Sept. 8, 1931. M. CASSIDY 1,822,080

PARTITIONED STARTING GATE

Filed Dec. 24, 1927

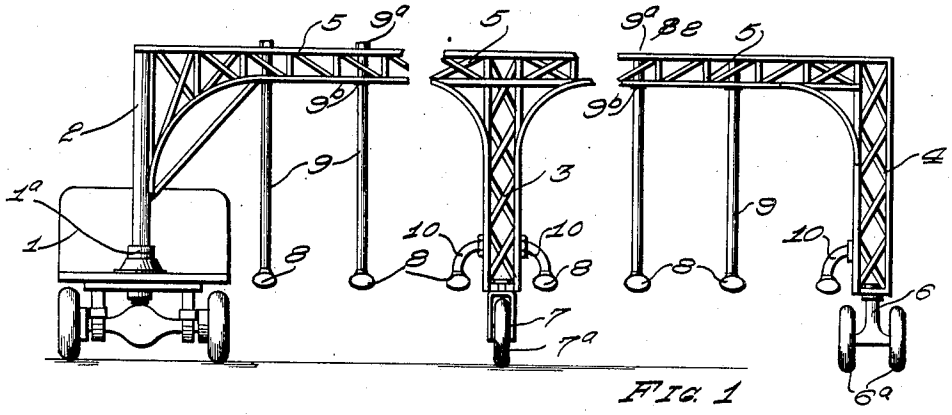


FIG. 1

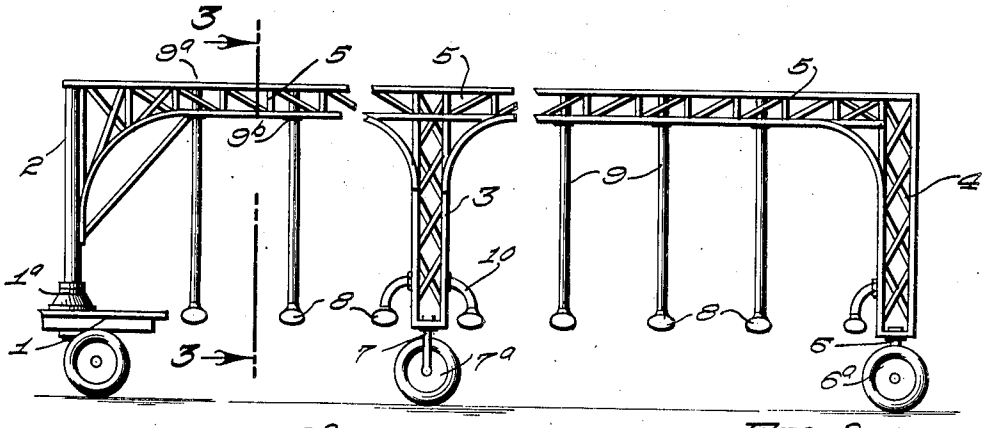


FIG. 2

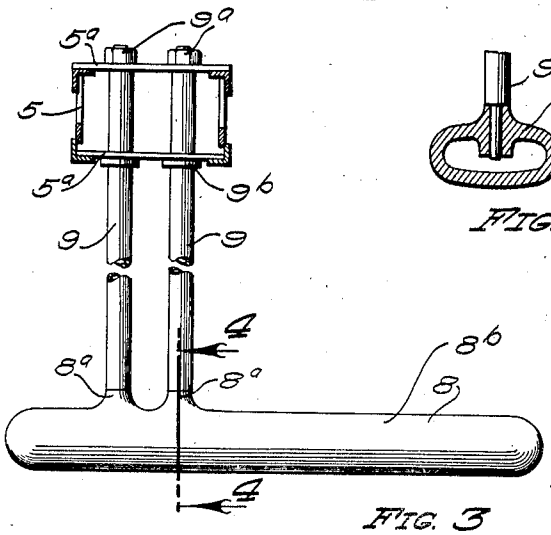


FIG. 3

FIG. 4

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UNITED STATES PATENT OFFICE

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PARTITIONED STARTING GATE

Application filed December 24, 1927. Serial No. 242,387.

My invention relates to starting gates for use on race tracks, more particularly to a starting gate which may be readily moved into and out of position and the objects of my invention are: First, to provide a starting gate which may be readily and quickly moved from the race track after the commencement of a race; second, to provide a starting gate which is divided into a plurality of partitions for accommodating the race horses when lined up in starting position; third, to provide a starting gate in which individual starting positions are formed by novel partitions supported from an overhead structure; fourth, to provide a rigid and mobile overhead structure for supporting partitions which is supported at one end on a motor truck and which is adapted to extend across the race track laterally with respect to the motor truck; fifth, to provide a device of this character which is pivotally supported at its one end on a motor truck and which automatically assumes a position in train rearward of the motor truck when the latter is driven forward; sixth, to provide a novel partition member which is adapted to be supported in position between adjacent race horses at the starting gate and which presents a smooth and rounded surface so as to prevent any injury to the horses in case the latter strike or rub against the partition members; seventh, to provide a partition member of this character which extends substantially the length of the horse at a level substantially with the horses' flanks and which enables the jockeys to ascertain their starting position; and eighth, to provide as a whole a novel partitioned starting gate which is of light yet sufficiently rigid structure which is economical of manufacture and which will not readily deteriorate or get out of order.

With these and other objects in view as will appear hereinafter my invention consists of certain novel features of construction, combination and arrangement of parts and portions as will be hereinafter described in detail and particularly set forth in the appended claims, reference being had to the accompanying drawings and to the characters of reference thereon which form a part of this application in which:

Figure 1 is an elevational view of my novel starting gate extending across a race track showing parts and portions thereof broken away; Fig. 2 is an elevational view of my starting gate when in train position for being towed by the motor truck, a rear portion only of the latter being shown in the drawings, certain portions of the gate being broken away; Fig. 3 is a side elevational view of the novel partitions and a sectional view of the overhead structure along the line 3—3 of Fig. 2, portions of the suspension bars being broken away, and Fig. 4 is an enlarged sectional view along the line 4—4 of Fig. 3 showing the general cross-sectional form of the novel partitions.

Similar characters of reference refer to similar parts and portions throughout the several views of the drawings.

The motor truck 1, pivoted column 2, upright members 3 and 4, overhead structure 5, carriages 6 and 7, partitions 8 and suspension rods 9, form the principal parts and portions of my device.

The overhead structure or arch 5 is preferably made in the form of a lattice girder of a light and strong material, such as duralumin and is adapted to extend entirely across the race course. It is supported on the motor truck 1 by means of the column 2 which is preferably rotatably mounted in the bearing 1*a* supported at the rear of the motor truck in a vertical position. The extreme outer end of the arch 5 is supported by the upright member 4 which may be in the form of lattice columns and which rests at its lower end on a carriage 6 having wheels 6*a* the carriage being pivotally mounted to the upright member 4 in any suitable manner. A centrally positioned upright member 3 may be provided for supporting the arch 5 midway between the extreme ends thereof. The upright member 3 is also supported on a pivotally mounted carriage 7 having wheels 7*a*. At suitably spaced intervals between the motor truck and the upright members 3 and 4 I provide partition members 8 which are preferably

supported by means of vertically extending suspension bars 9 from the arch member 5. As illustrated in Figs. 3 and 4, the partition member 8 is preferably of elongated cylindrical form of substantially elliptical cross-section, the ends thereof being carefully rounded off so that all corners and edges are avoided. At the rear end portion of the member 8 are provided upwardly extending spaced apart boss members 8*a* to which are secured the vertical suspension rods 9. Said suspension rods 9 are secured at their upper ends to the arch member 5 in any suitable manner, such as by means of nuts 9*a* cooperating with a threaded portion of the bar 9 and collar 9*b* engaging transverse plates 5*a* secured to the arch member 5.

The member 8 is substantially the length of the race horse and it will be noted that the forward portion 8*b* extends considerably beyond the upright members 9. The object of this is to enable the jockeys and judge to have an unobstructed view to either side of the partition members 8, the upright members 9 being positioned behind and to one side of the jockeys when the latter are lined up. The partition members adjacent the central upright member 3 and the end upright member 4 may be supported by means of the arcuate rod members 10 which are secured in any suitable manner to the upright members 3 and 4.

While the drawings illustrate an arch having a small number of partitions it is of course understood that the arch may be constructed of any width providing any number of partitions desired according to the width of the race track on which the device is to be used.

The arch member 5 is secured to the column 2 which forms the central axis of the arch. The latter is free to revolve around the column 2, the carriages 6 and 7 being pivotally mounted and adjust themselves accordingly.

At the commencement of a race the truck is positioned at the starting point on one side of the track and the arch is swung around laterally so as to be in position for properly alining the race horses which are drawn up into position between the partitions 8 and as heretofore stated the overhanging portion 8*b* of the partition member extends down the race track. The height of the members 8 above the ground is substantially level with the flanks of the horses and effectively prevent interference between adjacent horses prior to the start of the race.

Immediately after the start of a race the truck is moved forward and the arch automatically swings over to a position rearward of the truck and thus is clear of the race track a few moments after the race has commenced.

It is obvious as illustrated in the drawings and described in the foregoing specification that there is provided a device as aimed at and set forth in the objects of the invention and though I have shown and described a particular construction, combination and arrangement I do not wish to be limited to this particular construction, combination and arrangement but desire to include in the scope of my invention the construction, combination and arrangement substantially as set forth in the appended claims.

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

1. In a starting gate, a trackless motor truck, a movable overhead supporting means rotatably supported at its one end on said trackless motor truck and adapted to automatically move from a position extending laterally of the truck into a position in train rearwardly on said truck on forward movement thereof, and a plurality of partition members rigidly suspended from said overhead support whereby said entire gate may be bodily removed from the race track.

2. In a starting gate, a movable arch member, a stall partition comprising a single member of a substantially elongated, cylindrical form having rounded end portions and means narrower than said partition secured near the one end thereof for rigidly suspending said partition member from said arch member in laterally forwardly extending position, relative thereto.

3. In a starting gate, a movable arch member, a stall partition comprising a single member of substantially elongated cylindrical form having rounded end portions, a pair of closely spaced vertically extending rods of a diameter smaller than the width of said partition secured at their lower ends to the rear end portion of said partition member and at their other ends to said arch member, said rods supporting said partition member in laterally, forwardly extending, horizontal position relative to said arch member.

4. In a starting gate, an overhead supporting means including an upright column member movably supported at its ends and adapted to extend across a race track and a plurality of partitions formed of single horizontal shafts forming stalls open at both ends rigidly supported from said overhead supporting means and extending materially forward of said column member.

5. In a removable starting gate, the combination with a trackless motor truck, of an overhead arch member pivotally supported at its one end on said truck, a plurality of carriages supporting the intermediate and free end portion of said arch member and pivotally mounted thereon, and a plurality of side partitions suspended from said arch

member, said carriages adapted to automatically assume a position in train behind said motor truck on forward movement thereof whereby said entire gate may be bodily removed from the race track.

In testimony whereof, I have hereunto set my hand at San Diego, California, this 13th day of December, 1927.

MARSHALL CASSIDY.