Oct. 6, 1925. 1,556,520

A. C. HARMAN

GATE

Filed April 2, 1923

Fig. 1.

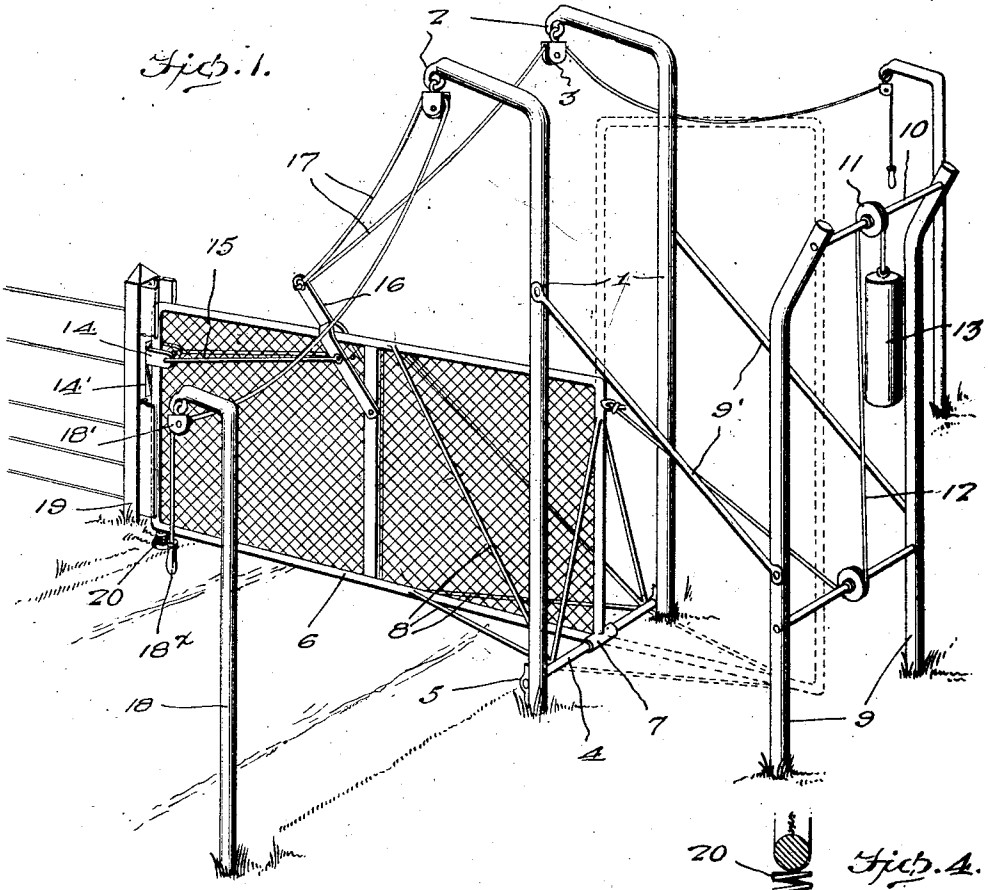


Fig. 4.

Fig. 2.

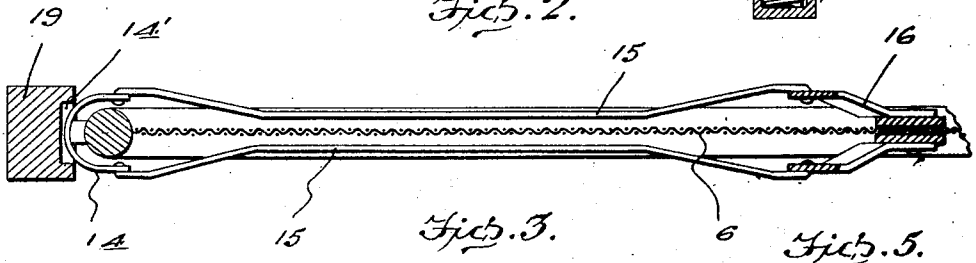


Fig. 3.

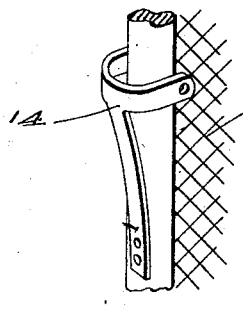
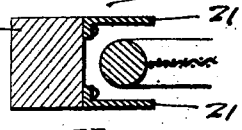


Fig. 5.



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WITNESS:

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Patented Oct. 6, 1925.

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UNITED STATES PATENT OFFICE.

ARTHUR C. HARMAN, OF DELTA, IOWA.

GATE.

Application filed April 2, 1923. Serial No. 629,416.

To all whom it may concern:

Be it known that I, ARTHUR C. HARMAN, a citizen of the United States, residing at Delta, in the county of Keokuk and State of Iowa, have invented new and useful Improvements in Gates, of which the following is a specification.

This invention relates to improvements in gates, the general object of the invention being to provide means for so supporting the gate that it can be tilted in a vertical plane with means for moving the gate without leaving the vehicle.

Another object of the invention is to provide means whereby the initial pull of the operating means will release latch means which normally hold the gate in closed position.

This invention also consists in certain other features of construction and in the combination and arrangement of the several parts, to be hereinafter fully described, illustrated in the accompanying drawings and specifically pointed out in the appended claim.

In describing my invention in detail, reference will be had to the accompanying drawings wherein like characters denote like or corresponding parts throughout the several views, and in which:—

Figure 1 is a perspective view of the invention.

Figure 2 is a horizontal sectional view.

Figure 3 is a detail view of the latch means.

Figure 4 is a detail sectional view showing a spring rest for the free end of the gate.

Figure 5 is a detail sectional view through the post 19 and showing the flanges for preventing a swinging movement of the gate.

In these views 1 indicates a pair of uprights placed adjacent one side of the road and which have their upper ends bent forwardly, the extremities being provided with eyes 2 which support the pulleys 3. A shaft 4 is journaled in the bearings 5 on the uprights adjacent the ground level and the gate 6 is connected with said shaft. I prefer to form the frame of this gate of tubing and to connect it with the shaft by means of the sleeve 7 and the braces 8. A pair of uprights 9 are located in rear of the uprights 1 and these uprights 9 are connected together by the rods 10 which carry the pulleys 11 over which the cable 12 passes. One end of this cable is connected with the gate and the other is connected with a weight 13, said weight acting as a counter balance for the gate. The uprights 9 are connected with the uprights 1 by the braces 9′ and the upper ends of these uprights 9 are bent rearwardly, as shown. A spring latch 14 is connected with the front end of the gate and links 15 connect the U-shaped part of this latch with a Y-shaped member 16 which is pivotally connected with the gate. Cables 17 are connected with the member 16 and said cables pass over the pulleys 3 and pulleys 18′ which are carried by the posts 18, these parts being so arranged that the cables can be seized by a person in a vehicle approaching the gate or leaving the gate. The ends of the cables are provided with handles 18× and a spring bumper 20 is placed adjacent the post 19 for receiving the blow of the falling gate so as to prevent damage to the parts. Flanges 21 are secured to the post 19 to form a guideway for the front edge of the gate and to prevent the gate from being pushed laterally by animals or the like.

From the above it will be seen that the initial pull upon one of the cables 17 will release the latch member 14 from its keeper recess 14′ in the post 19, thus freeing the gate from said post and then a further pull will swing the gate upwardly, the counter weight 13 acting to cause the gate to assume the position shown in dotted lines in Figure 1. After the vehicle passes through the other cable is pulled to cause the gate to swing downwardly into closed position. Thus the gate can be opened and closed by a person without leaving the vehicle.

It is thought from the foregoing description that the advantages and novel features of my invention will be readily apparent.

I desire it to be understood that I may make changes in the construction and in the combination and arrangement of the several parts, provided that such changes fall within the scope of the appended claim.

What I claim is:—

A gate of the class described comprising a pair of uprights, a shaft rotatably carried by said uprights, pulleys at the upper ends of the uprights, a gate having its lower rear

corner connected with the shaft, braces connecting the gate with the shaft, a cable connected with the upper rear part of the gate, posts in rear of the uprights, shafts carried by the posts, pulleys carried by the shafts and over which the cable passes, a counter weight carried by the cable and a pair of cables connected with the gate and passing over the pulleys carried by the uprights, said cables extending to a point where they may be seized by a person approaching or leaving the gate in a vehicle.

In testimony whereof I affix my signature.

ARTHUR C. HARMAN.