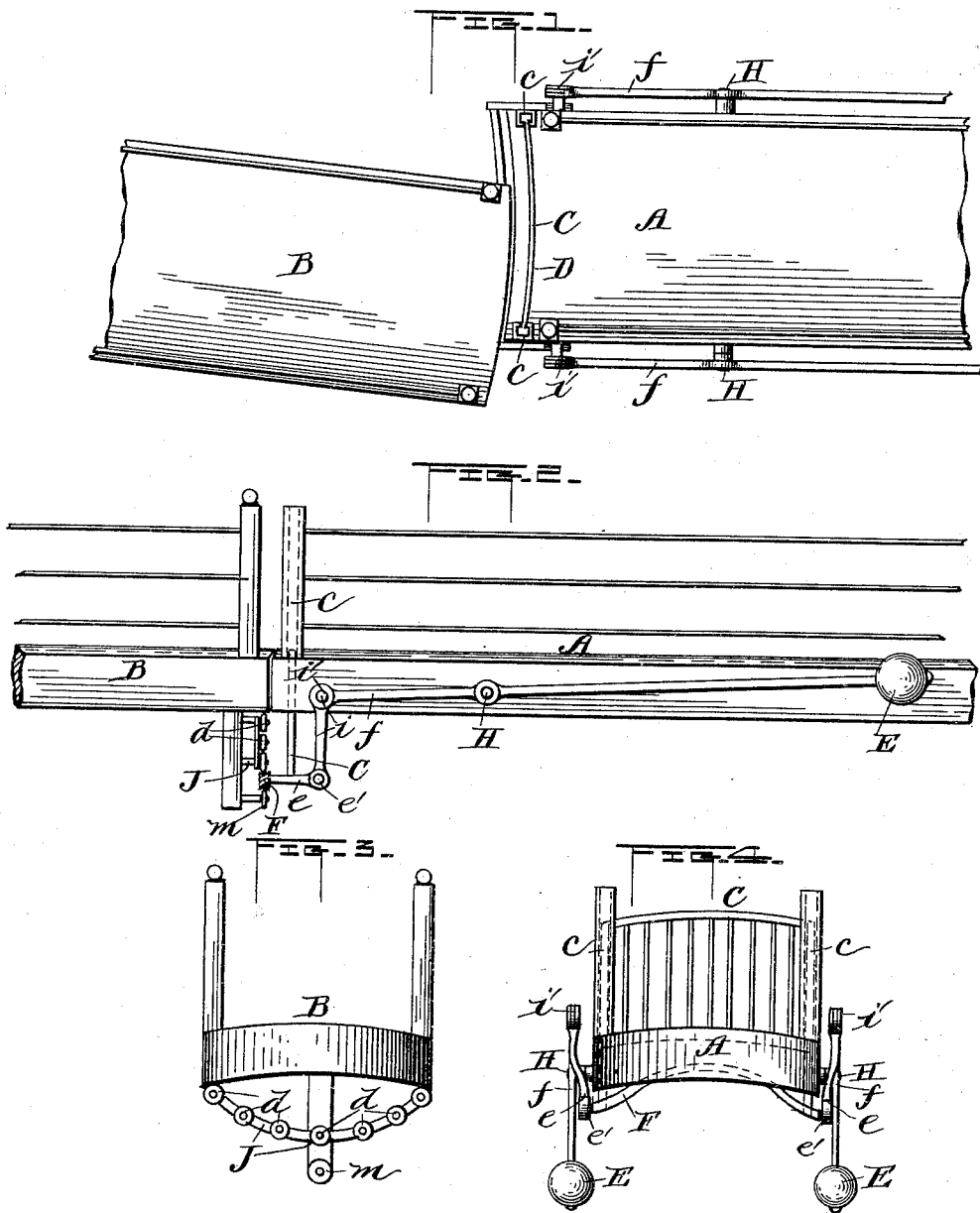


(No Model.)

W. GODDARD.
SAFETY GATE FOR DRAWBRIDGES.

No. 482,499.

Patented Sept. 13, 1892.



Witnesses

Gloverance
Stines

Inventor

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Attorney

UNITED STATES PATENT OFFICE.

WILLIAM GODDARD, OF OSHKOSH, WISCONSIN.

SAFETY-GATE FOR DRAWBRIDGES.

SPECIFICATION forming part of Letters Patent No. 482,499, dated September 13, 1892.

Application filed March 7, 1892. Serial No. 424,040. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM GODDARD, a citizen of the United States, residing at Oshkosh, in the county of Winnebago and State of Wisconsin, have invented certain new and useful Improvements in Safety-Gates for Drawbridges; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

The object of my invention is to provide a safety-gate for drawbridges that will operate automatically to bar the roadway as the draw is swung.

In the accompanying drawings, Figure 1 is a top view, Fig. 2 a side view, and Figs. 3 and 4 end views, of the bridge and draw and operating mechanism.

Similar letters refer to similar parts in each view.

A is the bridge, B the draw, and C the gate. The gate slides up and down in grooves provided in the stanchions *c c* on each side and rises through the slot D in the floor of the bridge provided for that purpose.

Bars *e* are rigidly attached to each side of the gate near its lower end, said bars being pivoted to links *i* at *e'* and the links *i* pivoted to the rod *f* at *i'*, and the rods *f* are pivoted to the sides of the bridge at H and bear at their outer ends weights E, said weights being heavy enough to raise the gate.

The arched track F is attached to the outwardly-projecting ends of the bars *e* below the roadway.

d d d d are wheels journaled in and supported by the bar J and travel upon the track F as the draw is opened and closed. When the draw is being opened, the wheels *d d d d* travel down the arched track F and allow the gate to be raised automatically by the weights E E, and when the draw is being closed the wheels *d d d d* travel upon the

arched track F, forcing it down, and also the gate connected therewith, at the same time raising the weights E E.

m is another wheel or traveler connected with the bar J, which travels underneath the arched track F, the object being to surely start the gate upward in case it should become stuck, so that the weights E E alone would not operate it.

What I claim as my invention is—

1. In an automatic bridge-gate opening and closing device, the combination of the vertically-sliding gate C, bars *e*, rigidly attached to the lower end of the gate, said bars being pivotally attached to a weighted lever *f* and said lever being pivoted to the side of the bridge, a track F, attached to the bars *e*, and a draw B, carrying rollers *d*, which latter are adapted to travel down and off the track F as the draw is open, thereby allowing the gate to rise automatically by means of the weighted lever and to travel up the inclined track as the draw is closed, thereby forcing down the track and the gate connected therewith and raising the weights, substantially as described.

2. In an automatic bridge-gate opening and closing device, the combination of the vertically-sliding gate C, bars *e*, rigidly attached to the lower end of said gate, said bars pivotally attached to weighted lever *f*, which latter is pivoted to the side of the bridge, an arched track F, attached to the bars *e*, a draw B, provided with a bar J, carrying rollers or travelers *d*, which are adapted to travel on the arched track F, and an auxiliary roller or traveler *m*, which travels beneath and upon the arched track F, substantially as and for the purpose described.

3. In an automatic bridge-gate opening and closing device, the combination of the vertically-sliding gate C, guideways *c c*, a slot or passage D in the bridge-floor for the passage of said gate, bars *e*, rigidly attached to the lower end of the gate, said bars pivotally attached to a weighted lever *f* and said lever pivoted to the side of the bridge, a track

F, attached to the bars *e*, and a draw B, carrying rollers *d*, which latter are adapted to travel down and off the track F as the draw is opened, thereby allowing the gates to rise
5 automatically by means of the weighted lever and to travel up the inclined track as the draw is closed, thereby forcing down the track and the gate connected therewith and

raising the weights, substantially as described. 10

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

WILLIAM GODDARD.

Witnesses:

EDWIN CLIFFORD,

CHARLES J. SCHMITT.