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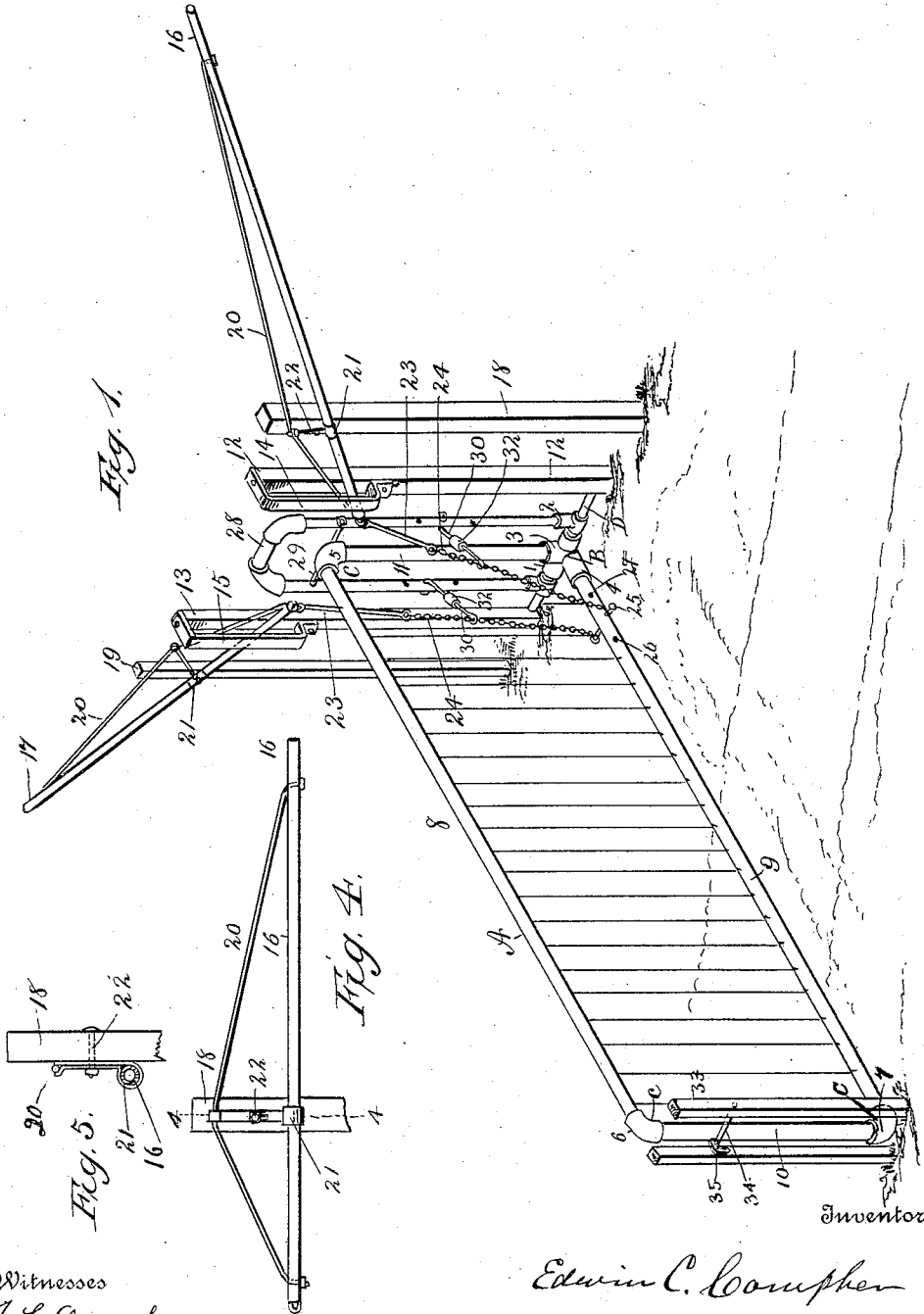
E. C. COMPHER.
GATE.

APPLICATION FILED OCT. 9, 1909.

966,167.

Patented Aug. 2, 1910.

2 SHEETS—SHEET 1.



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2 SHEETS—SHEET 2.

Fig. 2

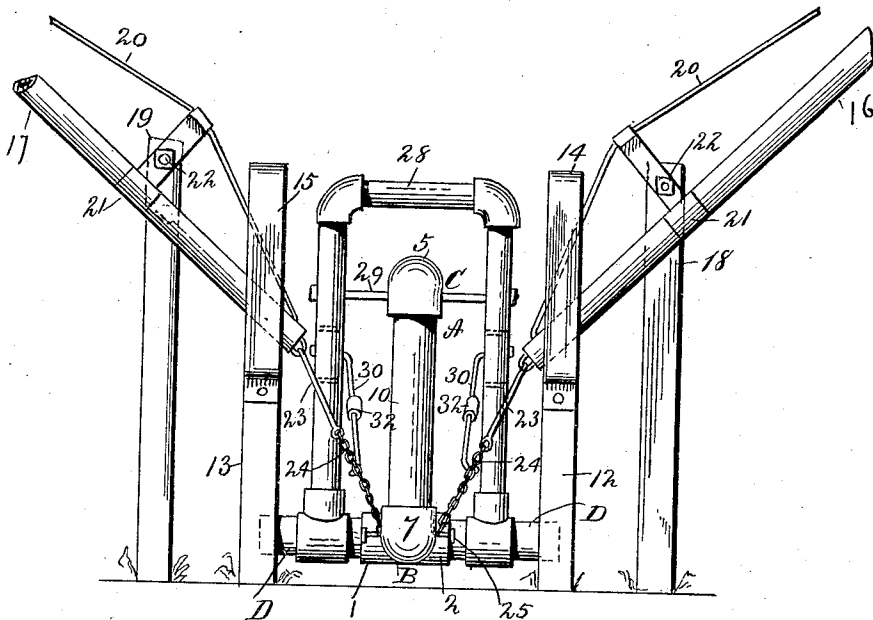
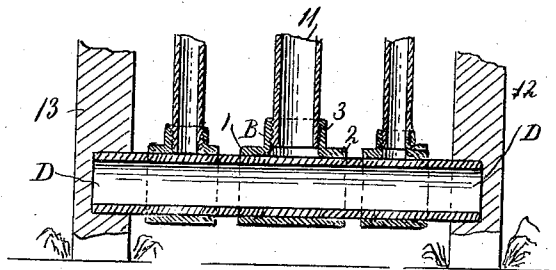


Fig. 3.



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UNITED STATES PATENT OFFICE.

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GATE.

966,167.

Specification of Letters Patent.

Patented Aug. 2, 1910.

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To all whom it may concern:

Be it known that I, EDWIN CLIFFORD COMPTON, a citizen of the United States, residing at Leesburg, in the county of Loudoun and State of Virginia, have invented certain new and useful Improvements in Gates, of which the following is a specification.

My invention is a tilting gate and consists in the novel construction and arrangement of its parts as are hereinafter set forth in this specification and in the claims hereunto attached.

In the accompanying drawings; Figure 1 is a perspective view of my invention. Fig. 2 is a front end view of the gate panel, the free ends of the levers broken away. Fig. 3 is a vertical sectional view of the hinge posts, of the horse-shoe weight and the rear rail of the gate panel, the top ends being broken away. Fig. 4 is a detail view showing the top end of one of the bearing or fulcrum posts, with the lever pivoted thereto. Fig. 5 is a detail view of the post shown in Fig. 4 and a cross-sectional view of the lever on the line 4-4 of Fig. 4.

My invention is described as follows: The letter "A" represents the gate panel the frame of which is preferably made of gas pipe and preferably filled in with woven wire, but it may be made of any proper material and filled in with any proper material. The lower right hand corner of the gate panel is provided with a four-way corner piece "B" consisting of sockets 1, 2, 3 and 4. The other three corners "C" of the gate panel, are provided with elbow sockets 5, 6 and 7 respectively. The upper and lower rails of said gate panel 8 and 9 and the end rails 10 and 11 are secured in the sockets 3 and 4 and in the elbow sockets 5, 6 and 7. Passing through the four-way socket is an axle "D" which axle is pivoted in the guide posts 12 and 13 respectively. Said guide posts are provided at their upper ends with guiding loops 14 and 15 respectively. In the spaces left between the posts and the loops the short ends of the lever rods 16 and 17 respectively play and are thus kept from twisting out of proper position. Some little distance from said guide posts 12 and 13, but on a line with said posts, are bearing posts 18 and 19. Said lever rods are preferably made of gas pipe but may be made of any suitable material and, to prevent them from springing, or bending, each is provided with a bracing

rod 20. Each of these lever rods has looped around it nearer to one end than to the other, a flat bar of iron 21, the ends of which extend upward and grasp the said bracing rods 20 immediately above the point where said flat bars 21 are bent around said lever rods 16, and a little above said lever rods 16 they are perforated and, by means of said perforation and bolt and nut 22, are hinged to the said bearing posts 18 and 19 the combination of said lever rods, bracing rods and flat bars constitute the levers. The short, or fulcrum ends of, said levers have pivoted to them rods 23, and to the lower ends of said rods 23, are secured the upper ends of chains 24, the lower ends of said chains are secured to a bar 25, which are secured cross-wise in the lower rail of the gate panel near its rear end; this, the rear end of said rail, is provided with perforations 26 and 27 for the purpose of adjustment. Pivoted to said axle "D" is a U-shaped weight 28, one arm on each side of the rear end rail of the gate panel; this U-shaped weight is of considerable weight and is somewhat taller than the gate panel, and it is provided near its upper end with a cross-piece 29 on which the gate panel rests when it is standing in a perpendicular position; each arm of said horseshoe weight is provided with perforations for the purpose of adjustment. In one of the perforations of each arm is pivoted the upper end of rods 30 and the lower ends of said rods 30 are secured to said chains 24 and mounted on said arms 30 are weights 32; at the front end of the gate panel are two posts 33 between which the front rail of the gate panel rests when it is down in place, and secured horizontally to these posts is a bar 34 and secured to the front rail of the gate panel is a latch 35, which rests over said bar and holds the front end of said gate panel up in proper position.

The gate panel is operated as follows: The person who approaches the gate from either side takes hold of the free end of the lever next to him and pulls it down and this produces tension on the rod 23 and chain 24 which throws the gate panel upward in a perpendicular position and the horse-shoe weight downward in a horizontal position, this causes the upper ends of the chains 24 and the rods 30 to fall behind, or to the rear of, the guide posts 12 and 13; this holds the gate in an upright position until the party

passes through, and as soon as he passes through the gate opening, he pulls down on the end of the opposite lever which operates to throw the gate down and the opening is closed. When he approaches the gate from the other side the operation is exactly the same.

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

1. A tilting gate panel hinged at its lower rear corner between two guide posts, each post provided with a guide loop, a U-shaped weight its arms extending downwardly on each side of the rear rail of said gate panel, each arm provided with perforations and hinged on the gate pivot; bearing posts on a line with said guide posts and outside thereof; levers pivoted to said bearing posts; rods having their upper ends pivoted to the short ends of said levers; chains having their upper ends secured to the lower ends of said rods and their lower ends to the lower rail of said gate panel; rods having one end adjustably secured, one to each arm of said U-shaped weight and their other ends to said chains; weights mounted on said last-mentioned rods, the free end of said gate panel adapted to drop between a pair of posts at its front end; a rod horizontally secured be-

tween and near the upper end of said posts; a latch secured to the forward rail of said gate panel and adapted to hook over said last mentioned rod.

2. A tilting gate consisting of two guide posts, situated on one side of a road-way; two bearing posts situated on a line with said guide posts and outside the same; a gate panel having its lower rail perforated and having its lower right hand corner hinged between said guide posts; a U-shaped weight having its arms straddling the rear rail of said gate panel and pivoted at their lower ends on the gate pivot; levers pivoted to said bearing posts; rods having their upper ends pivoted to the short ends of said levers; chains having their upper ends secured to the lower ends of said rods and their lower ends adjustably secured to the lower rail of the gate panel; rods, their upper ends adjustably secured to the arms of said U-shaped weight, their lower ends to said chains, the front end of said gate panel adapted to drop between the front posts.

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

EDWIN CLIFFORD COMPHER.

Witnesses:

D. T. LINK,
JOSEPHUS CARR.