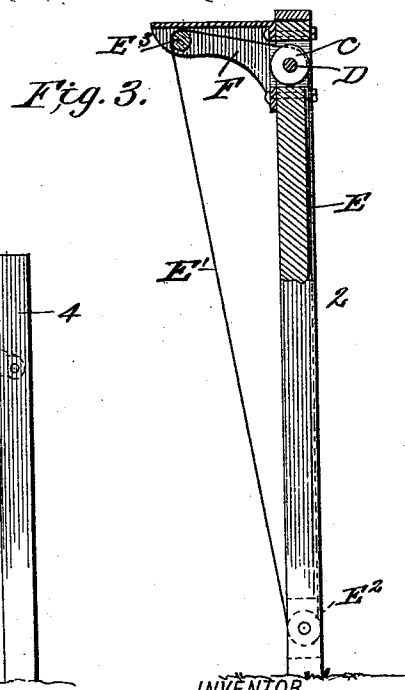
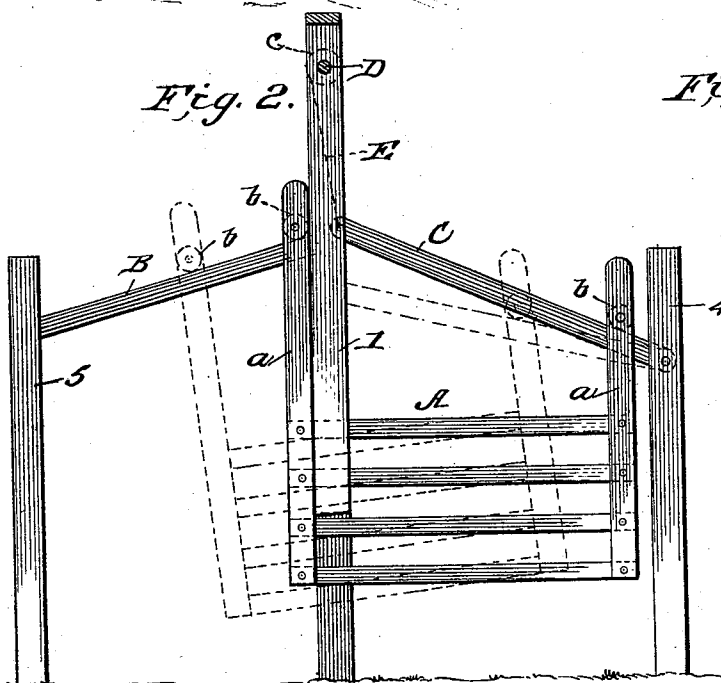
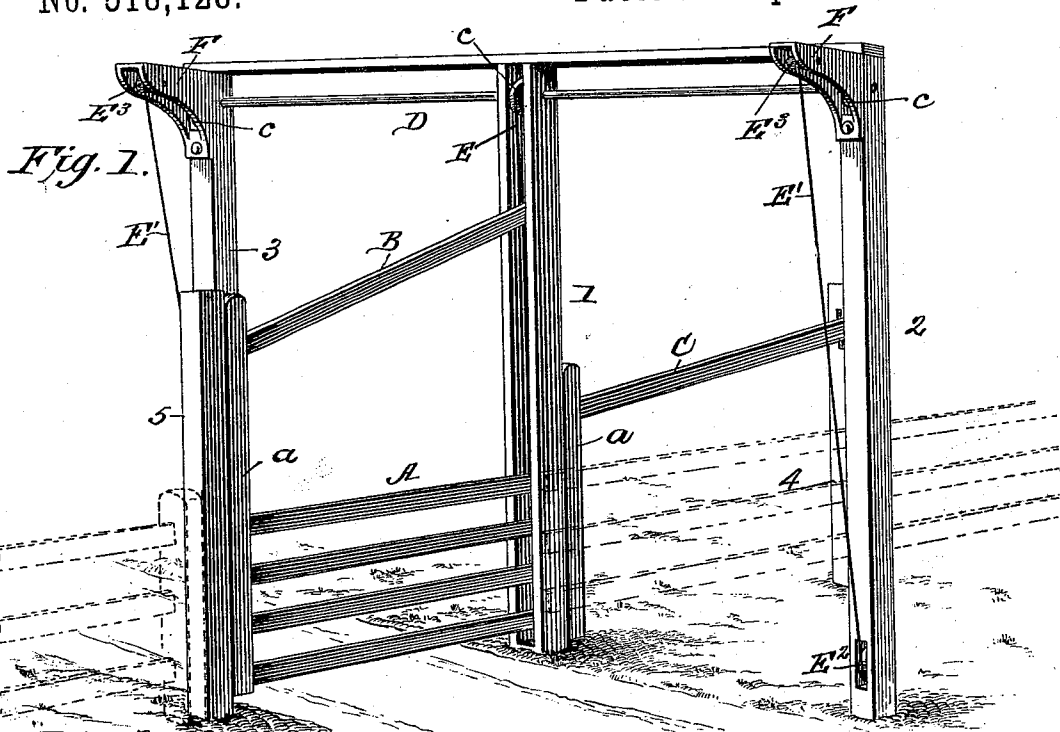


(No Model.)

W. WOODS.
SLIDING GATE.

No. 518,128.

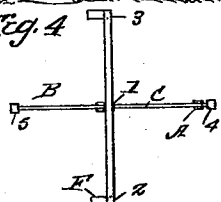
Patented Apr. 10, 1894.



WITNESSES:

Fred G. Dieterich
Amos W. Hart

Fig. 4.



INVENTOR

William Woods.

BY

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ATTORNEYS.

UNITED STATES PATENT OFFICE.

WILLIAM WOODS, OF FROSTBURG, MARYLAND.

SLIDING GATE.

SPECIFICATION forming part of Letters Patent No. 518,128, dated April 10, 1894.

Application filed November 18, 1893. Serial No. 491,304. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM WOODS, residing at Frostburg, in Allegany county, in the State of Maryland, have invented an Improvement in Sliding Gates, of which the following is a specification.

My invention belongs to that class of farm gates which are hung and adapted to run on elevated ways, or tracks. In some instances, such ways or tracks have been pivoted to adapt them to be tilted, or inclined, so as to cause the gates to run in one direction or the other, and thus open or close the roadway.

My invention is an improvement in this line, and embodies a simple, easily-operated, effective arrangement of a fixed and tilting, or movable, track, also other features as hereinafter set forth.

In the accompanying drawings—Figure 1 is a perspective view of my improved gate closed. Fig. 2 is a sectional side view showing the gate open. Fig. 3 is a detached view of post 2 broken to show the pulleys mounted in the upper part thereof. Fig. 4 is a plan.

I employ five posts 1, 2, 3, 4, 5, which are set vertically in the ground, three of them, to wit, 1, 2, 3, being arranged parallel to the roadway, and the other two, 4 and 5, in a plane at right angles to the same. The central post 1 is slotted vertically, and the gate, A, slides through it, as shown by dotted lines in Fig. 2.

The means for suspending the gate, A, are a fixed, inclined track bar, B, and a pivoted track bar, C. The fixed bar, B, extends from the post 5 to the center post 1, being at an angle of fifteen or twenty degrees and placed high above the roadway to allow space for passage of carriages and loads of hay, grain, &c. The movable track bar, C, is pivoted at its outer end in a slot of the post 4, and its free end projects into and is freely movable in the slot of the center post 1. The gate, A, is hung from these bars B, C, by means of its slotted parallel end bars, *a, a*, which are provided with wheels, or rollers, *b*, that run on said bars B, C, and serve to relieve undue friction therewith.

By raising or lowering the inner end of the movable track bar C, the gate, A, is readily opened or closed (see Fig. 2). The means for effecting this operation are the rotatable

shaft, D, journaled in the upper ends of the aligned posts 1, 2, 3, and cords E, E', which run on pulleys, *c*, mounted on said shaft, as shown. That is to say, a cord, E, is attached to the free end of the track bar, C, and attached to the central, grooved pulley. An endless hand-pull cord, E', is also arranged in connection with each of the outer posts, 2 and 3, the same running over pulleys on the shaft and also over a grooved, guide pulley, E², journaled in a slot at the base of the said posts. The cords, E', are also arranged to run over small pulleys, E³, journaled in arms, F, that project from the upper ends of the posts 2, 3, whereby the pull cords, E', are held away from the side of the posts which is next the roadway, so that they may be conveniently seized and pulled by a person desiring to open or close the gate, and without liability of his hand coming in contact with the posts. The pull cords are easily accessible from a carriage on the roadway, as well as by a person on horseback.

It will be observed, that the movable track bar, C, is raised or lowered by pulling down or up on either of the cords E', and that the gate, A, is consequently opened or closed correspondingly. It will be further observed, that when the bar C is lowered (see Fig. 1), the gate is held securely in the closed position, since the rollers in the upper ends of its suspension bars then rest in the angles formed by the track bars with the posts 1, 4. When the free end of the bar C is raised, as shown in Fig. 2, above the adjacent or inner end of the fixed bar B, it first tilts the gate, A, into the position shown by dotted lines, Fig. 2, and then causes it to travel to the elevated horizontal position shown by full lines in said figure, where it is held locked by the angle at which the bar C is maintained. The operation of the gate is thus effected by the simplest means, and with great ease and rapidity.

Having thus described my invention, what I claim is—

1. In a gate of the character described, the combination with the three aligned posts and a slidable gate, of the track bar fixed high above the roadway and inclining downward from the middle post, the movable track bar which is arranged in the same plane with the

fixed bar, the same being pivoted to an outer post, and free at its inner and normally lower end, and a cord attached to such free end of the movable bar, and passing up over a guide, 5 whereby it is adapted for raising the inner end of the movable bar, to cause the gate to travel, as shown and described.

2. The combination, with the sliding gate fixed track bar and movable track bar arranged in the same vertical plane, of the rotatable shaft arranged at a right angle to the gate, pulleys mounted on said shaft, and 10 cords arranged as specified, one being attached to the movable track bar, and the other

two, which are endless, being arranged to run 15 on guide pulleys, as shown and described.

3. The combination with the posts and sliding gate, of the fixed and movable track bars, the rotatable shaft, the endless cords, guide pulleys arranged as specified, arms project- 20 ing from the upper ends of the posts and rollers journaled in the outer ends of said arms, all as shown and described to operate as specified.

WILLIAM WOODS.

Witnesses:

WM. P. SULLIVAN,
R. ERNEST BOYNS.