

P. Mougey.

Farm Gate.

N^o 83,197.

Patented Oct. 20. 1868.

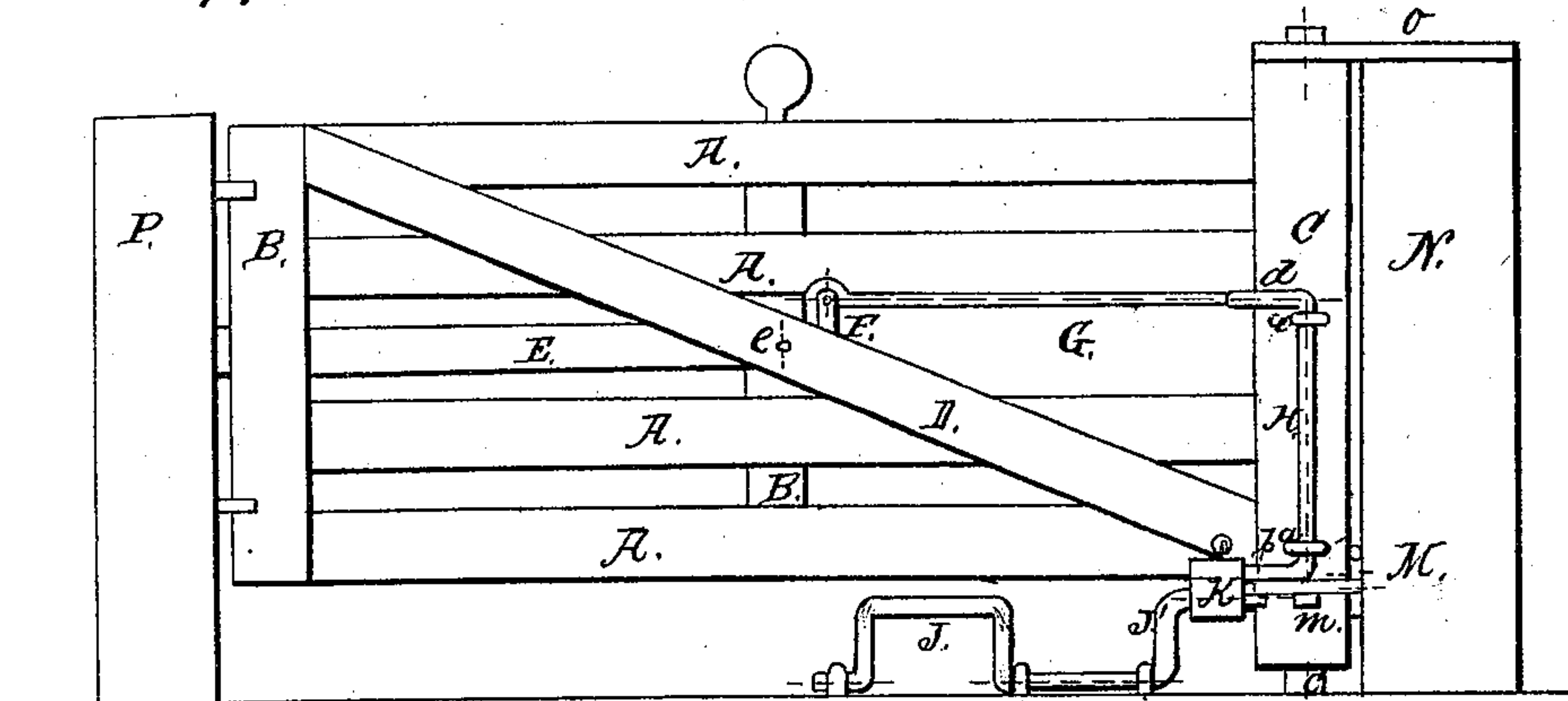


Fig. 1.

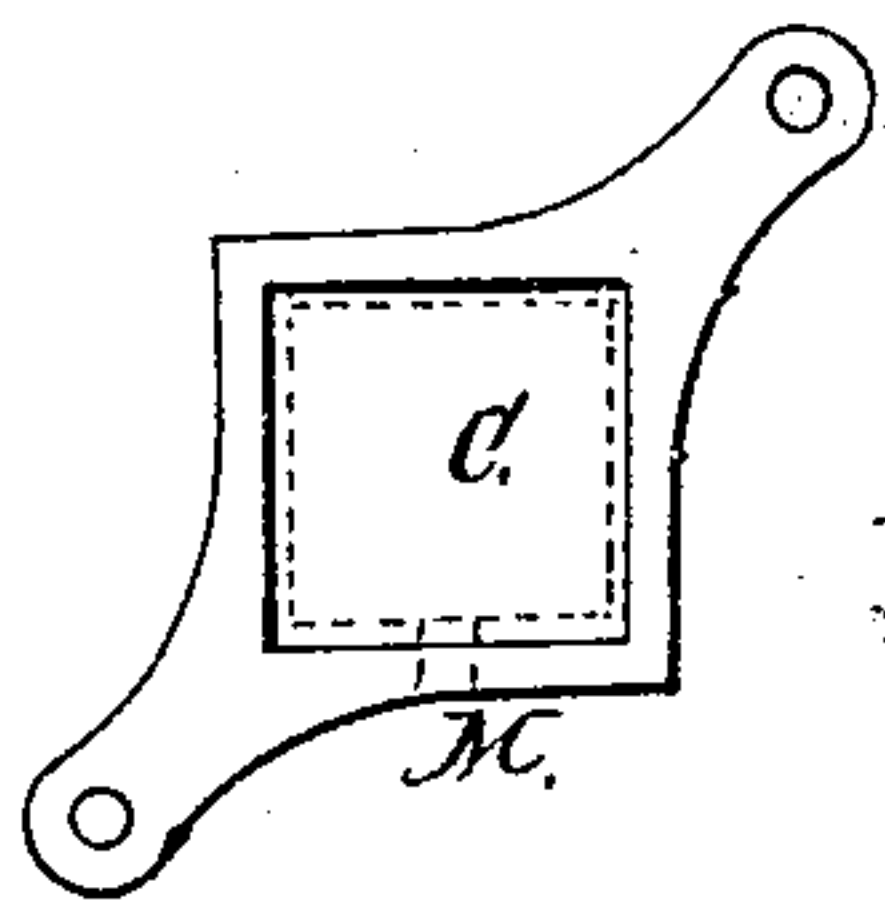


Fig. 3.

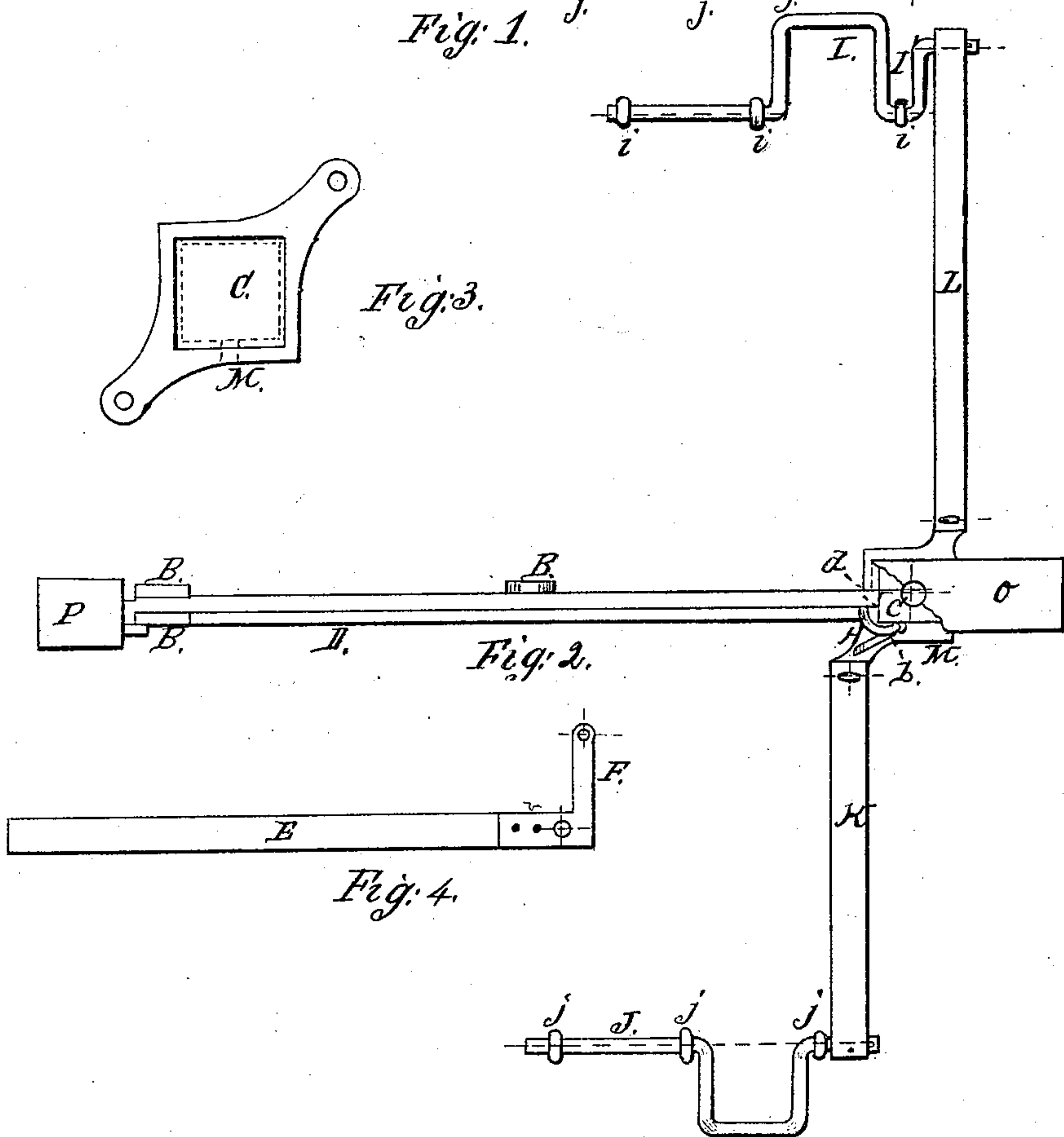


Fig. 2.

Fig. 4.

Witnesses.

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PETER MOUGEY, OF MARSHALLSVILLE, OHIO.

Letters Patent No. 83,197, dated October 20, 1868.

IMPROVEMENT IN FARM-GATES.

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, PETER MOUGEY, of Marshalls-ville, in the county of Wayne, and State of Ohio, have invented new and useful Improvements in Farm-Gates; and I do hereby declare that the following is a full, clear, and exact description of my invention, reference being had to the accompanying drawings, forming a part of this specification, and to the letters of reference marked thereon, of which drawings—

Figure 1 is an elevation of my improved gate.

Figure 2 is a plan of the same.

Figure 3 is a plan of the operating gate-plate.

Figure 4 is an elevation of the gate-latch.

The nature of my invention consists in the peculiar arrangement of mechanism, by which the gate is unlatched and opened, or closed and latched, by the action of carriage-wheels on suitably-arranged levers, whereby I am enabled to open and close the gate without leaving the carriage, with very simple mechanism, which is sure in its operation, and not liable to get out of repair.

To enable others skilled in the art to make and use my invention, I will proceed to describe its construction and operation.

The gate, shown in drawings, is of an ordinary form, and is composed of the main post C, rails A A, battens B B B, and cross-brace D.

It is hung on the gate-post N, by means of the board O, the lower end, c, being arranged in a suitable step, or it can be hung to said gate-post by any other suitable means, if preferred.

The gate-latch E is hung on a bolt, e, arranged in the cross-brace D, and centre batten B, and latches into a notch in the latch-post P.

The carriage-levers I J are made in the form shown, and are arranged in eyes or staples, i i, j j, on stones or sills, at such a distance from the gate, that the wheels of the carriage shall strike the carriage-levers before the horse comes up to the gate and on the side towards which the gate swings, at such a distance from the gate, that the gate can swing open, clear of the horse.

The operating gate-plate M sets over the main gate-post C, as shown in figs. 1 and 2, and is supported by pins m in said main post.

The crank-parts I' J' of the carriage-levers I J, and the gate-plate M, are connected by the rods L K, as shown.

The gate-plate M, shown in detail in fig. 3, has a square hole, a little larger than the post C, so that said plate can have a small motion, before acting on the gate B A D C.

A rod, H, is hung, by eyes or staples a a, on the post C, and on the lower end has a crank, b, the end of which is inserted in the plate M, as shown in figs. 1 and 2, while the upper end is provided with a double crank, d, which sets around the main post C, and is attached

at the end, by a rod, G, to the arm F, on the gate-latch E.

Having thus fully described the construction of my gate, the operation is readily seen.

The gate being closed, as shown in drawings, and a carriage coming towards it from either direction, the wheel of the carriage strikes the upright part of one of the levers I or J, and forces this part of the lever to turn down, thereby producing a motion of the cranks I' J', and, through the action of the rods L K, causing a motion of the operating gate-plate M.

The first motion of this plate causes a motion of the crank-rod b H d, through the action of the crank b, which is attached to it, which causes the crank d to draw on the rod G, and, through the action of the arm F, raises the end of the latch E from the latch-notch in the latch-post P, thus unlatching the gate.

The gate being thus unlatched, the action of the plate M on the main post C, causes the gate to open.

Then, on driving through the gate, the carriage-wheel is driven against the upright part of the carriage-lever on the other side, which causes the gate to close and latch, by a motion of the parts which will be easily understood, as it is simply a reverse of the motion just shown for opening the gate.

The lower part of the post C may be cased with iron, if desired, to prevent any undue wear by the plate M.

It is readily seen that the main post C of the gate may be of any desired cross-section, the plate M being then provided with a corresponding hole, of such size as to allow said plate a little play on the post C.

In case the post C is made round, a flange or projecting lip is made on its side, and a corresponding slot is made in the side of the hole in the plate M.

Having thus fully described my invention,

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

1. The operating gate-plate M, when constructed with a central hole, of the same shape and nearly the same size as the cross-section of the gate-post C, and used around said gate-post, and in combination with the rods L K and carriage-levers I I'; J J', substantially as and for the purpose herein specified.

2. The peculiar arrangement and combination of the latch E with arm F, the rod G, double crank-rod d H b, and gate-plate M, the several parts being constructed and arranged as shown, and used in combination with the gate C A B D, and latch-post P, substantially as and for the purpose herein specified.

As evidence that I claim the foregoing, I have hereunto set my hand in the presence of two witnesses, this 2d day of May, A. D. 1868.

PETER MOUGEY.

Witnesses:

JACOB MOUGEY,
HENRY WINGER.