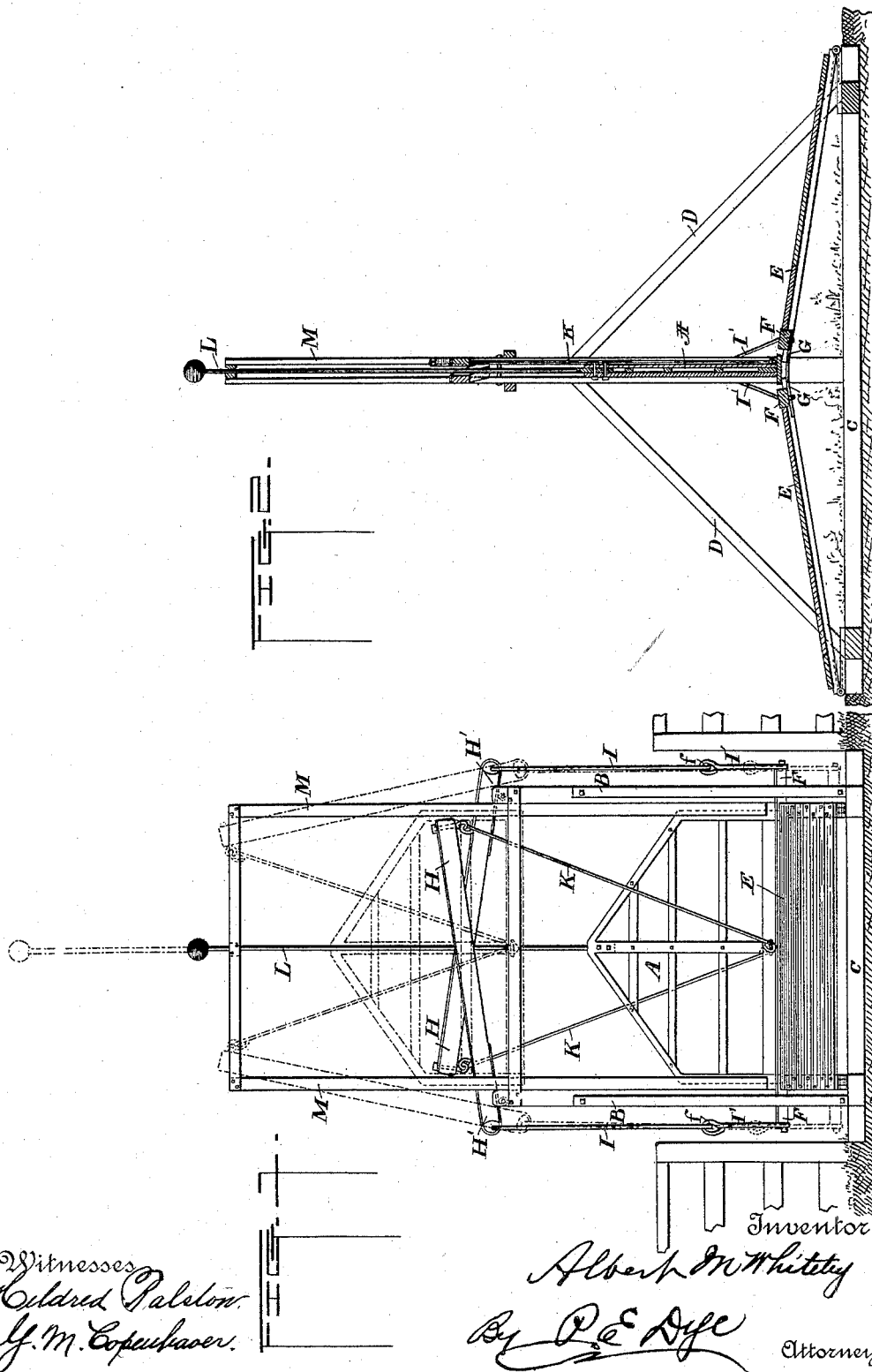


(No Model.)

A. M. WHITELEY.
AUTOMATIC GATE.

No. 493,669.

Patented Mar. 21, 1893.



UNITED STATES PATENT OFFICE.

ALBERT M. WHITELEY, OF AURORA, ARKANSAS, ASSIGNOR OF ONE-HALF
TO RUSSELL ALLEN AND ELIJAH PETERS, OF SAME PLACE.

AUTOMATIC GATE.

SPECIFICATION forming part of Letters Patent No. 493,669, dated March 21, 1893.

Application filed April 13, 1892. Serial No. 429,008. (No model.)

To all whom it may concern:

Be it known that I, ALBERT M. WHITELEY, a citizen of the United States of America, residing at Aurora, in the county of Madison and State of Arkansas, have invented certain new and useful Improvements in Automatic Gates, of which the following is a specification, reference being had therein to the accompanying drawings.

My invention relates to automatic farm and rail road gates and the object of my improvement is to provide a gate which will open automatically by the weight of the engine or cars or of the horses and attached vehicle, or by the weight of the ridden horse. I accomplish this by means of the mechanism hereinafter described, in which:—

Figure 1 is a front elevation of my invention. Fig. 2 is an end elevation of the same.

A is the gate adapted to move up and down in suitable ways which are attached to upright posts.

B are upright posts, their lower ends being secured in the frame C and having the braces D.

E are movable platforms hinged to the corners and side stringers of the sub-frame C. The inner end stringers F of said platforms project beyond the upright post B and are connected by the rods G, said rods having their ends fastened into the under sides of alternate stringers, their opposite ends sliding in staples on the under sides of the opposite stringers.

H are levers fulcrumed at H' in the top of the posts B.

I are connecting rods having their upper ends hooked into staples in the short arms of the levers H, their lower ends being attached to the short connecting rods I' at f, two rods on each side, the lower ends of said rods I' being attached pivotally to the projecting ends of the, inside stringers F.

K are lifting rods, their lower ends being attached to a pivot which projects on the front and rear sides of the lower bar in the

center of said gate, their upper ends being hooked to the long arms of the levers H.

L is a guide rod bolted at its lower end into the center bar of the gate A, passing freely up or down in suitable ways attached to the cross pieces which hold the ways in which the gate moves. The upper end terminates with a ball for ornament.

M are upright ways in which the gate moves.

The gate as shown in Fig. 1 stands freely upon the side stringers of the platforms E. Now the parts all being connected as shown and described it is evident that when a weight as of an engine or horse comes upon the platforms E they will be depressed; but as their inner ends are supported on the short arms of the levers H by means of the connecting rods I and I' the short arms will be drawn down as the platforms E are depressed, and at the same time, the long arms of the levers will be raised, thus lifting and opening the gate by means of the lifting rods K, and raising it to the point indicated by the dotted lines. It is also evident that the gate will remain open so long as there is sufficient weight left upon the platforms or either of them to overcome the weight of the gate. The gate having been automatically opened and the horse and vehicle upon the platform having passed through under the gate and along over and off the opposite platform, or the engine and train having passed upon the platform and off the opposite, the gate will automatically shut off its own weight. When used as a rail road gate, the rails are laid upon and over the platforms E.

Having fully described my invention, what I claim as new, and desire to secure by Letters Patent, in an upright automatic railroad or farm gate is—

1. The combination of the hinged platforms, the sub-sills, the connecting rods, the levers, the lifting rods and the guide rod as and for the purposes substantially as set forth and described.

2. The combination of the upright posts,

the gate ways, the sub-sills, the hinged platforms, the levers, the connecting and lifting rods and the guide rod as and for the purposes substantially as set forth and described.

5 3. The combination, in an automatic gate, of the upright posts B, the frame C, and the braces D, the hinged platforms E, sliding rods G, the levers H, fulcrum H', the connecting rods I and I' the lifting rods K, the

guide rod L, and the ways M, as and for the 10 purposes substantially as set forth and described.

In testimony whereof I affix my signature in presence of two witnesses.

ALBERT M. WHITELEY.

Witnesses:

T. W. HILL,

JOHN W. CONNER.