

No. 751,837.

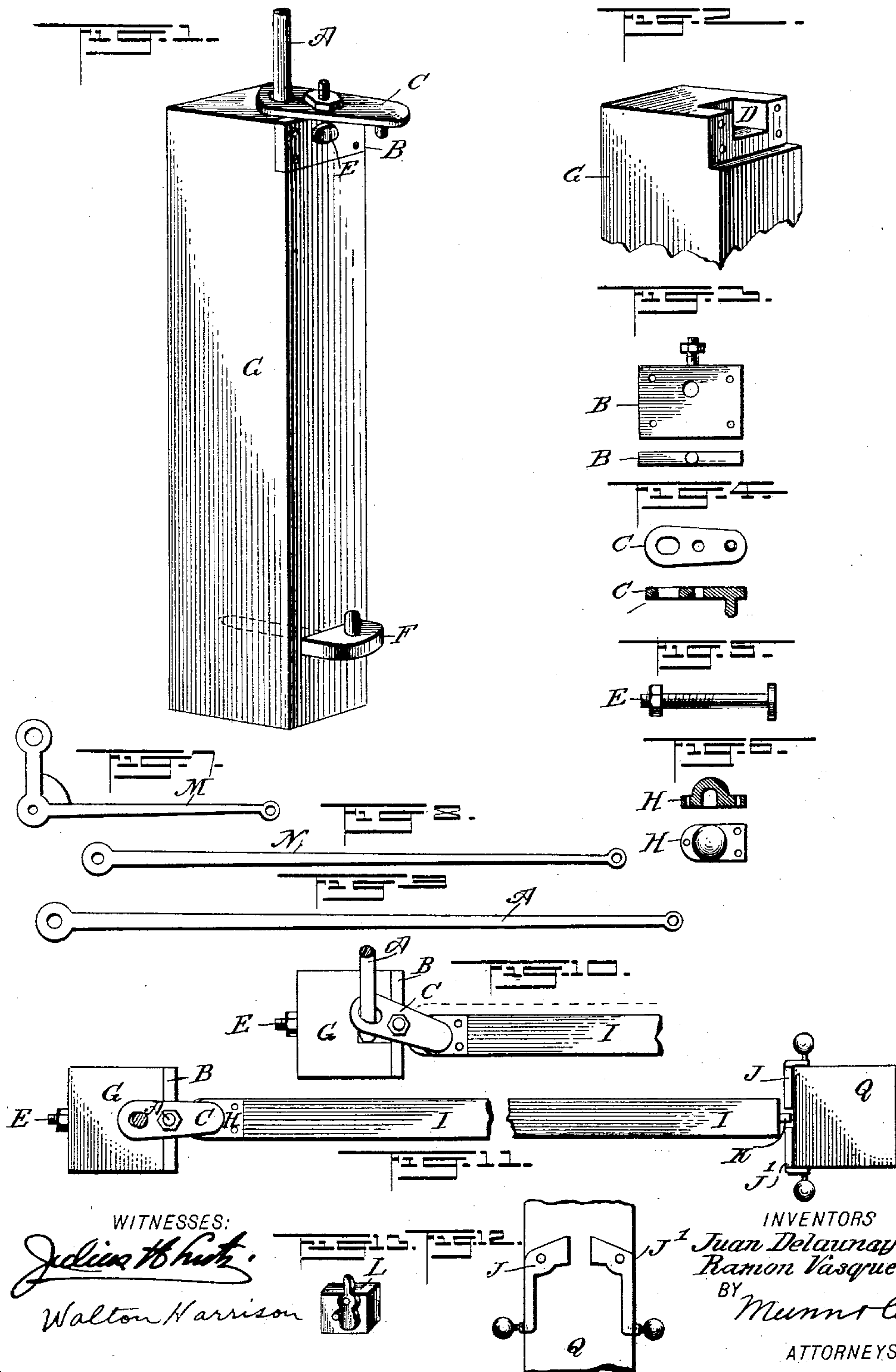
PATENTED FEB. 9, 1904.

J. DELAUNAY & R. VASQUEZ.
AUTOMATIC OR SELF ACTING GATE.

APPLICATION FILED FEB. 19, 1903.

NO MODEL.

2 SHEETS—SHEET 1.



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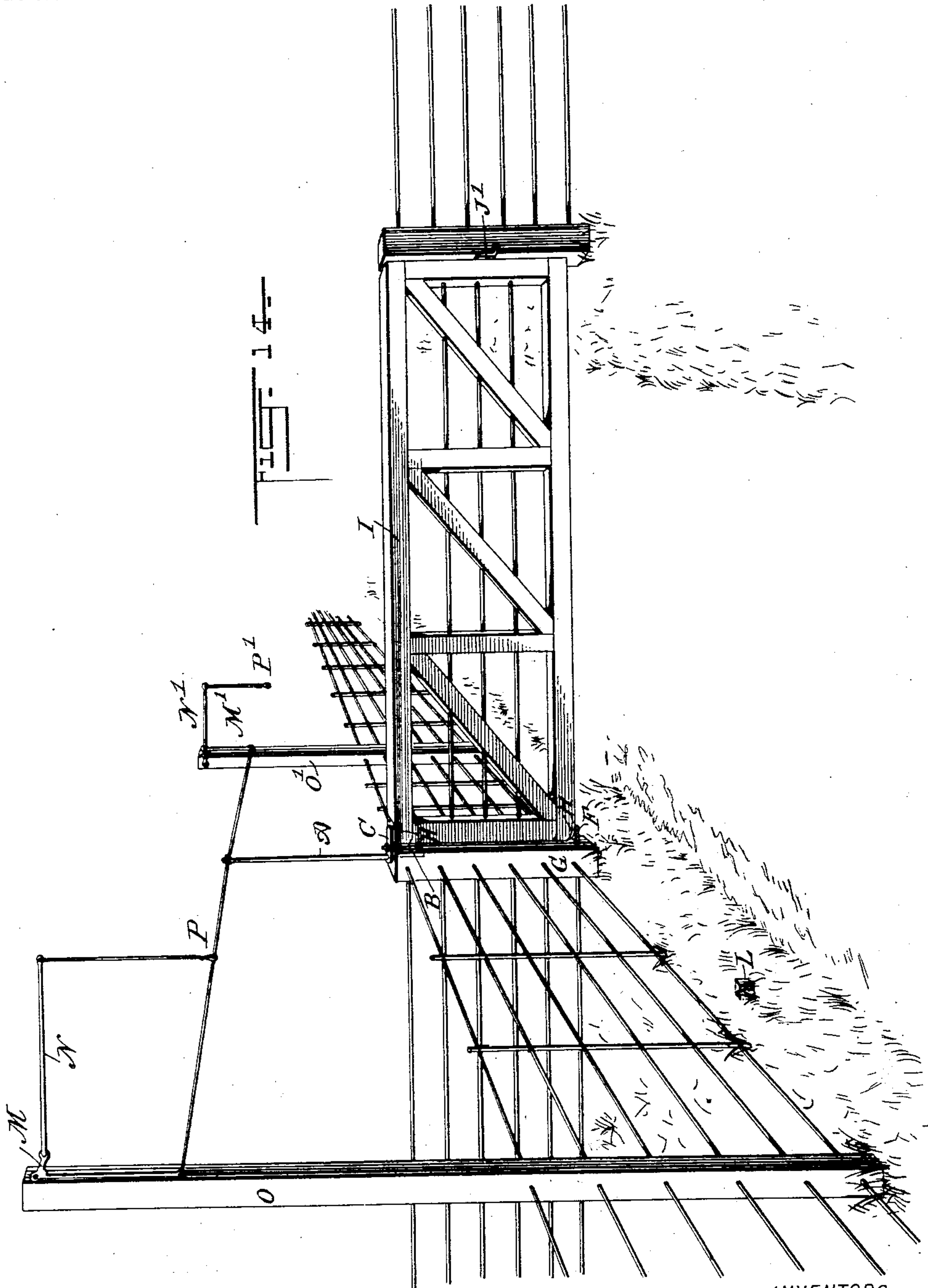
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WITNESSES:

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JUAN DELAUNAY AND RAMON VASQUEZ, OF BUENOS AIRES, ARGENTINA.

AUTOMATIC OR SELF-ACTING GATE.

SPECIFICATION forming part of Letters Patent No. 751,837, dated February 9, 1904.

Application filed February 19, 1903. Serial No. 144,174. (No model.)

To all whom it may concern:

Be it known that we, JUAN DELAUNAY, a citizen of France, and RAMON VASQUEZ, a citizen of Argentina, both residing in the city of Buenos Aires, Argentina, have invented certain new and useful Improvements in Automatic or Self-Acting Gates, of which the following is a full, clear, and exact description.

Our invention relates to automatic or self-acting gates; and it consists in the novel construction and combination of parts hereinafter described, and set forth in the claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the figures.

Figure 1 is an elevation of the gate-post, showing the swinging and tilting device and the hooks of the hinges. Fig. 2 is a view of the top part of the gate-post with the iron parts removed. Fig. 3 is a view of the plate having the projection serving as a pivot for the deviating device. Figs. 4, 5, 6, 7, 8, and 9 are detail views of the several parts of the self-acting device. Figs. 10 and 11 are plan views of the gate in deviated and righted position, respectively. Fig. 12 shows the double self-acting latch. Fig. 13 represents the catch designed to keep the gate ajar, and Fig. 14 is a perspective view of the complete gate and self-acting device.

Our apparatus consists of three principal parts, A, B, and C. The lever A is designed to make the plate C gyrate either to the right or to the left, thus simultaneously inclining and raising the gate. The part B forms an axle and support for the plate C and the main lever A, the latter being held in position by a strong bolt E passing both through its lower extremity and the post G. The bolt or hook F, situated at the lower end of the post G and forming part of the gate-hinge, is placed two centimeters closer to the said post than the hook projecting from the plate C.

The gate I is provided with a rigidly-secured bolt K, engaging the latches J J', pivotally secured to the post Q.

L is a catch for the purpose of securing the gate when opened.

M M' are crank-arms pivotally connected

by bolts to the posts O O' and joined to the main lever A by means of a strong wire.

The parts NN' are manipulating-levers passing through the ring of the shorter part of the crank-arms M M' and attached to the posts O O' by a bolt acting as a pivot, the other extremity of said levers being provided with a wire having handles P P' attached thereto.

Operation: The handling of our self-acting device for gates is extremely simple, the gate opening always away from the passer and in no case toward him. For instance, if a vehicle is coming in the opposite direction of the gate toward the post O' (see Fig. 14) the driver pulls the handle P', thus causing a backward movement of the crank-arm M', and consequently of the main lever A, both being connected by a wire, as shown in Fig. 10. The inclination of the main lever A causes the plate C to turn on its pivot, thus forcing the gate into an inclined position and simultaneously drawing the upper part of the said gate toward the post G, raising the gate sufficiently to disengage the bolt K from the latches J J', whereupon the gate, owing to its inclined position, swings open, impinging on the upper extension of the catch L, which latter prevents the gate from closing again. After passing the gate the coachman drives up to the post O, placed at a convenient distance from the gate in order to avoid coming in contact with the hind part of the vehicle, and then pulls the handle P sufficiently to cause the manipulating-lever N to occupy a level position, whereby the main lever A and the plate C are made to take up their initial position, because upon pulling the handle P the plate C will once more lift the gate, disengaging it from the catch L. The upper hinge of the gate being two centimeters farther from the post G than the lower hinge, the weight of the gate will cause it to swing to, the rigid bolt K thereof impinging on one of the pivoted latches J J' and passing over it, thus being imprisoned between the two.

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

1. An automatic gate, consisting of posts, a gate, a hinge connecting the lower portion

of the gate with one of the posts, a plate pivoted to the upper end of the hinge-post and to one end of which the upper end of the gate is hinged, said plate being provided with an aperture in one end, a lever pivoted to the hinge-post and extending loosely through the aperture of the said plate, posts arranged at the side of the driveway, elbow-levers pivoted to said posts, said elbow-levers having their members of unequal length and provided with an opening in the ends of their shorter members, operating-levers pivoted to the said posts and passing through the openings of the elbow-levers, and wires or rods connecting the longer members of the elbow-levers with the lever pivoted to the hinge-post, as set forth.

2. An automatic gate, comprising posts, a gate, a hinge connecting the lower portion of the gate with the lower portion of one of said posts, a plate pivoted to the upper end of the hinge-post and to one end of which the upper end of the gate is hinged, said plate being provided with an aperture in its outer end, a vertical lever pivoted at its lower end to the hinge-post and extending loosely through the aperture of the said plate, posts arranged at the side of the driveway, elbow-levers pivoted to said posts, a connection between one member of each elbow-lever and the upper end of said vertical lever, and additional levers pivoted to said posts and engaging the other members of the elbow-levers, as set forth.

3. In an automatic gate, the combination

with a post and a gate, of a plate secured to the post and provided with a pin projecting from its upper edge, a plate mounted on the pin of the first-named plate, said second plate being pivoted at one end to the gate and provided in its other end with an opening, a lever having its lower end pivoted to the post and extending through the opening of the second plate, and means for operating said lever, as set forth.

4. In an automatic gate, the combination with a gate, a hinge-post, and posts arranged at the side of the driveway, of a plate pivoted to the hinge-post and having one end pivoted to the gate, a lever pivoted to the hinge-post and loosely connected with the said plate, elbow-levers pivoted to the posts arranged at the side of the driveway and having openings in one of their members, levers pivoted to the said posts and passing through the openings of the elbow-levers, and connections between the other members of the elbow-levers and the lever pivoted to the hinge-post, as set forth.

In testimony whereof we have signed our names to this specification in presence of two subscribing witnesses.

JUAN DELAUNAY.
RAMON VASQUEZ.

Witnesses:

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M. ORNSTEIN.