

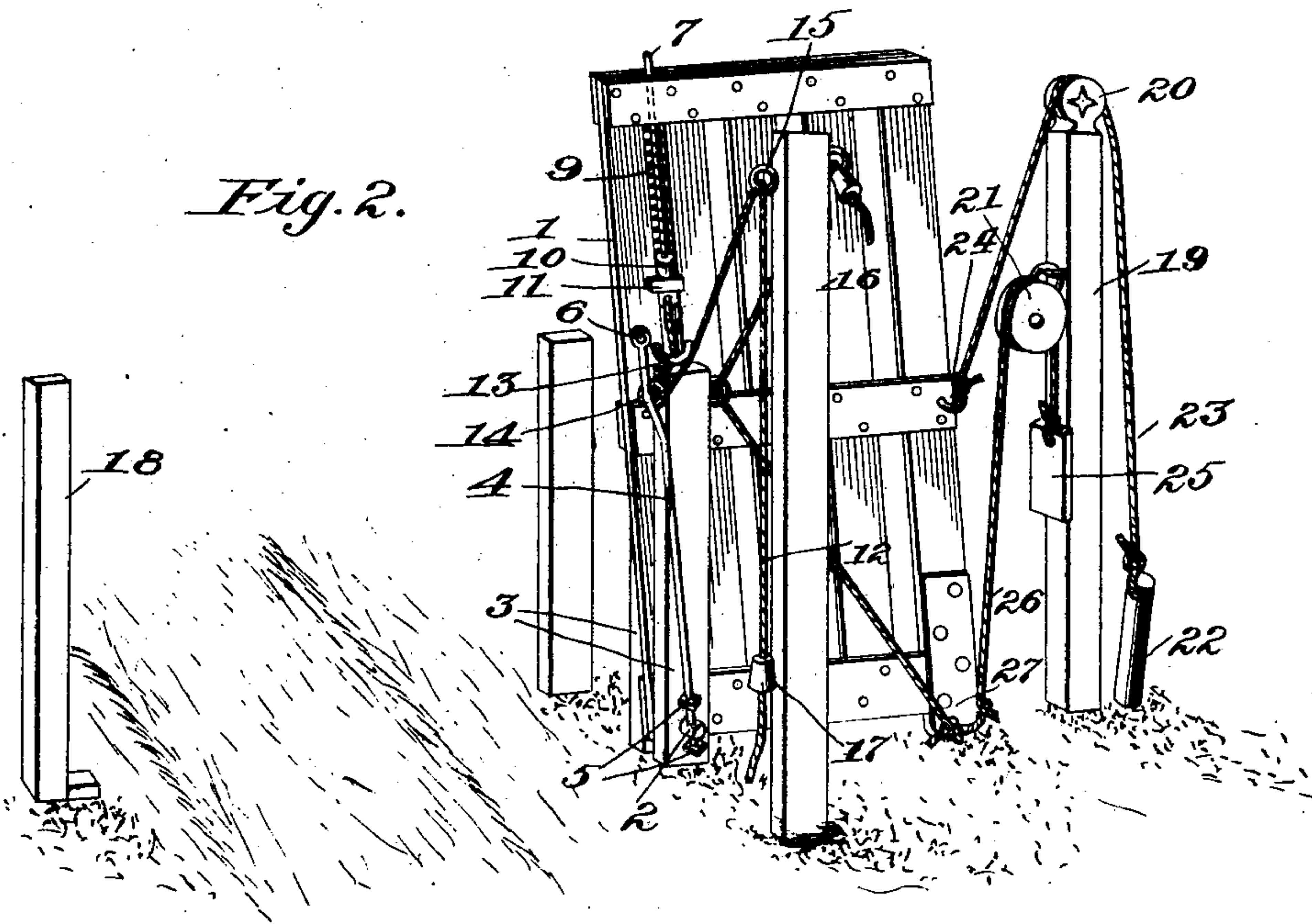
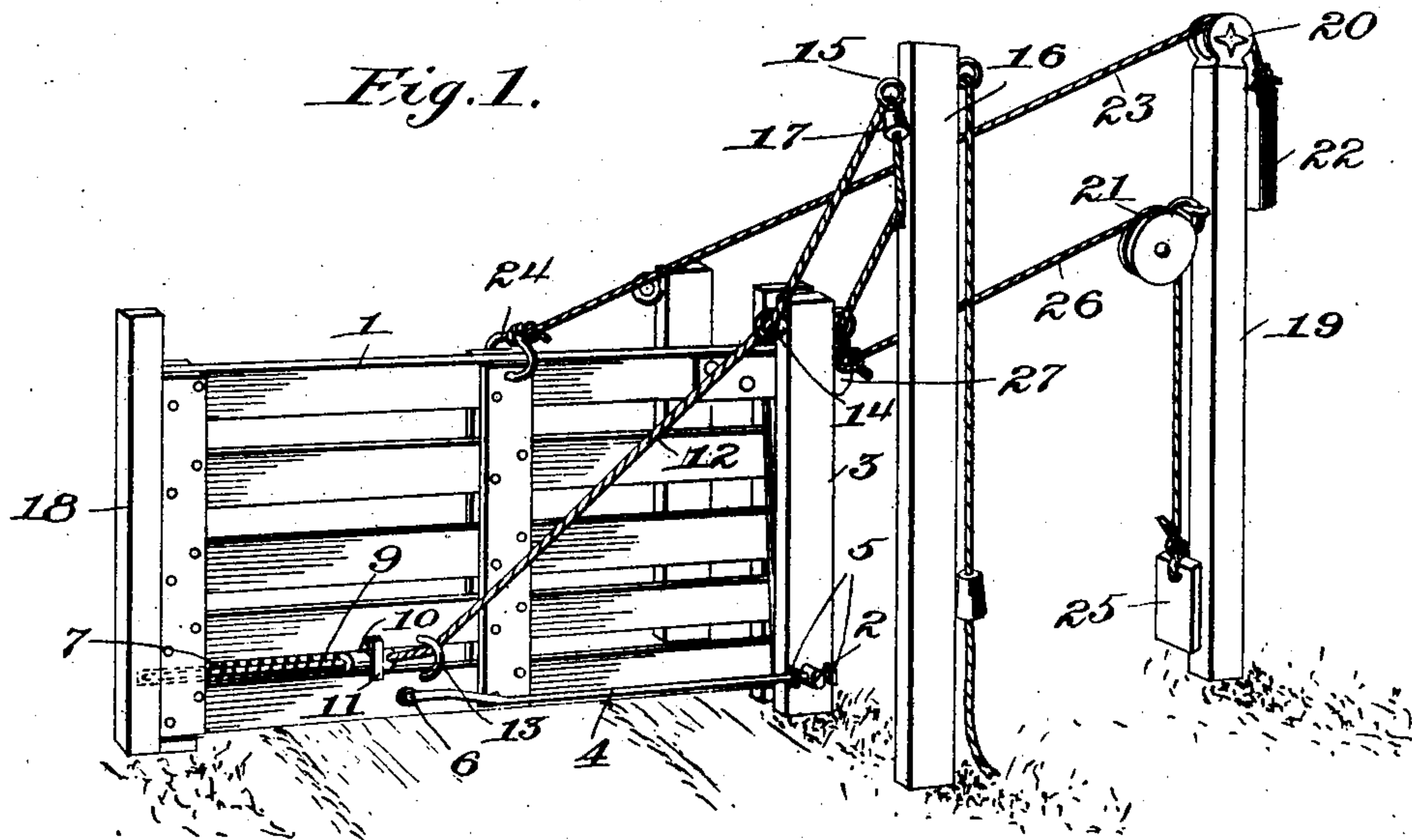
No. 764,974.

PATENTED JULY 12, 1904.

S. M. ASH.
DRIVEWAY GATE.

APPLICATION FILED FEB. 27, 1904.

NO MODEL.



Witnesses:
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DRIVEWAY-GATE.

SPECIFICATION forming part of Letters Patent No. 764,974, dated July 12, 1904.

Application filed February 27, 1904. Serial No. 195,701. (No model.)

To all whom it may concern:

Be it known that I, SYLVESTER M. ASH, a citizen of the United States, and a resident of Roodhouse, Greene county, and State of Illinois, have invented certain new and useful Improvements in Driveway-Gates, of which the following is a specification containing a full, clear, and exact description, reference being had to the accompanying drawings, forming a part hereof.

My invention relates to that class of driveway-gates which may be opened and closed by the drivers of vehicles without getting out of the vehicle by simply pulling a rope or cord.

The object of my invention is to provide an improved gate of this character which shall be simple in construction and operation and not liable to get out of order.

The invention consists in the novel construction hereinafter described and claimed.

In the drawings, Figure 1 is a perspective view of a driveway-gate embodying my invention. Fig. 2 is a perspective view of the gate in a different position.

1 indicates the gate, which is composed of the usual horizontal and vertical bars arranged in rectangular shape, and the gate is pivoted at its lower right-hand corner by means of a pin or bolt 2, which passes through the two vertical posts 3, between which said gate is pivoted. Said posts act as guides for the gate and retain it at all times in a vertical position. 4 indicates a brace which is secured at one end to the said bolt or pin 2 by (in the present case) being passed through an aperture in the said pin or bolt and provided with a nut 5 on opposite sides of said pin or bolt, so that said brace is pivoted at that end. The opposite end of said brace is fixed to the lower horizontal bar of the gate by means of a suitable bolt or rivet 6. The object of said brace is to prevent the gate from being moved laterally by the wind or other force.

When the gate is closed, it is locked by means of a sliding bolt 7, which is mounted in suitable bearings at a point just above the bottom horizontal bar of the gate, and said bolt is normally projected by means of a spring 9, which is coiled around said bolt and has its outer end secured to the bolt, while its inner

end bears against a sleeve or collar 10, which is loose upon said bolt and is forced into contact with a fixed bolt-bearing 11 by the power of said spring. The inner end of said bolt is perforated, and one end of an operating rope or chain 12 is connected to said perforated end and thence passed through a guide-eyelet 13 and thence is passed upwardly in a diagonal direction and thence through a pulley or eyelet 14 and thence laterally some distance and thence through an eyelet or pulley 15, carried at the top of a post 16, and the said rope or chain is thereat provided with a depending weight 17, which also acts as a handle in opening the gate.

18 indicates a gate-post which is engaged by the locking-bolt 7.

19 indicates another post which is located in alinement with and at the right hand of the gate 1 and carries a pulley 20 at its upper end and another pulley 21 a short distance below the plane of the said pulley 20.

22 indicates a counterbalance-weight which is suspended from a rope or chain 23, which passes over the pulley 20 and thence passes to the gate 1 and to which the opposite end of said rope 23 is connected by means of a suitable link or eye 24. The point of attachment of the rope or chain 23 is preferably that which is shown and which is about midway of the length of the gate and at the upper edge thereof.

25 indicates another counterbalance-weight which is suspended from a rope or chain 26, and the latter is passed over the pulley 21 and thence extends to the right-hand upper corner of the gate 1 and is connected thereto by being passed through an aperture in a plate 27, secured to said gate. The counterbalance-weight 25 performs a double function, by first assisting the counterbalance-weight 22 in opening the gate until the same is about half-way opened, and then said weight 25 will begin to move in an opposite direction and will be again drawn upwardly as the gate nears the extreme open position, in which it is shown in Fig. 2, and said weight 25 also assists the counterbalance-weight 22 to bring the gate gradually and silently to a closed position, which is that in which the gate is shown in Fig. 1.

For closing the gate I provide a weighted handle 28, which is secured to a rope or chain 29, which passes through an eyelet or pulley 30, located near the top of the post 16, and
 5 thence said rope passes through an eyelet or pulley 31, fixed upon the upper portion of the guide-post 3, and thence said rope passes to the perforated plate 27, to which it is secured.

It will be understood that an additional post, 10 such as 16, and operative connections should be located upon the opposite side of the gate, should it be desired to open the gate from that side; but I have not deemed it necessary to duplicate the construction by showing two
 15 sets of parts.

The operation is as follows: With the gate in a closed position, as shown in Fig. 1, the same may be readily opened by pulling upon the handle 17, which will have the effect of
 20 retracting the bolt 7, and then as the pull is continued the gate will be lifted and located upon its right-hand end in a fully-opened position, as shown in Fig. 2, the counterweight 22 assisting during such operation. When it
 25 is desired to close the gate, the handle 28 is pulled, which causes the gate to assume its normal closed position and also elevates the counterbalance 22.

What I claim is—

30 1. The improved driveway-gate, comprising a gate pivoted at its lower corner to the gate-post at one side of the driveway, a post located in alinement with the gate at one side of the driveway but at a distance from the
 35 gate-post on that side, a pulley at the upper end of said additional post, a counterbalance-weight suspended from the said pulley, a rope or chain extending from said counterbalance-weight to the upper edge of the gate and con-
 40 nected thereto, another pulley secured to said additional post at a point below its upper end, an additional counterbalance-weight, an additional rope or chain passing over said additional pulley and carrying said additional
 45 counterbalance-weight at one end and extending to the adjacent upper corner of said gate and secured thereto, a post 16 located some distance from the gate convenient to the drive-
 way, a rope or chain connected at one end to

the lower portion of said gate and extending 50 through an eyelet or pulley at the upper end of the gate-post to which the gate is pivoted, and said rope also extending laterally to the said post 16 and passing through an eyelet or pulley carried by said post, a weighted han- 55 dle depending from said rope last mentioned, and an additional rope connected to said gate for closing the same, substantially as described.

2. The improved driveway-gate, compris- 60 ing a gate pivoted at its lower corner to the gate-post at one side of the driveway, a post located in alinement with the gate at one side of the driveway but at a distance from the gate-post on that side, a pulley at the upper 65 end of said additional post, a counterbalance-weight suspended from the said pulley, a rope or chain extending from said counterbalance-weight to the upper edge of the gate and connected thereto, another pulley secured to said 70 additional post at a point below its upper end, an additional counterbalance-weight, an additional rope or chain passing over said additional pulley and carrying said additional counterbalance-weight at one end and extend- 75 ing to the adjacent upper corner of said gate and secured thereto, a post 16 located some distance from the gate convenient to the driveway, a rope or chain connected at one end to the lower portion of said gate and extending 80 through an eyelet or pulley at the upper end of the gate-post to which the gate is pivoted, and said rope also extending laterally to the said post 16 and passing through an eyelet or pulley carried by said post, a weighted han- 85 dle depending from said rope last mentioned, an additional rope connected to said gate for closing the same, and a brace extending from the gate-pivot to a point about midway of the length of the gate and secured to the gate 90 thereat and a spring-bolt which is withdrawn and released by operating the gate-opening rope or chain, substantially as described.

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Witnesses:

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