

G. W. BAKER.

Farm Gate.

No. 23,339.

Patented March 29, 1859.

Fig. 1,

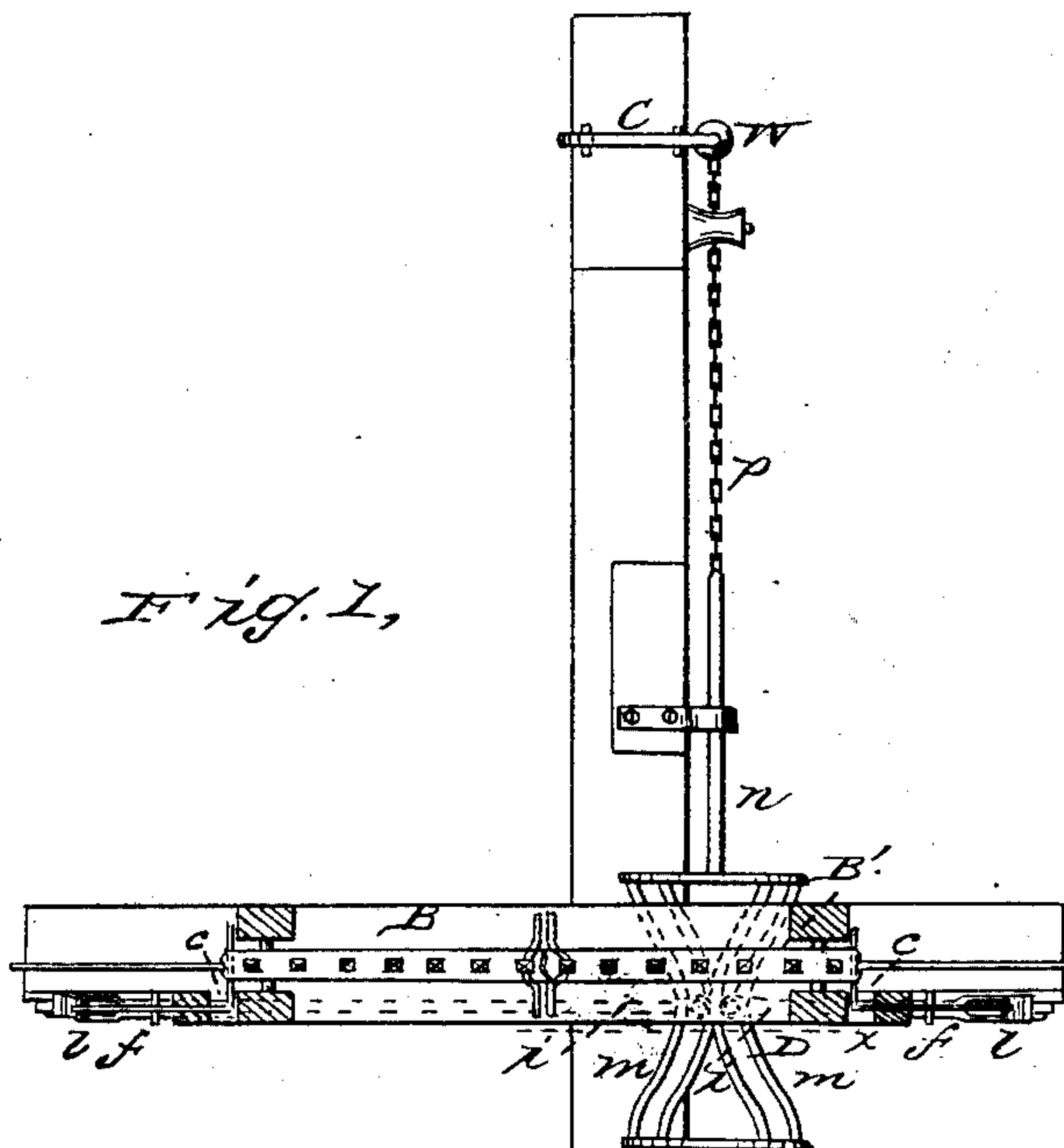
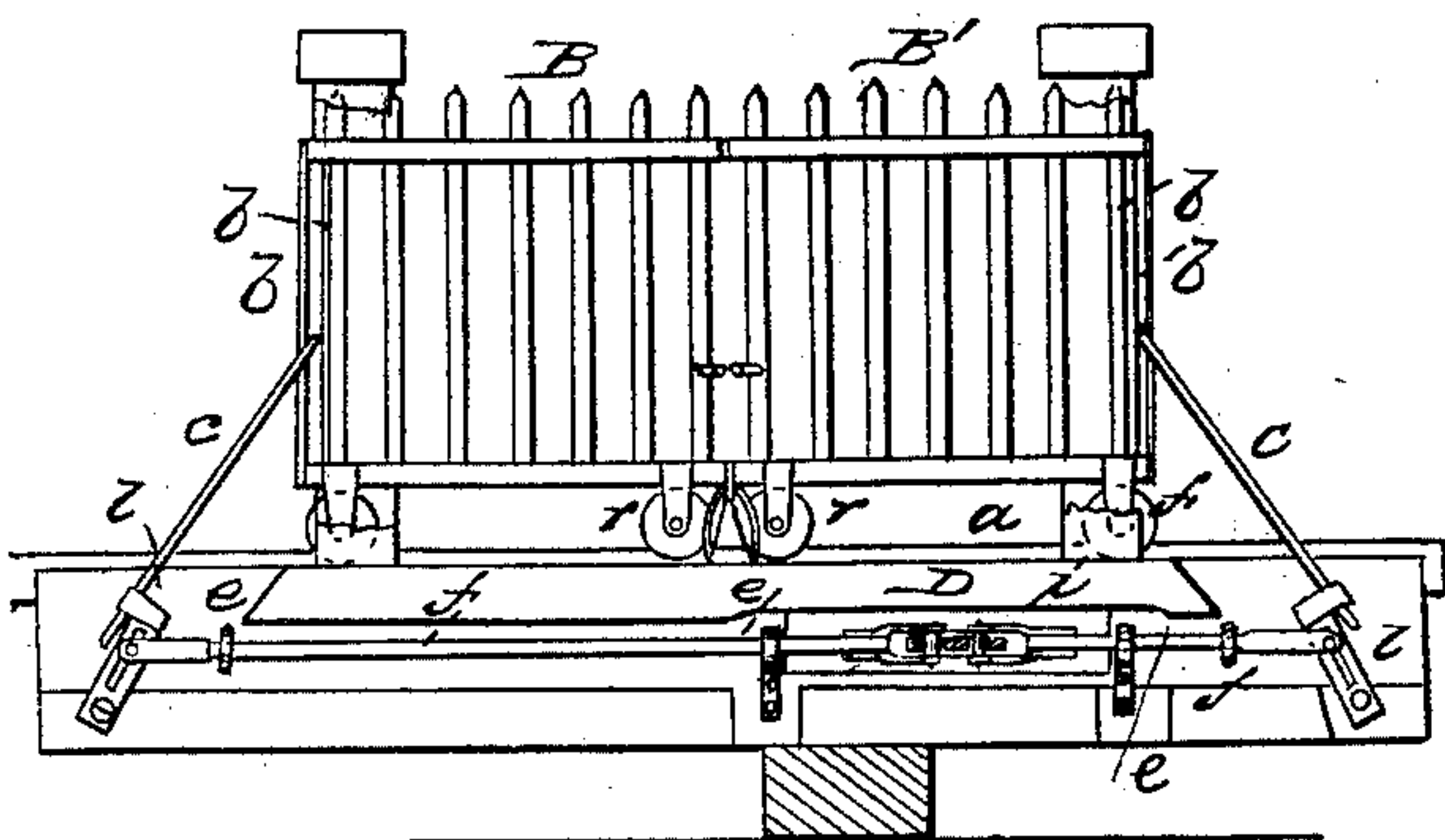


Fig. 2,



Witnesses:
J. S. Day
Geo. Otten

Inventor:
George W. Baker

UNITED STATES PATENT OFFICE.

GEORGE W. BAKER, OF NEPONSET, ILLINOIS.

FARM-GATE.

Specification of Letters Patent No. 23,339, dated March 29, 1859.

To all whom it may concern:

Be it known that I, GEO. W. BAKER, of Neponset, in the county of Bureau and State of Illinois, have invented a new and
5 useful Improvement in Farm-Gates; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the annexed drawing, forming part of this specification, in the
10 several figures of which similar characters of reference denote the same part.

Figure 1 is a top view of the gate and mechanism operating the same. Fig. 2 is a front elevation of gate and section on *x x*.

15 This is a farm gate designed to be opened and closed by the passing of a wheel of the vehicle over levers on each side of the gate, the combination of devices by which the operation is effected, constituting my invention.
20

In the drawing B B' are the sections of the gate provided with rollers *r* for traversing a rail track *a*.

At the outer extremities of the sections
25 are bars *b b* between which are the bent extremities of rods *c c*, attached to slotted levers *l l* under the surface of the road. These levers are connected with the rods *f f*, by pins in their extremities entering the
30 slots. These are supported in bearings *e e* so as to reciprocate therein and by their movement acts upon levers *l* and through rods *c c* on the sections of gate. The rods *f f* have jaws *i i* provided with rollers em-

braced in the curved slots *m m* of a slide 35 piece D suspended under the roadway by the bearings in which the rods at its extremities rest.

To the ends of rods *n* are attached chains *p p*, leading to the lower extremities of the 40 weighted levers C, the upper arms of which are above the road, and in a vertical position owing to the weight W at the lower end.

The wheel of the vehicle coming in contact with the lever C depresses it, and by 45 reason of connections before stated draws the slide piece half its length. The rollers in the jaws of rods *f*, following slots *m m*, the two sections of the gate separate and the vehicle passes through. The wheel is then 50 made to act upon the lever C on the opposite side, moving the slide D into the position from which it started and closing the gate.

I claim—

55 The slide D and levers C C in combination with the rods *f f* levers *l l* rods *c c* and bars *b b*, arranged for joint operation in connection with the gate sections substantially as set forth.

60 In testimony whereof I have hereunto signed my name before two subscribing witnesses.

GEORGE W. BAKER.

Witnesses:

GEO. PATTEN,

JOHN HOLLINGSHEAD.