W. HOLDREDGE.

Gate.

No. 64,317. Patented April 30, 1867.

Fig. 1

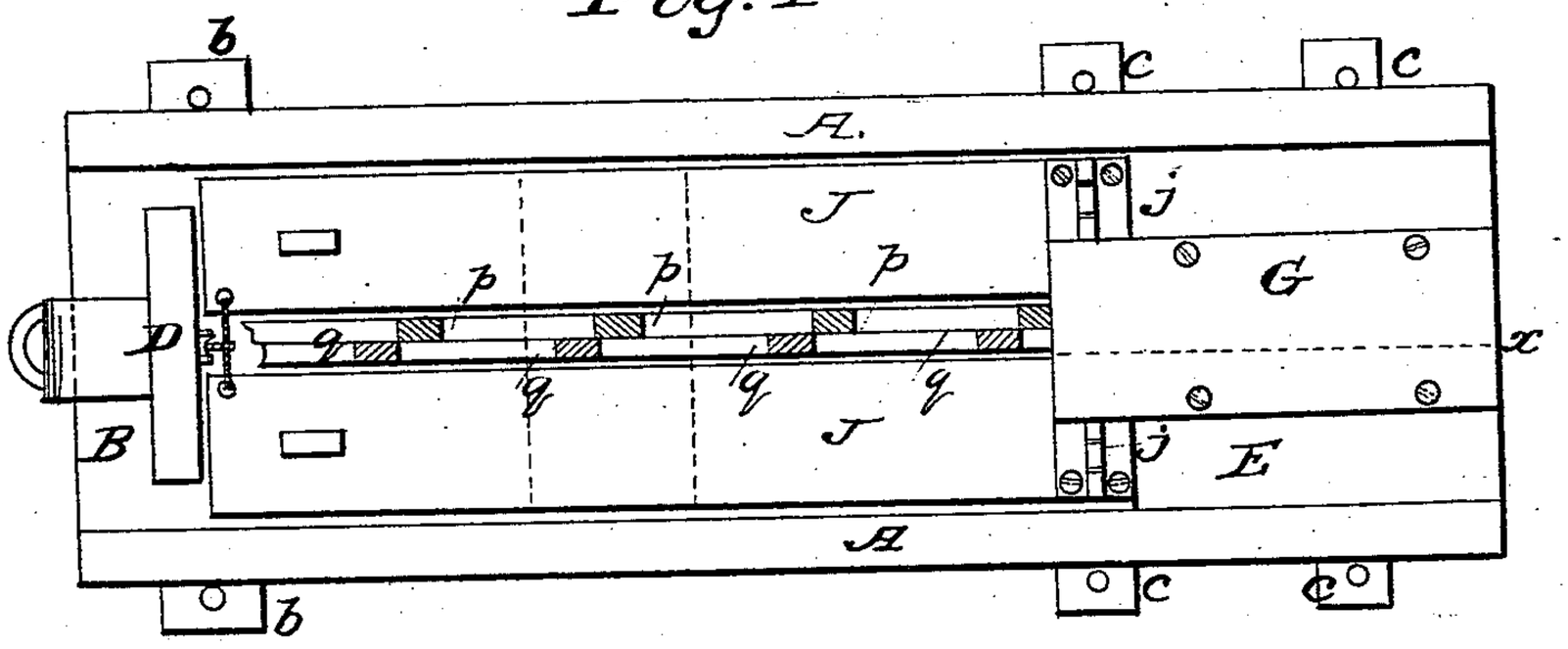
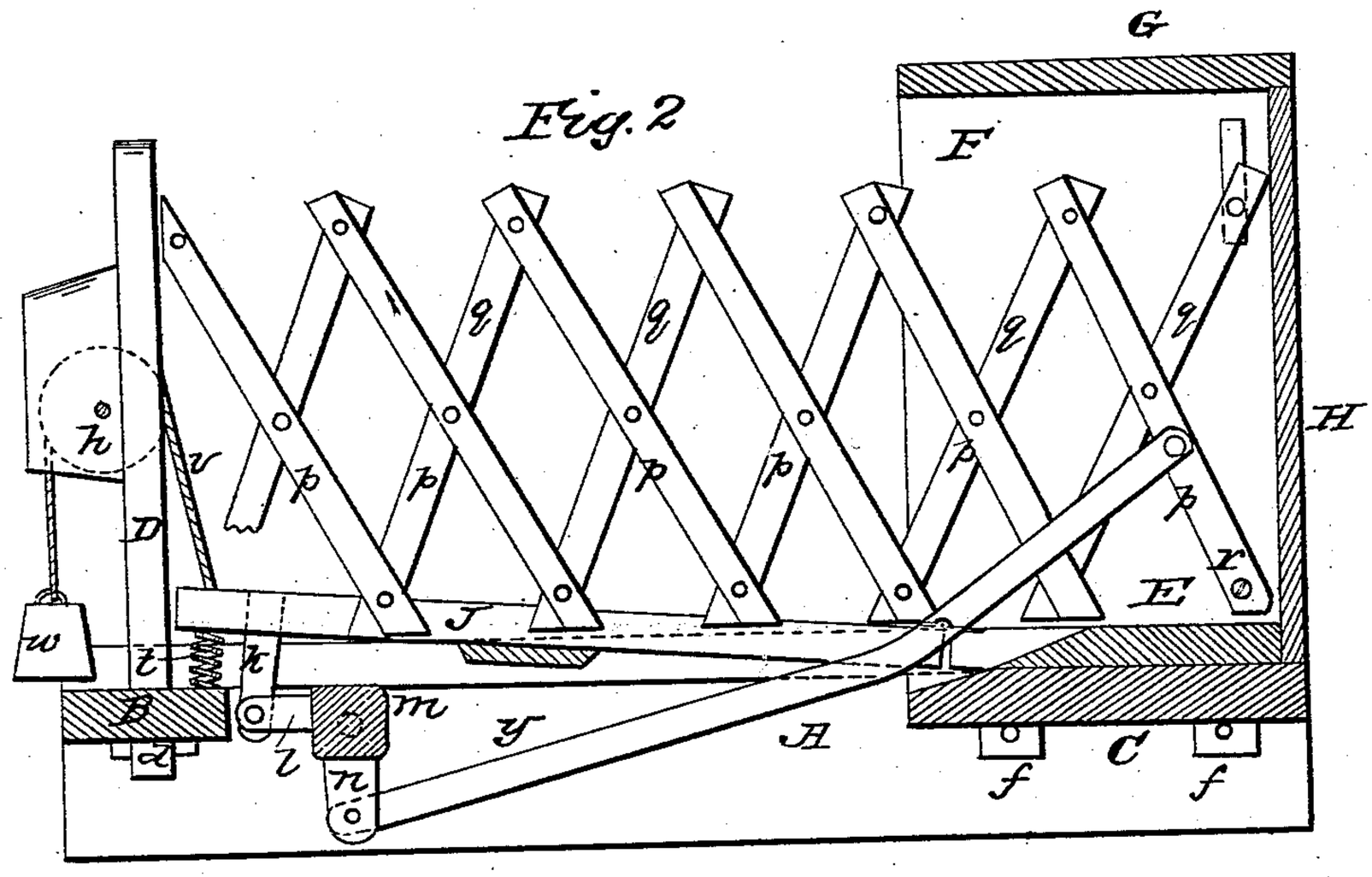


Fig. 2



Witnesses
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United States Patent Office.

WINDSOR HOLDREDGE, OF OXFORD, NEW YORK.

Letters Patent No. 64,317, *dated April* 30, 1867.

GATE.

The Schedule referred to in these Letters Patent and making part of the same.

TO ALL WHOM IT MAY CONCERN:

Be it known that I, WINDSOR HOLDREDGE, of Oxford, in the county of Chenango, and State of New York, have invented an improved Gate for farm and other purposes; and I do hereby declare that the following is a full and exact description thereof, reference being had to the accompanying drawings, which form a part of this specification—

Figure 1, being a top view of said gate; and

Figure 2 a section in the line *x* of fig. 1.

The same letters refer to corresponding parts in each of the drawings.

My improved gate is constructed of slats *p q*, united with each other by central and end pivots on what is known as the "lazy-tongs" principle. The sustaining, guiding, and protecting framework of my said improved gate is composed of the following parts, viz:

Parallel beams A A; transverse connecting timbers B C; the side gate-post D, rising from its connection with the transverse timber B; the side gate-box, composed of upright casings F F, which rise from their connection with the transverse timber C, and which are connected at their upper ends by the cover G, and at their outer edges by the vertical casing H, all as represented in the drawings, or substantially the same. A thick plank, E, is placed upon and firmly secured to the transverse timber C, and to the inner edge of this plank the two operating platforms J J, which extend across the roadway, are hinged. Suitable ways, for guiding and supporting the slatted gate, are located between the inner edges of the platforms J J. The said hinged platforms J J are connected with the gate *p q* in such a manner that the depression of the vibrating ends of either platform will depress the other, and such depression will so act upon the gate as to condense it to its smallest compass within the side box F G H, and thereby open the roadway between said box and the gate-post D. The elevation of the vibrating ends of the said platforms J J, by means of either springs or weights, will instantly expand the gate across the roadway, and force its outer slats, *p q*, firmly against the gate-post D, as represented in the drawings. Motion is communicated from the platforms J J directly to the extreme inner gate-slat *p*, in the manner represented in fig. 2, viz, the transverse shaft *m*, whose pivots work in apertures in the side beams A A, is connected to the platforms J J by means of its horizontally projecting levers *l l*, that are jointed to short arms *k k*, which descend from the vibrating ends of said platforms, whilst the lever *n*, which descends vertically from said shaft, is jointed to one end of the long crooked lever *y*, whose opposite end is jointed to the innermost slat *p* of the gate. It will, therefore, be readily perceived that the thrust of the lever *y* will condense the gate by carrying its component jointed slats into a nearly vertical position, and that a drawing action exerted upon said lever will produce an expansive action upon said gate by bringing its slats into an inclined position. The platforms J J may be kept at their extreme point of elevation, and the gate thereby kept in the expanded position represented in the drawings, by means of strong springs, *t t*, placed between the said platforms and the transverse timber B; or the said platforms may be kept in an elevated position by means of cords *v*, and a weight, *w*, substantially as represented in the drawings. The weight or springs must be so graduated in their action upon the platforms J J that the stepping of the forward feet of a horse or an ox thereupon will depress the platforms, and thereby throw the gate into its side receiving box, and retain it there until the weight has been removed from the platforms by the passage over the same of the horses or oxen and whatever vehicle may be attached to them.

What I claim as my invention, and desire to secure by Letters Patent, is—

Connecting the expansible and contractible gate *p q* with the hinged platforms J J, by means of the descending arms *k k*, the horizontal levers *l l*, the horizontal shaft *m*, the vertical arm *n*, and the crooked lever *y*, in such a manner that the depression and elevation of either of said platforms will operate said gate, substantially in the manner herein set forth.

The aforegoing specification of my improved gate for farm and other purposes, signed and witnessed this 22d day of February, 1867.

WINDSOR HOLDREDGE.

Witnesses:

HORATIO H. COOKE,

JONAS RANDALL.