(No Model.)

E. W. MASON.

SAFETY GATE.

No. 602,460. Patented Apr. 19, 1898.

Fig. 1

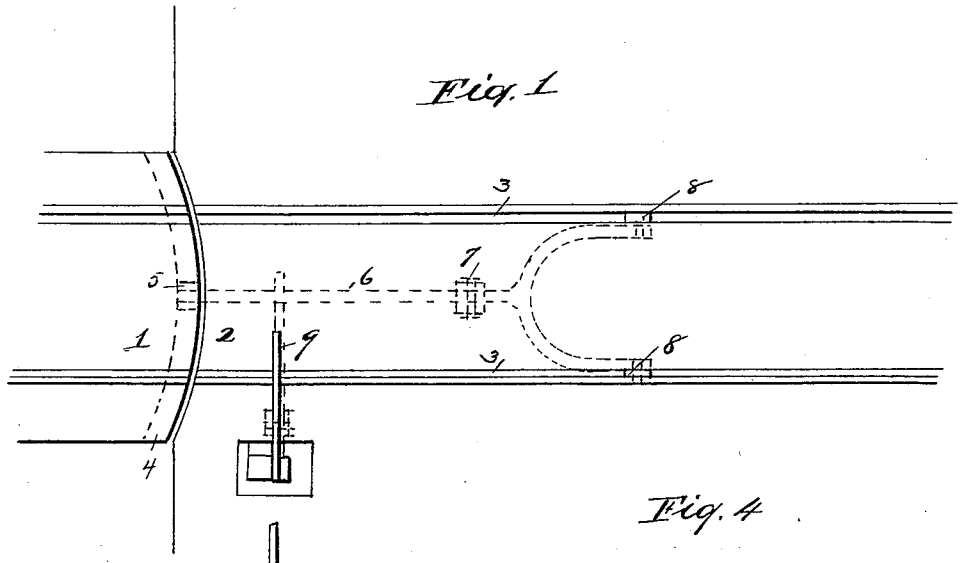


Fig. 4

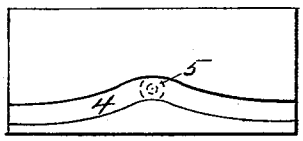
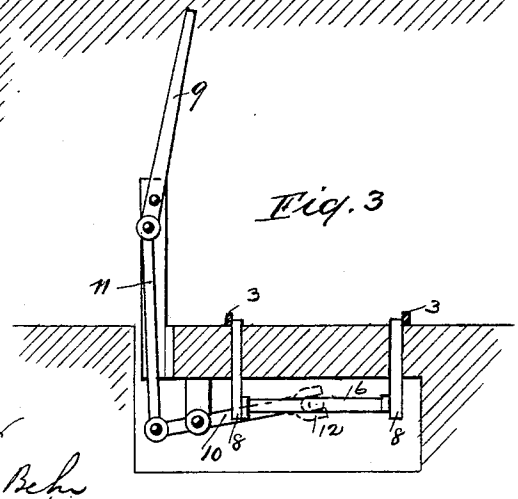


Fig. 2

Fig. 3



Witnesses
John H. Behn
H. H. Gibert.

Inventor
Edwin W. Mason
by Skeel Mason
Attorney

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UNITED STATES PATENT OFFICE.

EDRICK W. MASON, OF CLEVELAND, OHIO.

SAFETY-GATE.

SPECIFICATION forming part of Letters Patent No. 602,460, dated April 19, 1898.

Application filed November 16, 1897. Serial No. 658,691. (No model.)

To all whom it may concern:

Be it known that I, EDRICK W. MASON, a citizen of the United States, and a resident of Cleveland, county of Cuyahoga, State of Ohio, have invented certain new and useful Improvements in Safety-Gates, of which I hereby declare the following to be a full, clear, and exact description, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to improvements in automatic safety-gates for drawbridges; and the invention consists in the combination, with a cam upon the bridge, of a gate and track-bumpers, with the intermediate lever mechanism, as hereinafter described, shown in the accompanying drawings, and specifically pointed out in the claim.

In the accompanying drawings, Figure 1 is a plan of the bridge and landing. Fig. 2 is a side elevation of mechanism, and Fig. 3 is an end view. Fig. 4 is a detail showing the groove in the end of the bridge.

In the views, 1 is the extremity of the bridge; 2, the landing; 3, the car-tracks; 4, a double-acting cam-groove upon the bridge, having its highest point located centrally of the track and descending therefrom to either side.

5 is a roller adapted to move in the groove and secured upon the extremity of the lever 6, pivoted at 7 underneath the roadway.

8 are bumpers passing vertically through the car-tracks, (shown as down when the gate 9 is down.)

This gate is simultaneously operated with the bumpers by means of the transverse lever 10 and link 11. A fork 12 upon this lever engages the main lever 6.

More than one series of bumpers can be employed, if desired.

It will be seen that with this arrangement the mechanism will open the gate whenever the bridge closes and shut the gate when the bridge opens from whatever direction the bridge swings.

The invention is extremely simple and moves with the greatest precision and positiveness of movement.

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

In an automatic bridge safety-gate, a cam-groove across the extremity of the bridge, having its highest point centrally located, in combination with a lever pivoted underneath the landing and extending longitudinally of the roadway, and provided with a forked extremity, vertically-sliding track-bumpers, pivotally secured to the forked extremities, and a transverse lever forked at its inner extremity to engage the longitudinal lever, a falling gate and a link connecting said gate at its outer extremity with the transverse lever, substantially as described.

Signed at Cleveland, Ohio, October 9, 1897.

EDRICK W. MASON.

Witnesses:
WM. M. MONROE,
JAMES W. MOORE.