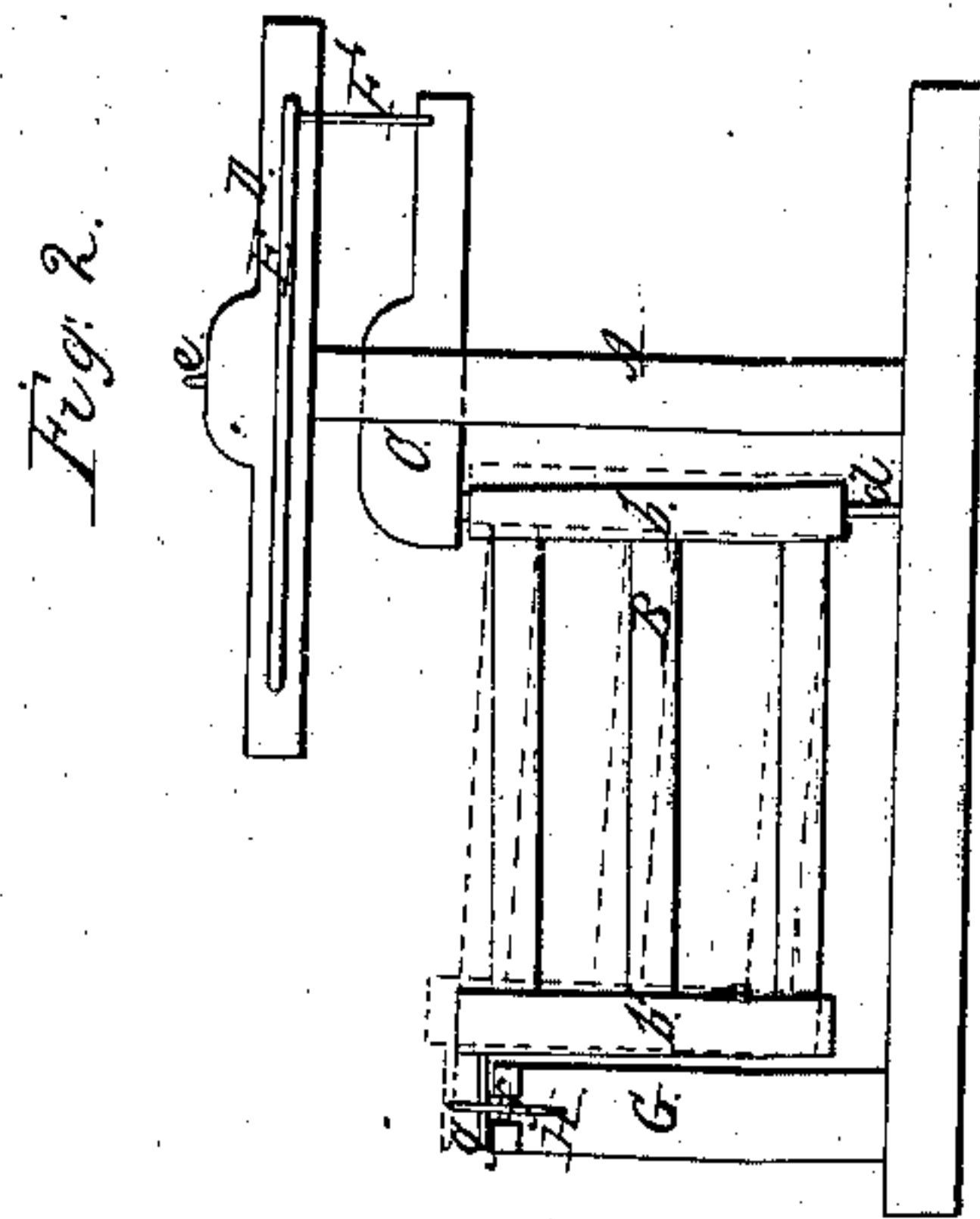
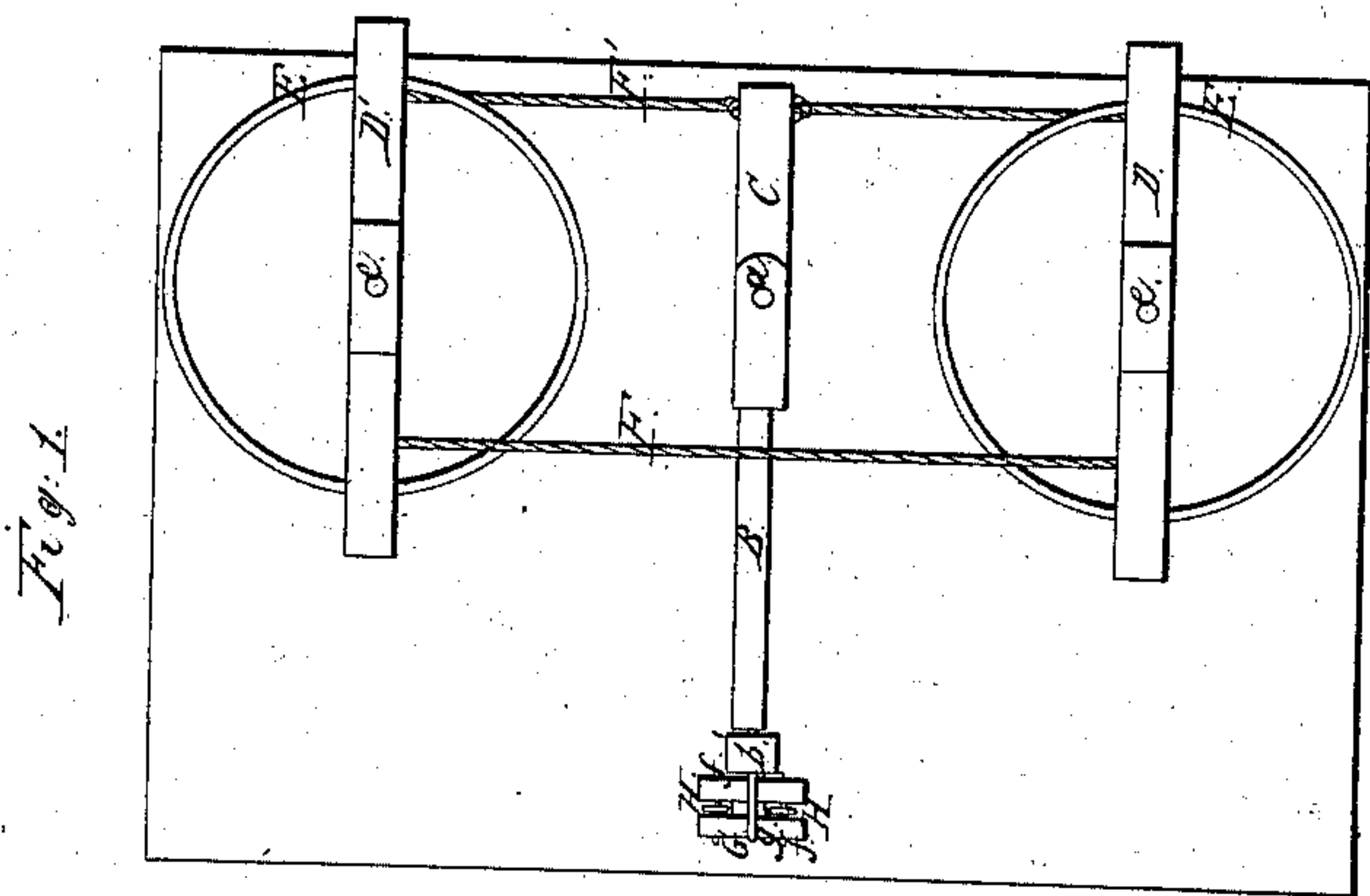
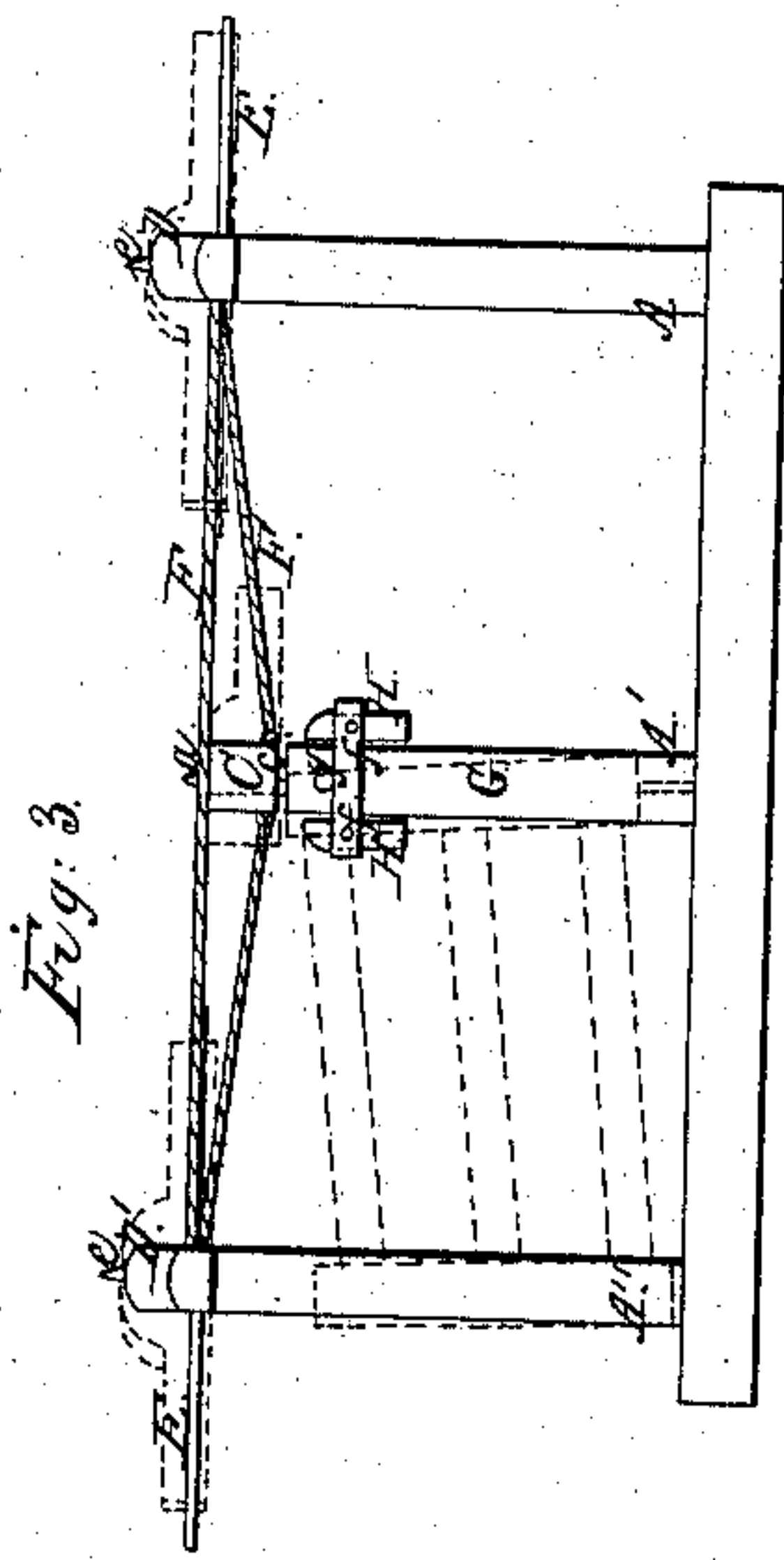


W. B. Waldo,

Automatic Gate,

N^o 42,422,

Patented Apr. 19, 1864.



Witnesses;
J. W. Combs,
Geo. W. Reed.

Inventor;
Wm B. Waldo
per M. M. [Signature]

UNITED STATES PATENT OFFICE.

WILLIAM B. WALDO, OF JOHNSVILLE, NEW YORK.

IMPROVEMENT IN GATES.

Specification forming part of Letters Patent No. 42,422, dated April 19, 1864.

To all whom it may concern.

Be it known that I, WILLIAM B. WALDO, of Johnsville, in the county of Dutchess and State of New York, have invented a new and useful Improvement in Means for Opening and Closing Gates; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings, making a part of this specification, in which—

Figure 1 is a plan or top view of a gate with my improvement applied to it; Fig. 2, a side view of the same; Fig. 3, an end view of the same.

Similar letters of reference indicate corresponding parts in the several figures.

This invention relates to an improved gate-operating mechanism of that class designed to admit of the gate being opened and closed by a driver from a vehicle or a rider on horseback.

The object of the invention is to obtain a simple device for the purpose, and one which will operate in the most efficient manner and be capable of being actuated by the driver or rider with the greatest facility and without the liability of a vehicle being injured by coming in contact with any of the parts thereof.

To enable those skilled in the art to fully understand and construct my invention, I will proceed to describe it.

A A' A'' represent three posts, which are placed in line with each other, the central one, A', having the gate B connected with it as follows: On the upper end of the post A' there is fitted a lever, C, which works on a vertical pin, *a*, in the top of said post, said lever being allowed to turn or work freely on its pin *a*. The inner post, *b*, of the gate B has a vertical pin, *c*, fitted in it, said pin extending up into the lever C at a short distance from the post A', as shown clearly in Fig. 2. In the lower end of the gate-post *b* there is also fitted a vertical pin, *d*, which works in a step at a short distance from the lower end of the post A'.

On the upper ends of the posts A A'' there are fitted levers D D'. These levers work on vertical pins *e e* in the upper ends of the posts A A'', said pins passing centrally

through the levers, and each lever has a ring, E, passing through it near its ends. These rings may be of metal or wood. Heavy wire would answer a good purpose.

The levers D D' are connected near their ends by two cords or chains, F F', both of which are shown clearly in Fig. 1, and one of them, F', is connected to the outer end of the lever C of post A'.

G is a vertical post placed in a plane with the post A', which is at right angles to the plane of the posts A A' A''. In the upper end of the post G there are fitted two catches, H H, which are pendants and work loosely on rods *f* in the post. The upper ends of these pendent catches are rounded at their outer sides, as shown clearly in Fig. 3.

In the outer post, *b*, of the gate B, near its upper end, there is fitted a horizontal rod, *g*, which, when the gate is closed, is between the two catches H H, the upper parts of the latter being allowed to swing inward or toward each other, but not outward from each other.

The operation is as follows: In approaching the gate B from either side of it the driver or rider grasps the lever D or D', or the ring E thereof, and turns said lever, which causes the lever C on post A' to be turned in a corresponding manner. The lever C, in being thus turned, performs two functions: First, it causes the outer end of the gate B to be raised, so that the rod *g* will be raised out from between the catches H H, as shown in red in Fig. 2; and, second, it throws the post *b* of the gate B in an inclined position, moving it in the path of the face or periphery of an inverted cone, so that the gate will open and close by its own gravity. After the gate has been opened and the vehicle has passed through it, the lever D or D' of the post A or A'' (against which the open gate rests) is turned, and the lever C is moved back to its original position and the gate closed.

The rings E form an essential feature of the invention, as they serve as guards to prevent the levers D D' from catching into the bows of a carriage-top, and they also serve as a means by which to turn the levers D D'. The pendent catches H H also operate, in connection with the rod *g* in a very efficient

manner. They cause the gate to be firmly held in a closed state, and admit of the gate engaging or catching itself with certainty.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

The arrangement of the rings E, levers D D', and ropes F F', with the lever C, post G,

and pendent catches H, all constructed and operating in the manner herein shown and described.

WILLIAM B. WALDO.

Witnesses:

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