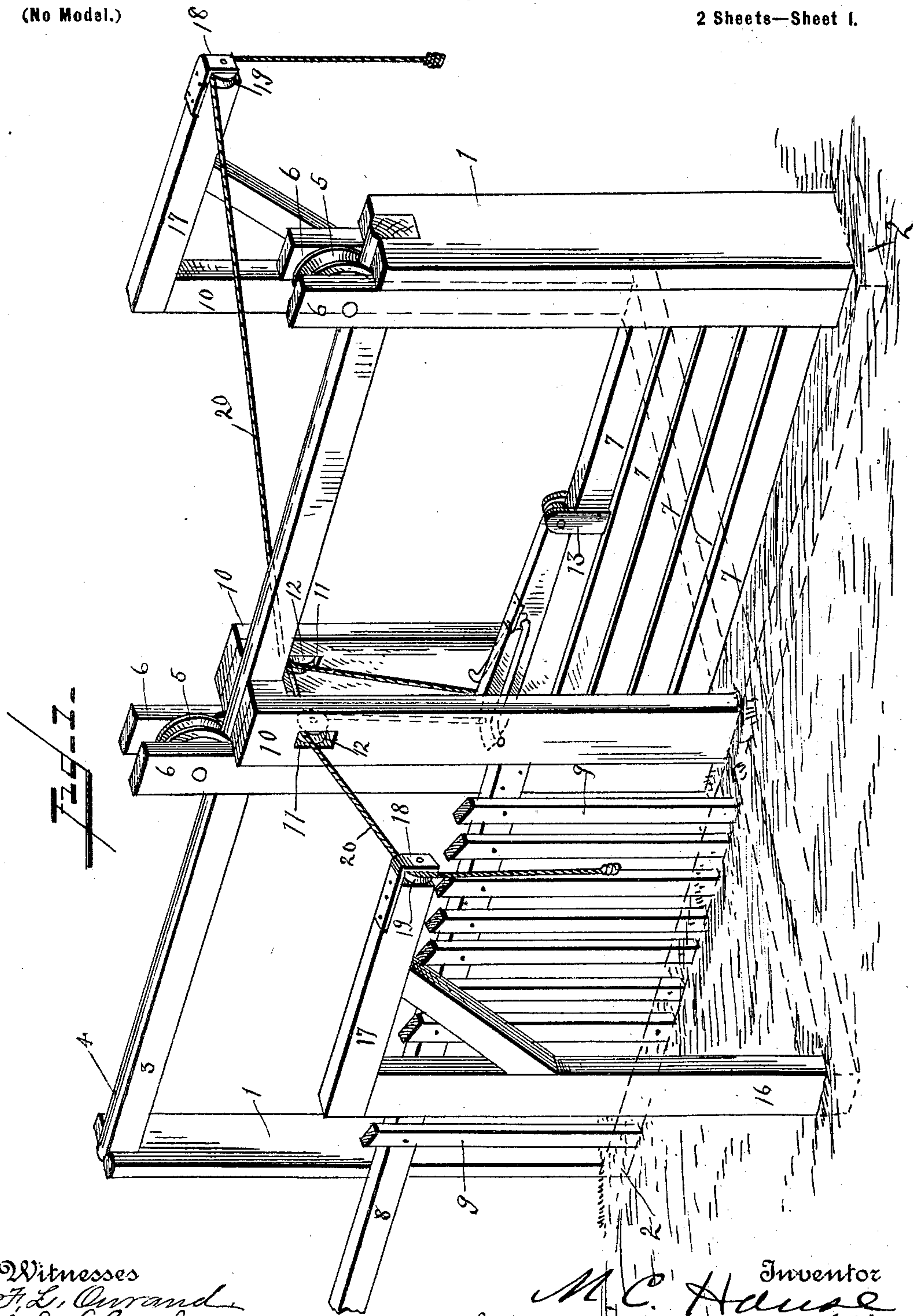
Patented Nov. 19, 1901.

M. C. HOUSE.
ROAD GATE.

(Application filed Aug. 22, 1901.)

(No Model.)

2 Sheets—Sheet 1.



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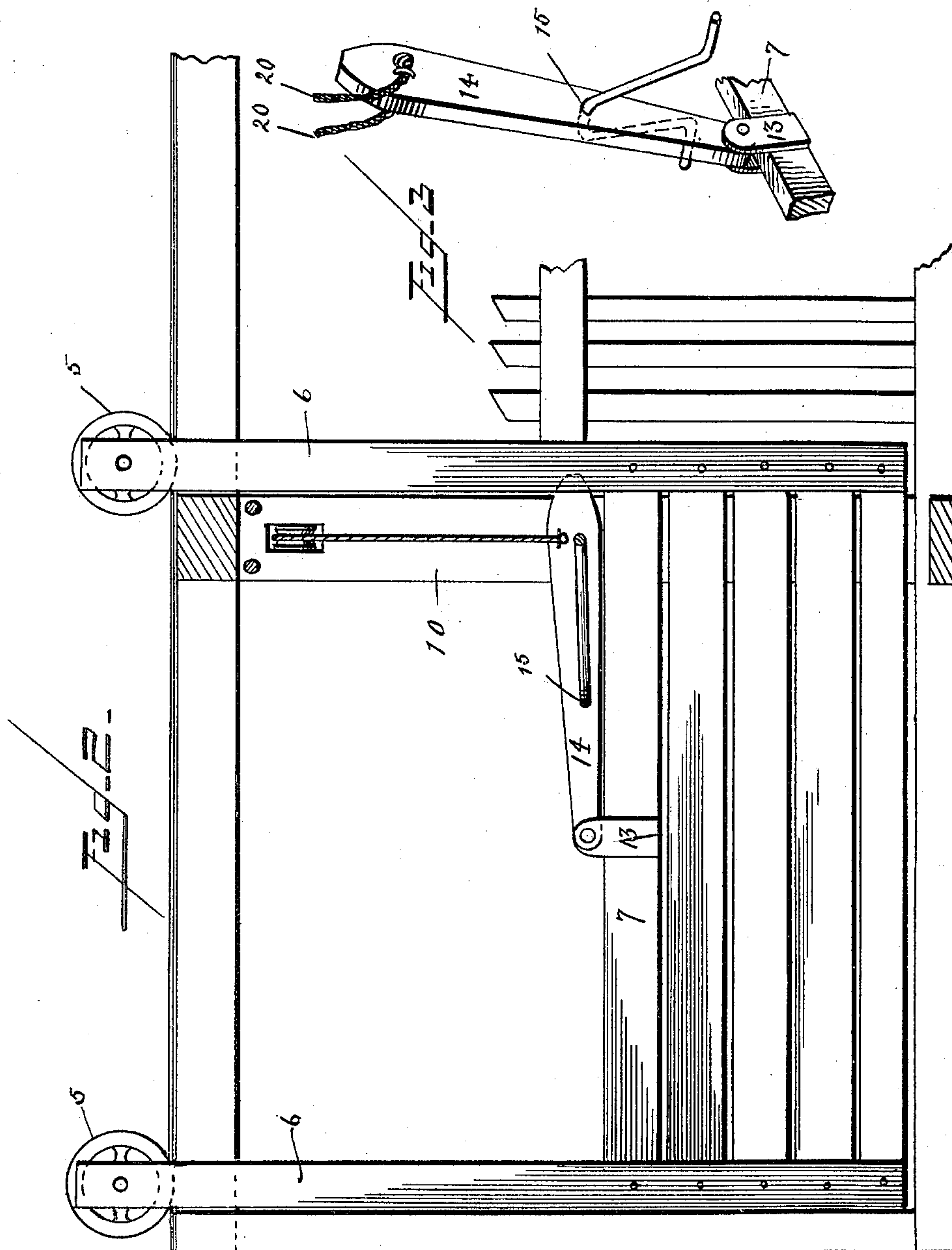
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UNITED STATES PATENT OFFICE.

MILTON C. HOUSE, OF PANOLA, ARKANSAS.

ROAD-GATE.

SPECIFICATION forming part of Letters Patent No. 686,852, dated November 19, 1901.

Application filed August 22, 1901. Serial No. 72,912. (No model.)

To all whom it may concern:

Be it known that I, MILTON C. HOUSE, a citizen of the United States, residing at Panola, in the county of Lonoke and State of Arkansas, have invented certain new and useful Improvements in Road-Gates, of which the following is a specification.

My invention is a sliding farm-gate; and it consists in a frame bearing in its upper end a track-bar for rollers, a suspended gate provided with rollers running on said track-bar, and a hinged pitman and lock-bar operated by cords.

In the accompanying drawings, Figure 1 is perspective view of my invention. Fig. 2 is a side elevation of one end of the invention, showing part of the frame, the gate, the hinged locking-pitman, and one end of one of the cords. Fig. 3 is a perspective view of the hinged locking-pitman hinged to the upper slat of the gate.

My invention is described as follows:

1 represents the end posts of the frame, bifurcated at their upper ends.

2 is the base-sill in which the end posts are secured.

In the bifurcated part of the end posts and running from one to the other is a track-bar 3, and on the upper face of this track-bar is secured a steel rail 4, rounded upwardly, and on this rail run the grooved wheels 5, which bear the gate, each of these grooved wheels 5 being pivoted between the two upright scantlings 6, which hang downwardly, nearly touching the upper face of the base-sill. Running parallel between these scantlings 6 are the gate-slats 7. These—that is, the scantlings and the gate-slats—constitute the sliding gate and fill one half of the frame. The other half of the frame is filled by a horizontal scantling 8, to which are secured the upper ends of upright scantlings 9, their lower ends secured to the base-sill.

Rising from the base-sill and in the center of the gate-frame—that is, equidistant between the end posts—are two posts 10, one on each side of the gate, and each post is provided near its upper end with a mortise-hole 11, and journaled in these mortise-holes are pulleys 12.

Secured to the upper slat 7 and in the center thereof is a U-shaped bearing 13, and in

this U-shaped bearing 13 is pivoted one end of a pitman and lock-bar 14, and near the center of this pitman and lock-bar is journaled a double-elbow crank 15, its free ends being pivoted in the center posts 10 just immediately over the top slat 7 of the gate. This double-elbow crank is so situated and arranged that when the gate is closed, as shown in Figs. 1 and 2, the pitman and lock-bar lies flat down on the top of the slat, and the gate is thereby locked and cannot be opened until the free end thereof is raised, and when the gate is opened this pitman and lock-bar lies flat down on the other end of the slat, and the gate is thereby locked and cannot be opened until its free end is raised.

Erected near the roadway are posts 16, having braced arms 17 extending over the roadway, or partly so, and said arms are provided at their free ends with bearings 18, and in these bearings are pivoted rollers 19. Secured to the free end of the pitman and lock-bar are two cords 20, one running up through the mortise 11 and over the roller 12 of the post 10 and over the roller 19 of the arm 17 and the other cord running up through the mortise and over the roller of the other post 10 and over the roller 19 of the other arm 17, their ends hanging down in easy reach. The gate is operated thus: I take hold of the end of one of these ropes and give it a quick pull, and the free end of the pitman and lock-bar is raised, the gate is unlocked, and, if the gate is shut, it is immediately opened, or, in other words, it is slipped back into the other half of the gate-frame and the pitman and lock-bar falls over on the other end of the slat and the gate is locked. If the gate is open, to close it the operation and the result are just the same.

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

An automatic road-gate, consisting of a base-sill, two end posts, and an upper track-sill; a sliding gate suspended on rollers, running on the track-sill; two central side posts, provided with pulleys, near their upper ends; a pitman and lock-bar hinged to the center of the top slat of the gate; a double-elbow crank having its U-shaped part pivoted in the pitman and lock-bar, its free ends pivoted in the

central side posts, adapted to lock said gate,
when open or closed, and cords secured to
the free end of the pitman and lock-bar, and
running over the pulleys in the central posts,
5 and over pulleys on the side of the road, sub-
stantially as shown and described and for the
purposes set forth.

In testimony whereof I affix my signature
in presence of two witnesses.

MILTON C. HOUSE.

Witnesses:

J. F. FOSTER,

E. W. WILLIAMS.