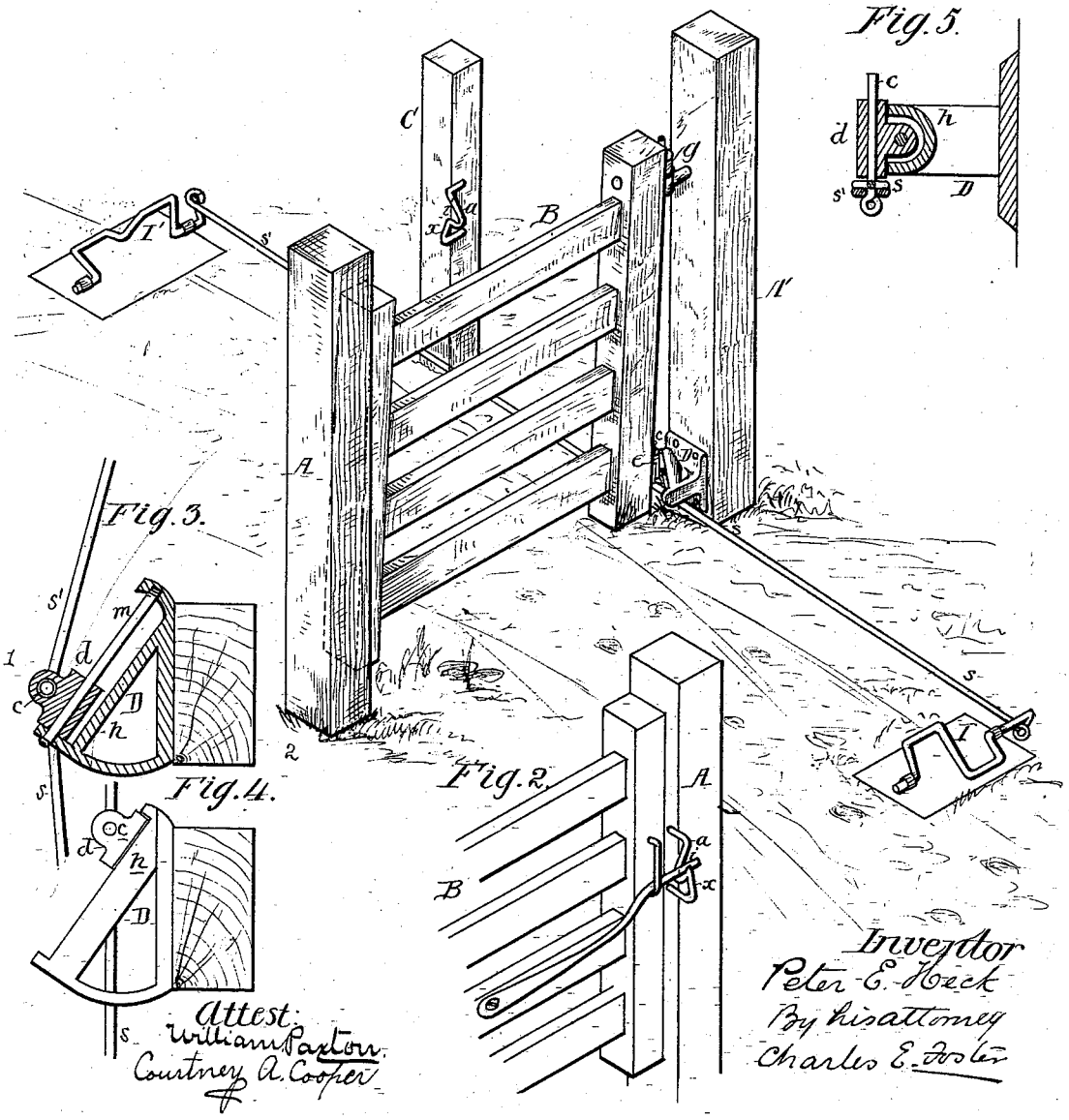
P. E. HECK.

Gate.

No. 221,063. Patented Oct. 28, 1879.

Fig. 1.



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UNITED STATES PATENT OFFICE.

PETER EMERY HECK, OF MILTON, INDIANA.

IMPROVEMENT IN GATES.

Specification forming part of Letters Patent No. **221,063**, dated October 28, 1879; application filed February 18, 1879.

To all whom it may concern:

Be it known that I, PETER EMERY HECK, of Milton, Wayne county, Indiana, have invented Improvements in Automatic Gates, of which the following is a specification.

My invention relates to that class of gates constructed to be opened or closed by changing the position of the lower hinge; and it consists of a frame carrying a rod and slide to support the lower staple of the gate, and with a protecting-shield, and adapted for attachment to the gate and post and combined therewith, as fully described hereinafter.

In the drawings forming part of this specification, Figure 1 is a perspective view of my improved gate; Fig. 2, a detached view; Fig. 3, an enlarged sectional view, showing the lower hinge; Fig. 4, the same as Fig. 3, not in section; and Fig. 5, a section on the line 1 2, Fig. 3.

A A′ are the gate-posts, and B is the gate, all constructed in any suitable manner. At one side is a post, C, having a hasp, *a*, with an inclined edge, *x*, and notch *i*, and the post A is provided with a similar hasp.

The gate is hung at the top by the ordinary staple-and-pin hinge *g*, and has at the bottom a similar staple, *e*, adapted to a pin, *c*. The pin *c*, however, instead of being secured to the post, like the pin of the upper hinge, is carried by a slide, *d*, moving on a rod, *m*, arranged at an angle to the face of the gate-post. The rod *m* is mounted on a peculiar frame, D, which is suitably secured to the post, as shown, and which is provided with a shield, *h*, to protect the rod and slide. The pin *c* extends below as well as above the slide, to serve as a connection for the ends of rods *s s′*, which extend to the crank ends of the crank-levers I I′, turning in suitable bearings, and arranged at one side of the roadway, one in front of and the other beyond the gate.

When the slide *d* is near the face of the post A′, as shown in Fig. 1, the gate is tilted toward the post A and swings to the latter, the inclined edge *x* of the hasp *a* raising the latch, which then falls into the notch *i* and there remains, locking the gate shut. When the slide *d* is carried to the position shown in Fig. 3 the front end of the gate is raised, carrying the latch out of the notch *i*, and the gate is then tilted, so as to swing open, until its latch strikes the inclined edge of the hasp on the post C and enters the notch *i*, locking the gate open.

The cranks I I′ are so arranged that as a vehicle approaches or leaves the gate the wheels may pass over and turn them, thus adjusting the slide and opening or closing the gate. When the gate is open the adjustment of the slide will lift the end of the gate and release the latch from the post C.

I am aware that an inclined rail has been arranged in the ground adjacent to the post A′ to guide a roller on the lower pin, and I do not claim, broadly, such inclined guide; but

I claim—

1. The combination of the gate-post, frame D, its rod *m*, slide and shield, and operating crank-levers I I′ and rods *s s′*, as set forth.

2. The frame D, carrying the rod *m* and its slide, and provided with a shield, *h*, as and for the purpose set forth.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

PETER EMERY HECK.

Witnesses:

GEORGE C. FLOREA,

DANIEL KERSCHNER.