

I. C. TUNISON & A. REEVE.

Improvement in Gates.

No. 131,039.

Patented Sep. 3, 1872.

Fig 1

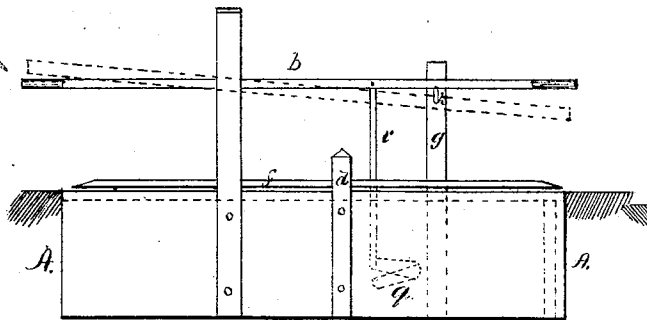


Fig 2

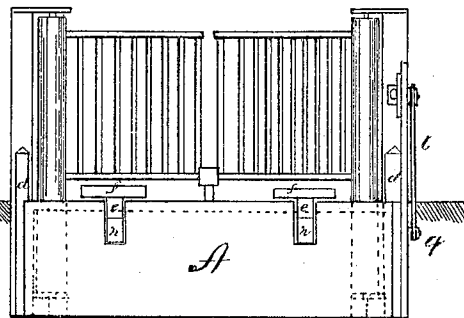


Fig 3

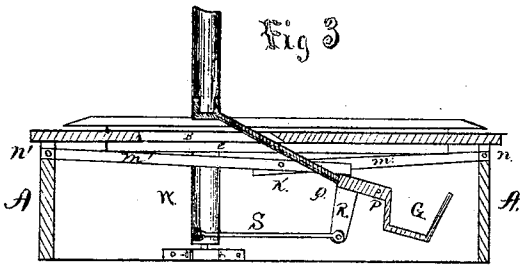


Fig 4

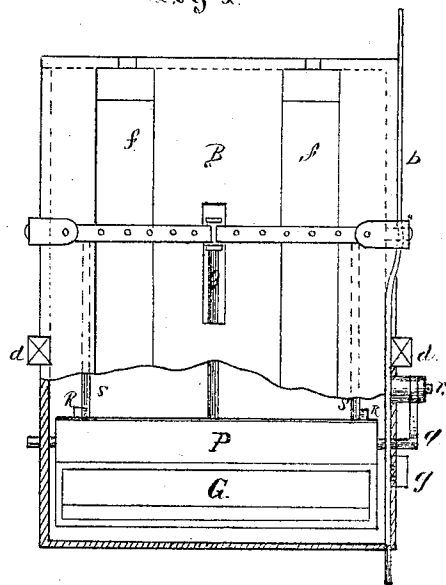


Fig 5

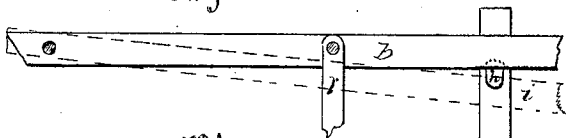
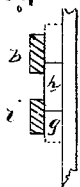


Fig 6



Witnesses

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UNITED STATES PATENT OFFICE.

ISAAC C. TUNISON, OF ROODHOUSE, AND ANDREW REEVE, OF PIKE COUNTY,
ILLINOIS.

IMPROVEMENT IN GATES.

Specification forming part of Letters Patent No. **131,039**, dated September 3, 1872.

SPECIFICATION.

To all whom it may concern:

Be it known that we, ISAAC C. TUNISON, of Roodhouse, in the county of Green and State of Illinois, and ANDREW REEVE, of the county of Pike and State of Illinois, have invented a new and useful Improvement in Farm-Gate; and we do hereby declare that the following is a full and exact description of the same, reference being had to the accompanying drawing and to the letters of reference marked thereon.

This invention relates to that class of swinging gates which are closed by means of a balance-weight; and consists in the combination of a hand-lever for opening the gate with the mechanism for closing it, as will be described hereinafter.

In the drawing, Figure 1 is a side elevation of the device. Fig. 2 is an end elevation of the same. Fig. 3 is a side elevation in central section, showing the disposition of the parts by which the gates are operated. Fig. 4 is a plan or top view having part of platform removed. Fig. 5 is a side elevation of the hand-lever arrangement, shown on a larger scale. Fig. 6 is an end view of the same, shown in section.

A A, Fig. 1, is a stout wooden frame or box supporting a platform, B, having in it longitudinal slots from end to end, as shown in plan Fig. 2. On each side of the platform is a gate-post, to the upper parts of which is pivoted a swing-gate, whose lower extremity is secured in a step, C, Fig. 3, attached to the inside of the frame A A. *d d*, Fig. 4, are posts, to prevent the gates swinging too far back. *e e* are bars, supporting the rails and ties, these bars resting upon levers *m m'*, which are pivoted at *n n'*, Fig. 3, and connected at about the middle of the frame by a stud or bolt, K, which plays, by the movement of the said levers, in a slot provided for its reception, as fully shown at K, Fig. 3. P, Fig. 3, is a flat bar, which oscillates upon pivots passing through each side of the frame.

It will be observed that these pivots are not centrally located in the bar, but a little to one side. Upon that side extending furthest from the pivots rests the extremity of the lever *m'*. From near each end of the cross-bar P depends an arm, R, the lower extremity of which is connected with the pivoted frame-

post W of the gate by a rod, S. To the short side of the cross-bar P is secured a box, G, Fig. 1, designed to be filled with rock or other heavy substances, constituting the balance-weight by which the gates are automatically closed. Q is rod secured in the cross-bar P, having a bifurcation in its upper extremity, so contrived as to secure the gates in the closed position, so that they can only be opened by operating the machinery provided for that purpose. *ff*, Fig. 2, are plates supported upon bars *e e*. *b*, Fig. 1, is a hand-lever, pivoted to the gate-post, and connected with a crank-arm, 9, by a rod, *r*. *g* is a post, having a stud or stop, *h*, secured to its inner face. This part is more conspicuously shown in Fig. 5.

The operation of the device is as follows: When a vehicle approaches the gates it is driven upon the plates *ff*, which, by the weight thus acting upon them, are depressed, and consequently throw open the gates, which are automatically closed as soon as the said plates are relieved of their superincumbent weight.

In regard to operating the gates by hand by a person on horseback, lever *b* being placed within easy reach of the rider, in order to open the gates, the lever *b* is depressed to the position *i*, shown in section, Fig. 6, and also in elevation, Fig. 5; but it will be observed that the lever must now be secured in position while the rider passes through the gateway. This is done by springing it down under the stud *h* into the position shown in dotted lines, Fig. 6. In this position it will remain until the rider has passed through the gateway and released the lever by pressing down the other end, when the gates immediately resume their closed position.

Having thus fully described our invention, what we claim as new, and desire to secure by Letters Patent, is—

The combination of the lever *b*, post *g* having stop *h*, and rod *r*, with crank-arm *q*, bar P, rod S, and gate-post W, as described.

This specification signed and witnessed this 15th day of April, 1872.

ISAAC C. TUNISON.
ANDREW REEVE.

Witnesses:

GEO. H. HODGKINS,
WILLIAM H. STOECKEL.