

A. VERNON.

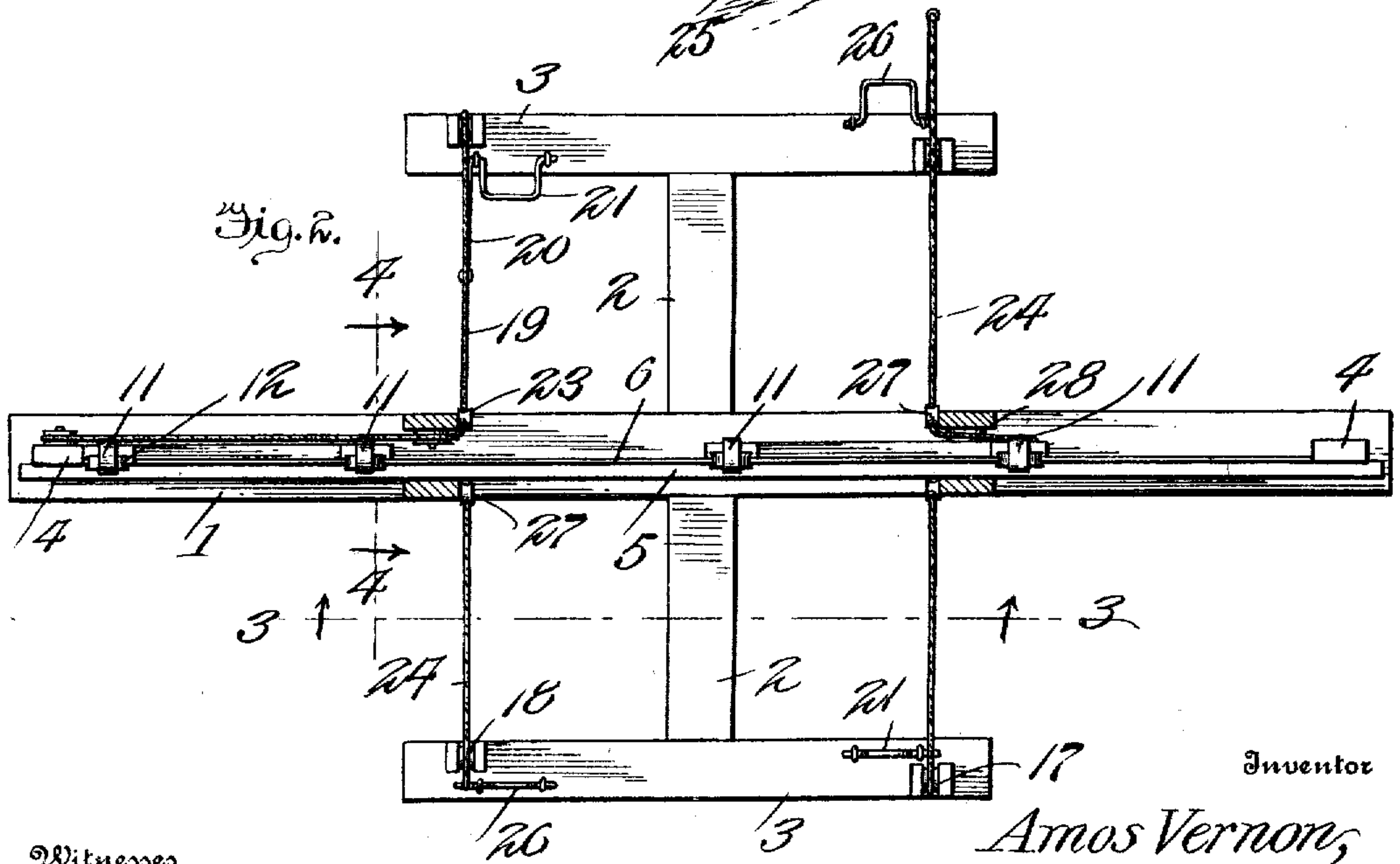
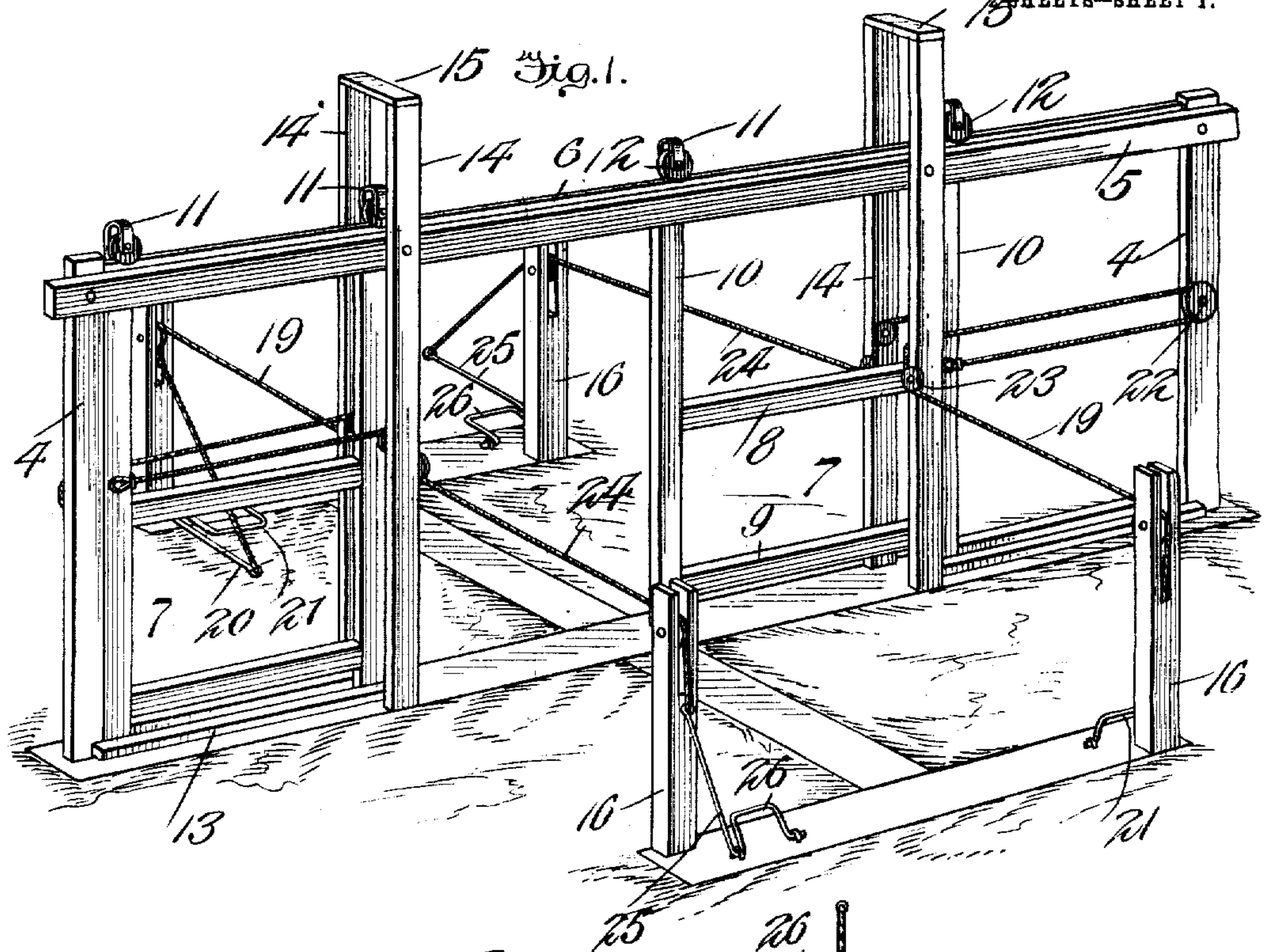
GATE.

APPLICATION FILED JUNE 30, 1908.

908,360.

Patented Dec. 29, 1908.

2 SHEETS—SHEET 1.



Witnesses
G. M. Spring
John F. Byrne,

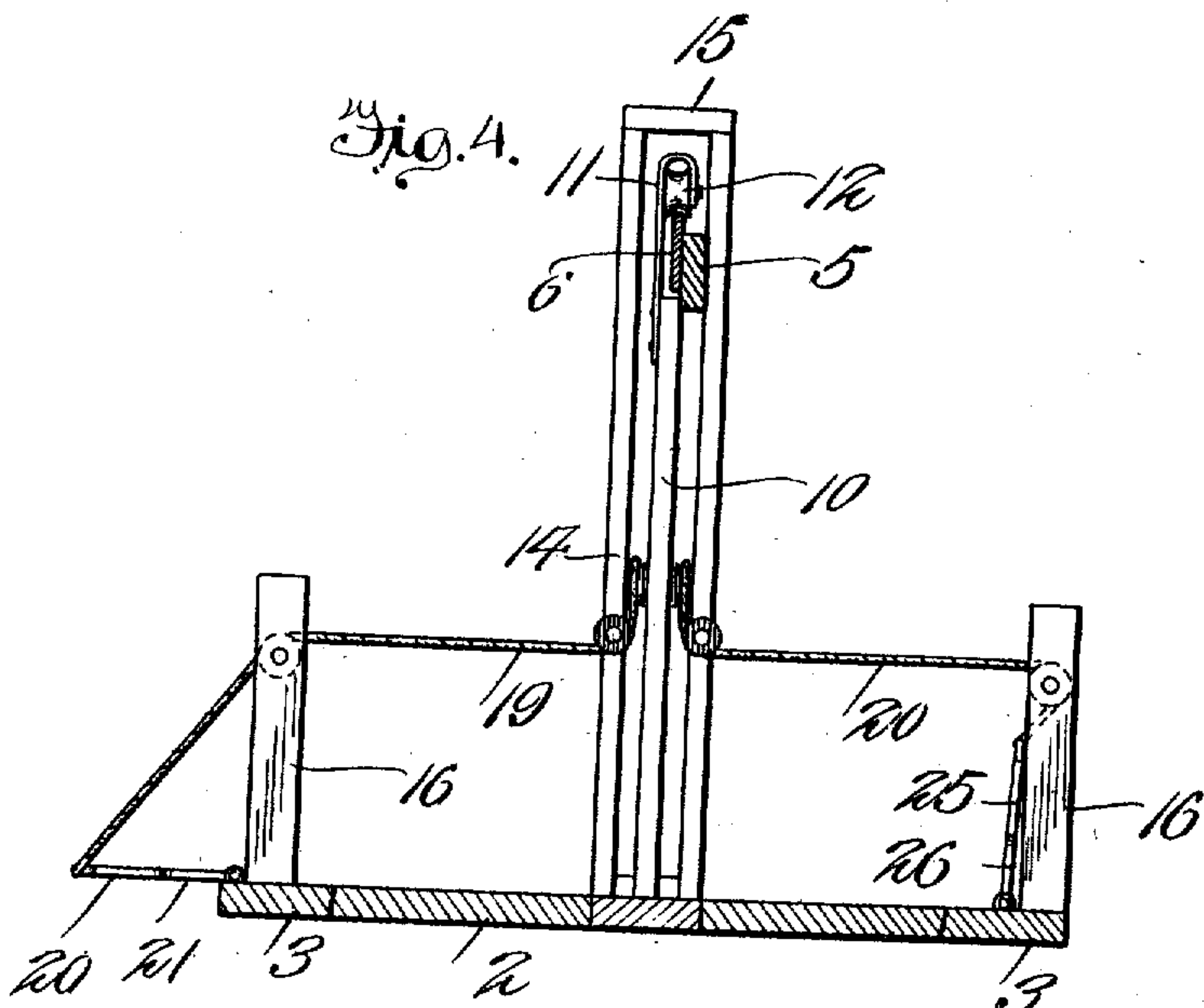
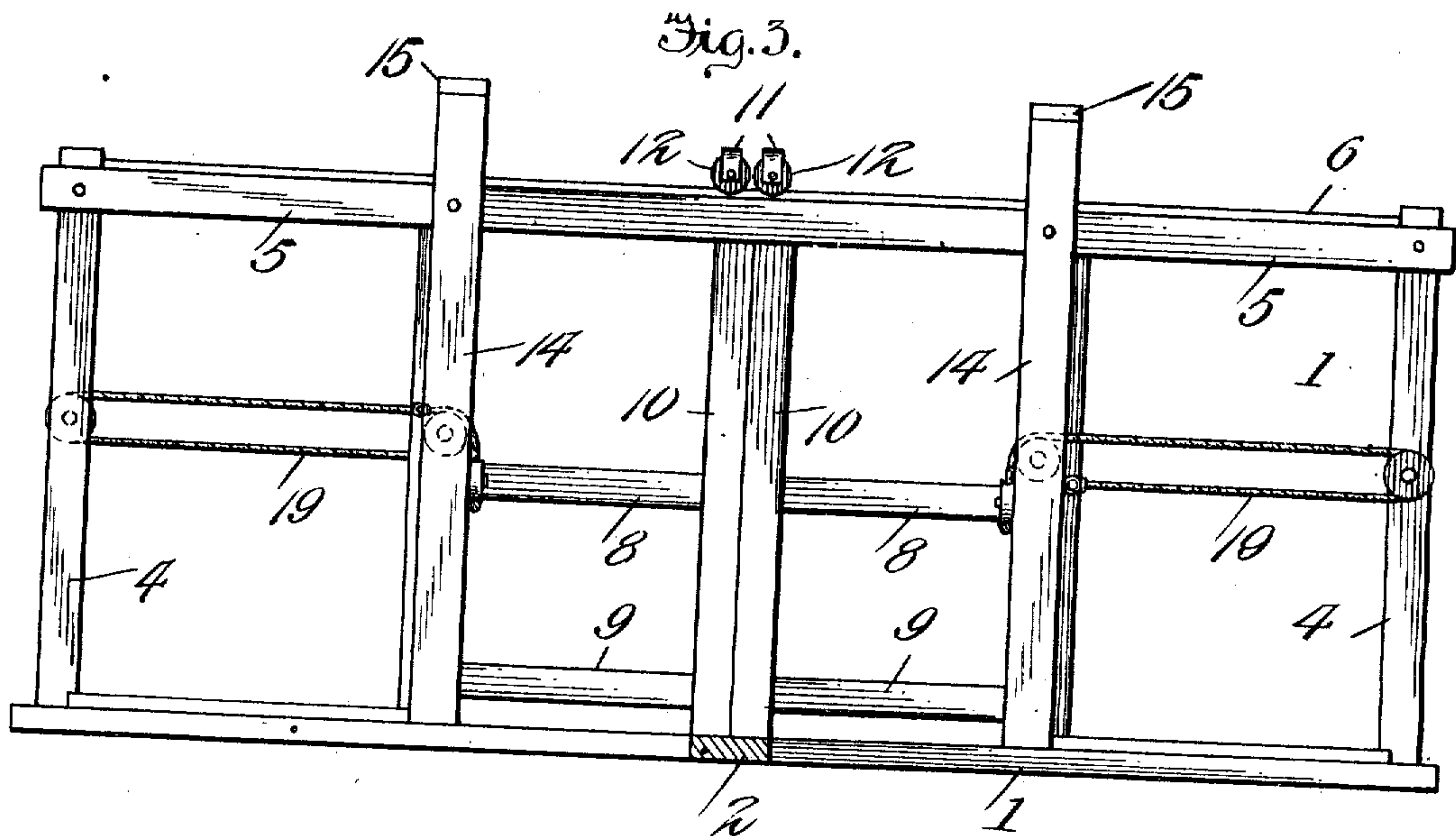
Inventor
Amos Vernon,
By Victor J. Evans
Attorney

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UNITED STATES PATENT OFFICE.

AMOS VERNON, OF TEKOA, WASHINGTON, ASSIGNOR TO JAMES HENRY VERNON, OF TEKOA, WASHINGTON.

GATE.

No. 908,360.

Specification of Letters Patent.

Patented Dec. 29, 1908.

Application filed June 30, 1908. Serial No. 441,101.

To all whom it may concern:

Be it known that I, AMOS VERNON, a citizen of the United States, residing at Tekoa, in the county of Whitman and State of Washington, have invented new and useful Improvements in Gates, of which the following is a specification.

My invention relates to improvements in gates, and the primary object of the invention is the provision of a gate which is adapted to be opened and closed by means operable through the medium of a vehicle during its passage through the gate.

A further object of the invention is the provision of a gate and operating means which are simple, durable and efficient, and which may be manufactured and sold at comparatively low cost.

With the above and other objects in view the invention consists in the construction, combination and arrangement of parts, hereinafter fully described and claimed, and illustrated in the accompanying drawings, wherein:

Figure 1 is a perspective view of a gate constructed in accordance with my invention. Fig. 2 is a top plan view thereof. Fig. 3 is a sectional view taken on the vertical plane indicated by the line 3—3 of Fig. 2, looking in the direction indicated by the arrow, and Fig. 4 is a sectional view taken on the vertical plane indicated by the line 4—4 of Fig. 2, looking in the direction indicated by the arrow.

My improved gate preferably includes a foundation which consists of a longitudinal member 1, transverse members 2 and end members 3. The transverse members 2 project in opposite directions from the longitudinal member 1 and are disposed in a plane extending centrally between the ends of the longitudinal member. The end members 3 are disposed at the ends of the transverse member 2 and are arranged in parallel alignment with the longitudinal member 1, the members 3 projecting in opposite directions from the members 2. The members may consist of wood, metal, cement, or any other material suitable for the purpose, and are let into the ground in the manner illustrated in Fig. 1 of the drawings.

A pair of relatively spaced standards 4 are secured to and rise vertically from the longitudinal member 1, and a horizontal rail 5 is secured at its ends to the outer sides of the

standards 4. A horizontal track 6 is secured to the inner side of the rail 5 and extends above the upper edge thereof.

The gate proper preferably comprises two sections 7. Each gate section consists of an upper rail 8, a lower rail 9 and side rails 10, which can be secured in gate section form in any suitable manner. Wood panels or wire netting may be secured to the upper and lower rails 8 and 9 of the gate sections. The side rails 10 of the gate sections project above the top rails thereof and are provided at their upper ends with hangers 11, which include rollers 12 adapted for movement on the track 6. The gate sections are adapted for simultaneous movement in opposite directions, and the same are prevented from tilting laterally upon the track 6 by means of spaced pairs of guides 13 which are secured to the longitudinal member 1 in the manner illustrated in Fig. 1 of the drawings.

Relatively spaced pairs of vertical guards 14 are secured to the longitudinal member 1 and are designed to prevent a vehicle during its passage through the gate from engaging and injuring the gate sections. The guards of each pair are connected at their upper ends by means of a cap plate 15. The standards 4 limit the opening movements of the gate sections.

Posts 16 are secured to and rise vertically from the ends of the end members 3 and are provided with slots 17 which open out through their upper ends, grooves or pulleys 18 being journaled in the slots. Gate opening cables 19 are secured to the inner side rails 10 of the gate sections and to the arms 20, which from extensions of treadles 21 pivotally mounted upon the end members 3. The opening cables 19 pass over grooved pulleys 22 which are journaled on the standards 4, grooved pulleys 23 which are journaled on the guards 14 and two of the pulleys 18. The connections between the treadles 21 and the gate sections are such that when one of said treadles is depressed the gate connected therewith will be opened.

Gate closing cables 24 are secured to the inner side rails 10 of the gate sections, and to arms 25 which form extensions of treadles 26, the treadles being pivotally mounted upon the end members 3. The closing cables 24 pass over grooved pulleys 27 and 28, which are journaled upon the guards 14, and over the two remaining pulleys 18. The

connection between the treadles 26 and the gate sections are such that when one of said treadles is depressed the gate section connected therewith will be closed.

5 The treadles are so arranged that a vehicle approaching the gate will operate one of the treadles 21 in a manner to open the gate section connected therewith. The vehicle, after it has passed through the gate
10 will operate one of the treadles 26. The operation of this treadle will close the gate section which was opened to permit the vehicle to pass through the gate.

It should be apparent from the above description, taken in connection with the accompanying drawings, that I provide a gate which is simple, durable and efficient, which is positive in operation and which can be
15 manufactured and sold at a comparatively low cost.

Changes in the form, proportions and minor details of construction may be made within the scope of the claims without departing from the spirit or sacrificing any of
25 the advantages of the invention.

I claim—

1. A gate comprising standards, a track supported by said standards, gate sections mounted on the track, guards, posts, pulleys
30 mounted on the standards and guards and

posts, treadles pivotally mounted and cables connected to the gate sections and treadles, said cables passing about the pulleys.

2. A gate comprising a longitudinal member, transverse members, end members, 35 standards secured to and rising vertically from the longitudinal member, tracks supported by the standards, gate sections movably mounted on the track, posts secured to and rising vertically from the end 40 members, treadles pivotally mounted on the end members, and cables connected to the gate and to the treadles.

3. A gate comprising standards, a track supported by the standards, gate sections 45 movably mounted on the track, guards, posts having slotted upper ends, pivotally mounted treadles provided with arms, pulleys journaled in the slots of the posts, pulleys journaled on the standards and guards, 50 and cables secured to the gate sections and to the arms of the treadles, said cables passing about the pulleys.

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

AMOS VERNON.

Witnesses:

E. A. WILLIAMS,
M. I. WILLIAMS.