Dec. 27, 1927. 1,653,716

E. I. MARTIN

AUTOMOBILE OPERATING GATE

Filed Jan. 15, 1926

FIG. 1.

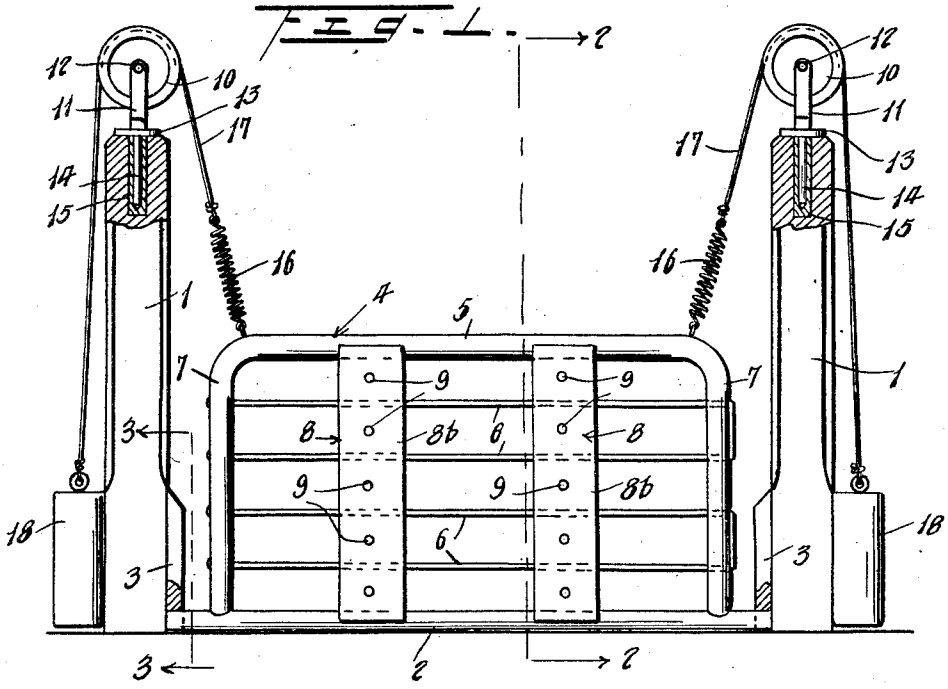


FIG. 3.

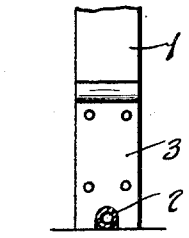
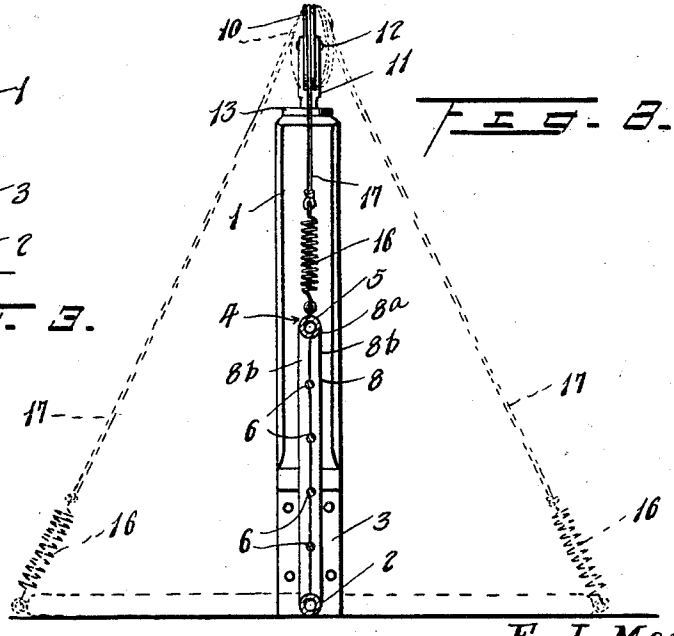


FIG. 2.



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UNITED STATES PATENT OFFICE.

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AUTOMOBILE OPERATING GATE.

Application filed January 15, 1926. Serial No. 81,443.

This invention relates to gates, and has for one of its objects the provision of a novel, simple and practically indestructible device of this character which may be swung into a horizontal or opened position by driving an automobile or other vehicle against either side of the same and which will after the passage of the vehicle over and beyond the same return automatically to closed position.

A further object of the invention is the provision of novel and simple means for yieldingly supporting the gate in closed position, said means embodying swiveled pulleys, cables passing over the pulleys and each connected at one end to the gate, and counterbalancing weights connected to the other ends of the cables.

A further object of the invention is the provision of means for yieldingly supporting the gate in closed position which shall include resilient elements interposed between the cables and gate for the purpose of preventing injury to the cables when the gate is violently swung into opened position.

With the foregoing and other objects in view, the invention consists of the construction, combination and arrangement of parts hereinafter fully described and claimed, and illustrated in the accompanying drawing, wherein:

Figure 1 is a view partly in elevation and partly in vertical section of a structure embodying my invention,

Figure 2 is a sectional view taken on the vertical plane indicated by the line 2—2 of Figure 1, and

Figure 3 is a detail sectional view taken on the vertical plane indicated by the line 3—3 of Figure 1.

Corresponding and like parts are referred to in the following description, and designated in the several views of the accompanying drawing, by similar reference characters.

In the drawing, 1 designates relatively spaced gate posts, and 2 a horizontal shaft which is located in close proximity to the ground and journaled at its ends in bearings 3 secured to the inner or opposing sides of the gate posts. A gate 4 comprises, in addition to the shaft 2 which constitutes the bottom bar thereof, a top bar 5, intermediate bars 6, and end bars 7. The bars 2, 5 and 7 are made of heavy round stock and are secured together in any suitable manner. The bars 6 are preferably made of stout wire, and are secured to the bars 7. Tracks 8 which may be made of metal or wood, are secured to the gate 4 at opposite sides of the vertical center thereof, and extend from the bar 2 to the bar 5. The tracks 8 are provided in their ends with recesses 8^a for the reception of the bars 2 and 5, and each consists of similar members 8^b secured together and to the gate 4 by elements 9. The outer surfaces of the tracks 8 are located in the planes of the opposite sides of the bars 2 and 5.

Pulleys 10 are journaled in mountings 11 for movement about horizontal axes 12, and said mountings are carried by the upper ends of the posts 1 for movement about vertical axes. The mountings 11 are provided with plates 13 which rest upon the upper ends of the posts 1, and with spindles 14 which are journaled in bearings 15 recessed in the upper ends of the posts. Coil springs 16 are each secured at one end to the gate bar 5, and cables 17 are secured to the other ends of the springs and pass about the pulleys 10. Counterbalances 18 of sufficient weight to yieldingly support the gate 4 in closed position, are secured to the cables 17.

As the gate 4 is mounted at its lower edge for movement about a horizontal axis, it may be swung into a horizontal or opened position by driving an automobile against either side of the same. When the gate 4 is in opened position, the automobile is driven over the same on the tracks 8. After the automobile has been driven beyond the same, the gate is returned to closed position by the weights 18. As the pulleys 10 are mounted for movement about horizontal and vertical axes, the cables 17 will not become casually disconnected from the pulleys during the opening or closing of the gate 4. The springs 16 establish an elastic connection between the gate 4 and cables 17, and this connection prevents injury to the cables when the gate is violently swung into opened position. If desired the gate 4 may be made of sheet metal or wood. The tracks 8 prevent injury to the gate 4 during the opening of the same by an automobile and while driving the vehicle over the same.

It should be understood that the drawing is merely illustrative and does not pretend to give exact proportions. Furthermore, the said drawing is illustrative of a preferred construction, it being my expectation that

various changes and modifications may be made without departing from the spirit and scope of my invention.

What is claimed is:—

In combination, posts, a gate positioned between the posts and embodying top, bottom and end bars, the ends of the bottom bar extending beyond the end bars and journaled in the posts, tracks secured to the gate and each embodying similar members positioned at opposite sides of the gate and provided at their ends with recesses for the reception of the bottom and top bars and having their outer surfaces located in the planes of the opposite sides of said bars, mountings journaled in the upper ends of the posts for movement about vertical axes, pulleys journaled on the mountings, springs connected to the top bar, cables passing about the pulleys and connected to the springs, and weights secured to the cables.

In testimony whereof I affix my signature.

EDGAR I. MARTIN.