June 16, 1925.

1,542,767

R. R. HASSETT

RACE TRACK STARTING GATE

Filed March 27, 1924 3 Sheets-Sheet 1

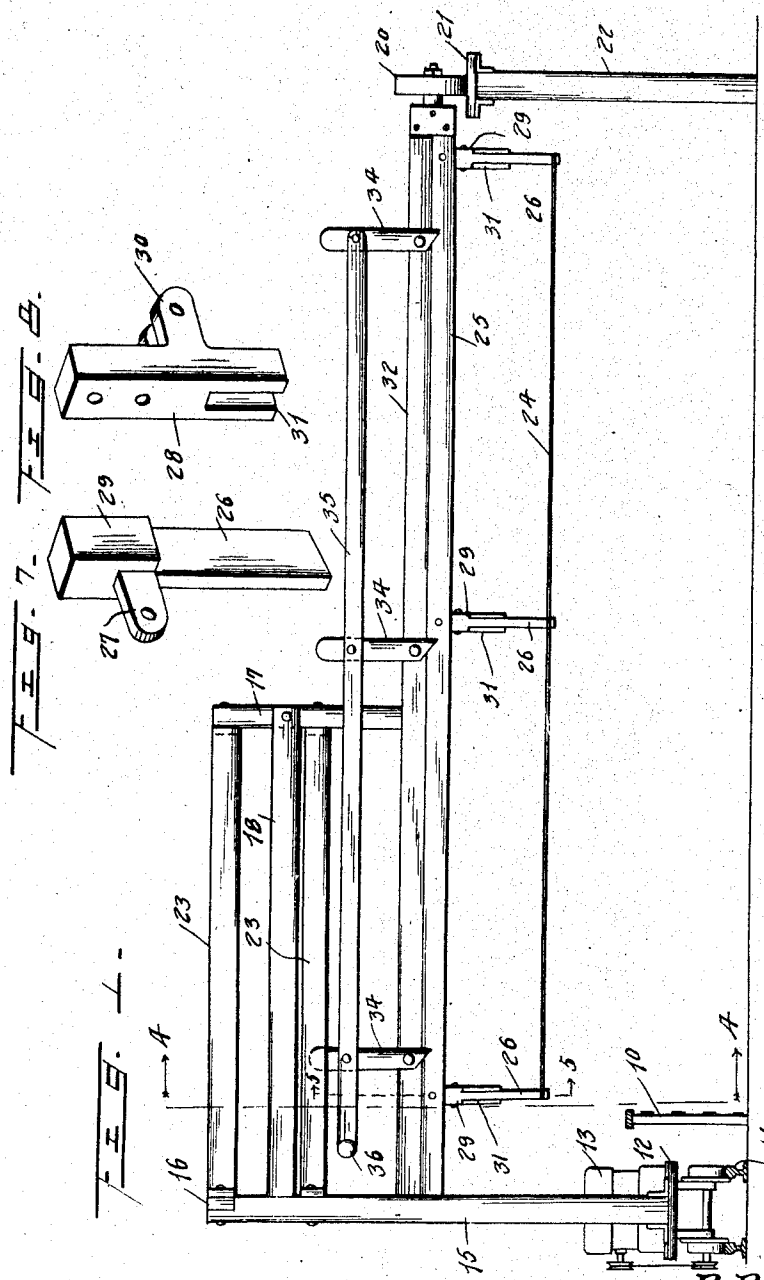


FIG. 4.

FIG. 7.

FIG. 1.

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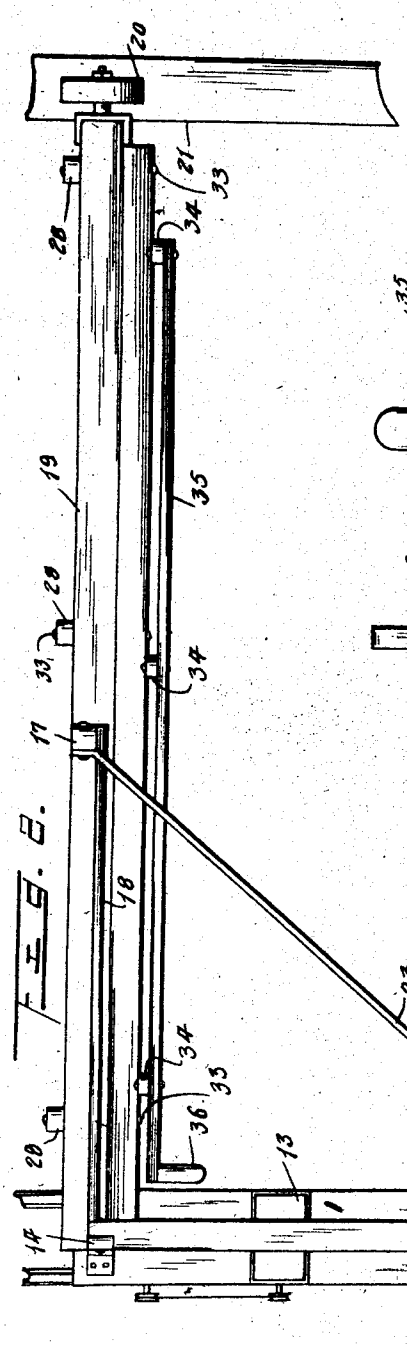


FIG. 2.

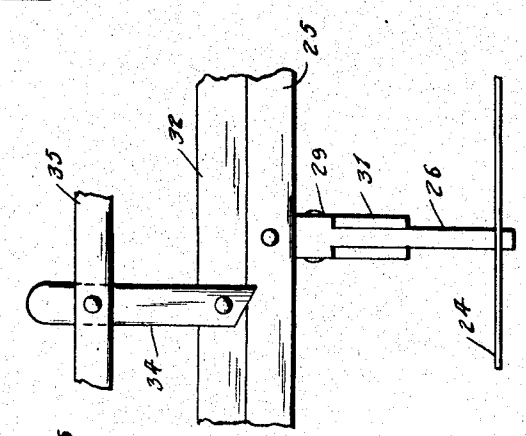


FIG. 4.

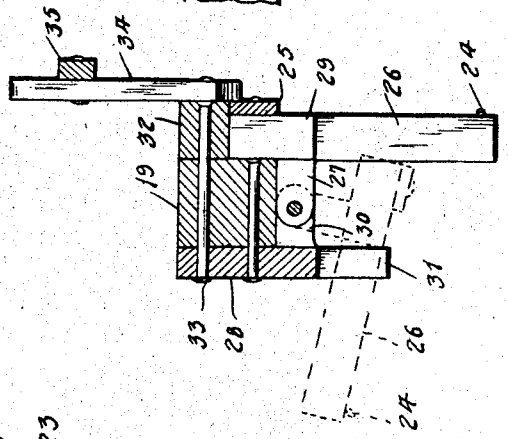


FIG. 5.

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RACE TRACK STARTING GATE

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FIG. 3.

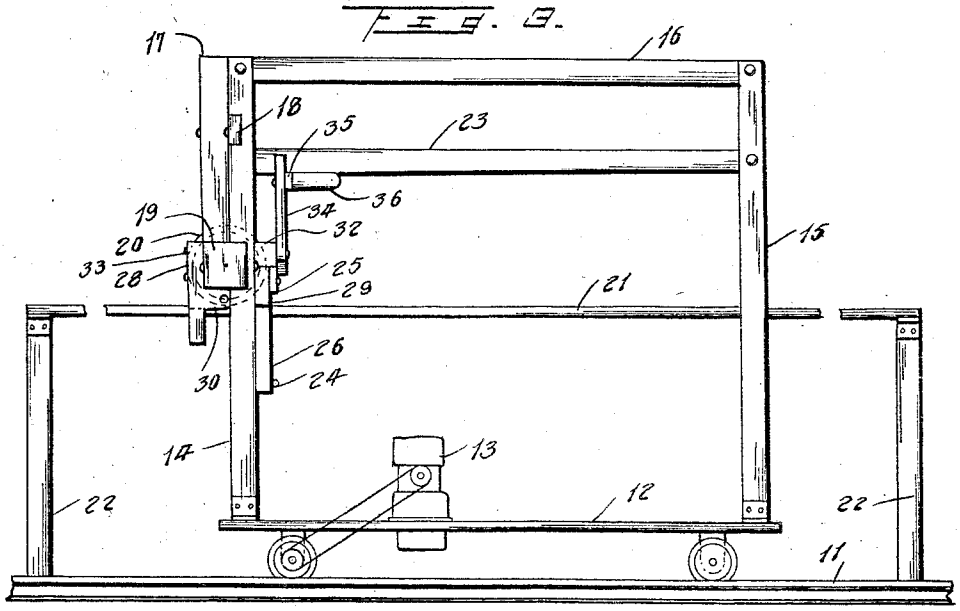
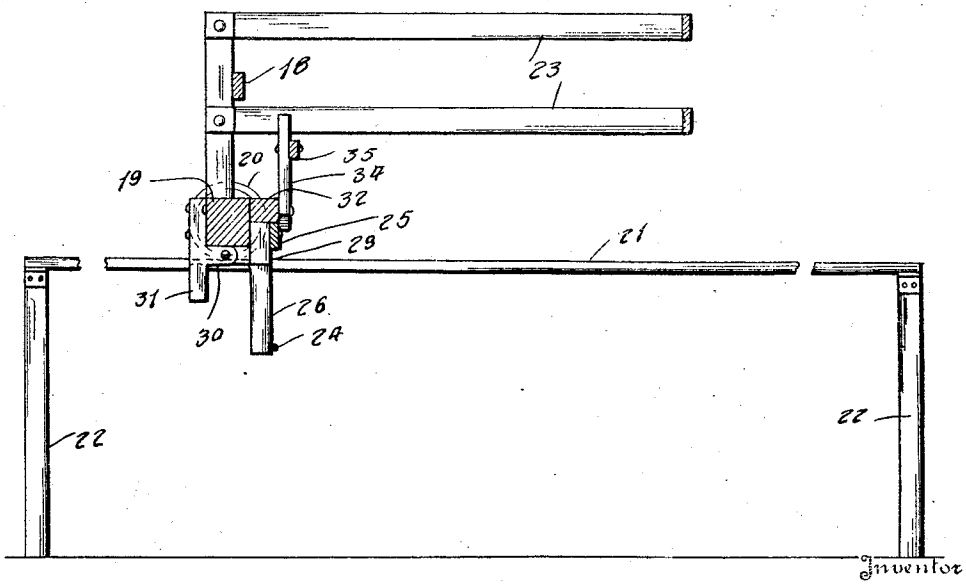


FIG. 4.



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UNITED STATES PATENT OFFICE.

RICHARD R. HASSETT, OF LEXINGTON, KENTUCKY.

RACE-TRACK STARTING GATE.

Application filed March 27, 1924. Serial No. 702,388.

To all whom it may concern:

Be it known that I, RICHARD R. HASSETT, a citizen of the United States, residing at Lexington, in the county of Fayette and State of Kentucky, have invented certain new and useful Improvements in Race-Track Starting Gates; and I do hereby 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.

The starting of horses in a race is usually effected by means of a line which extends across the track and is disposed about breast-high, thereby requiring some considerable lift. The present invention provides for locating the starting line about on a level with the heads of the horses so that the lift may be quickly effected to admit of a quick getaway.

A further purpose of the invention is the provision of a starting line which may be readily adjusted from one point to another as required, the same being mounted upon a portable frame which is adapted to be self-propelled.

Other objects and advantages will be apparent and suggest themselves as the nature of the invention is understood.

While the drawings illustrate an embodiment of the invention it is to be understood that in adapting the same to meet different conditions and requirements, various changes in the form, proportion and minor details of construction may be resorted to without departing from the spirit of the invention.

Referring to the accompanying drawings forming a part of the application:

Figure 1 is a front view of a race track starting gate embodying the invention,

Figure 2 is a top plan view thereof,

Figure 3 is a side view of the device,

Figure 4 is a sectional view on the line 4—4 of Figure 1, looking in the direction of the arrows,

Figure 5 is an enlarged sectional view on the line 5—5 of Figure 1, the dotted lines showing the starting line elevated,

Figure 6 is a front view of the parts shown in Figure 5,

Figure 7 is a detail perspective view of one of the hangers for the starting line, and

Figure 8 is a detail perspective view of one of the brackets to which the hanger is pivoted.

Corresponding and like parts are referred to in the following description and designated in the several views of the drawings by like reference characters.

The numeral 10 designates the fence usually provided at the starting post and in accordance with the present invention a track 11 is located at one side of the race course, with the fence 10 disposed between said course and the track 11. A truck 12 is mounted upon the track 11 and is adapted to be propelled by means of a motor 13 mounted thereon. Vertical posts 14 and 15 are mounted upon opposite end portions of the truck 12 and are connected at their upper ends by longitudinal rails 16. A short upright 17 is disposed some distance from the post 14 so as to overhang the race course and is connected to the post 14 by means of a rail 18 and a bar 19, the rail 18 terminating at the upright 17 whereas the bar 19 continues past the upright 17 and extends entirely across the race track, the free end being provided with a wheel 20 which is mounted upon a rail 21 constituting a track at the opposite side of the race course and supported by means of posts 22. Braces 23 connect the upright 17 with the post 15. The bar 19 is stout and supports the starting line 24 which is connected thereto so as to swing upwardly to clear the racers at the start, as indicated most clearly by the dotted lines in Figure 5.

The support for the starting line 24 comprises a header 25 and a plurality of hangers 26 attached to the header 25 and provided with laterally disposed lugs 27 which are pivoted to brackets 28 attached to the bar 19. Each of the hangers 26 is provided at its upper end with a head 29. Each of the brackets 28 has a pair of laterally disposed lugs 30 between which the lug 27 of a hanger is pivoted and the lower end of the bracket is formed with a slot 31 to receive the hanger when the latter swings from a vertical into an approximately horizontal position, as indicated by the dotted lines in Figure 5. A strip 32 is attached to a side of the bar 19, suitable fastenings 33 being employed to attach the strip 32 and the brackets 28 to opposite sides of the bar 19. Catches 34 are pivoted to the strip 32 and their lower ends are adapted to engage the header 25 of the starting line supporting frame to hold the latter in operative position. A connection 35 is pivoted to the upper ends of the catches 34 and is provid-

ed at one end with a handle 36 which provides convenient means for operating the series of catches.

In practice, the device is arranged so that the bar 19 extends across the race track and at a height to clear the horses and their mounts. The device is adjustable by reason of the truck 12 and the wheel 20 and track 21. When the starting line 24 is lowered, it occupies a position about in line with the heads of the horses and as a result the lifting distance is relatively small. The supporting frame for the starting line is counterweighted so that when free from any restraining influence, it assumes the position substantially as indicated by the dotted lines in Figure 5, thereby elevating the starting line so as to clear the track. The starting line supporting frame is held in vertical position by means of the catches 34 and since the latter are connected by the member 35 it is readily understood that all the catches are operated simultaneously, thereby permitting the starting line to move uniformly throughout its length.

What is claimed is:

1. Means for starting a race the same comprising a truck, a frame bracingly mounted thereon and having a portion overhanging the race track, a bar carried by the frame and extending completely across the race track, a starting line supporting frame pivoted to the said bar and counterweighted to automatically swing clear of the track, and catch means mounted upon the said bar and normally holding the frame carrying the starting line in operative position.

2. In means for starting a race, a bar disposed across the race track, brackets attached to said bar, hangers pivoted to the brackets, a header connecting the hangers, a starting line attached to said hangers, and catch means mounted upon the bar and normally holding the starting line in operative position.

3. In means for starting a race, a bar disposed across the rack track, brackets attached to the bar and having their lower ends slotted, hangers pivoted to the brackets and adapted to engage the lower slotted ends thereof, a member connecting the hangers, and catch means carried by the said bar and normally holding the hangers with the starting line in operative position.

4. Starting means for a race, the same comprising a truck, posts at opposite ends of the truck, rails connecting the posts, an upright disposed to overhang the race track, a rail and a bar connecting the upright with one of the before mentioned posts, the rail terminating at the upright whereas the bar extends to project across the race track, braces between the said upright and the other post mounted upon the truck, brackets attached to the bar, hangers pivoted to the brackets, a header connecting the hangers, a starting line attached to the lower ends of the hangers, catches pivoted to the bar and normally engaging the said header to hold the starting line in operative position, and means connecting the catches to effect simultaneous movement thereof.

In testimony whereof I affix my signature in presence of a witness.

RICHARD R. HASSETT.

Witness:
BENNETT S. JONES.