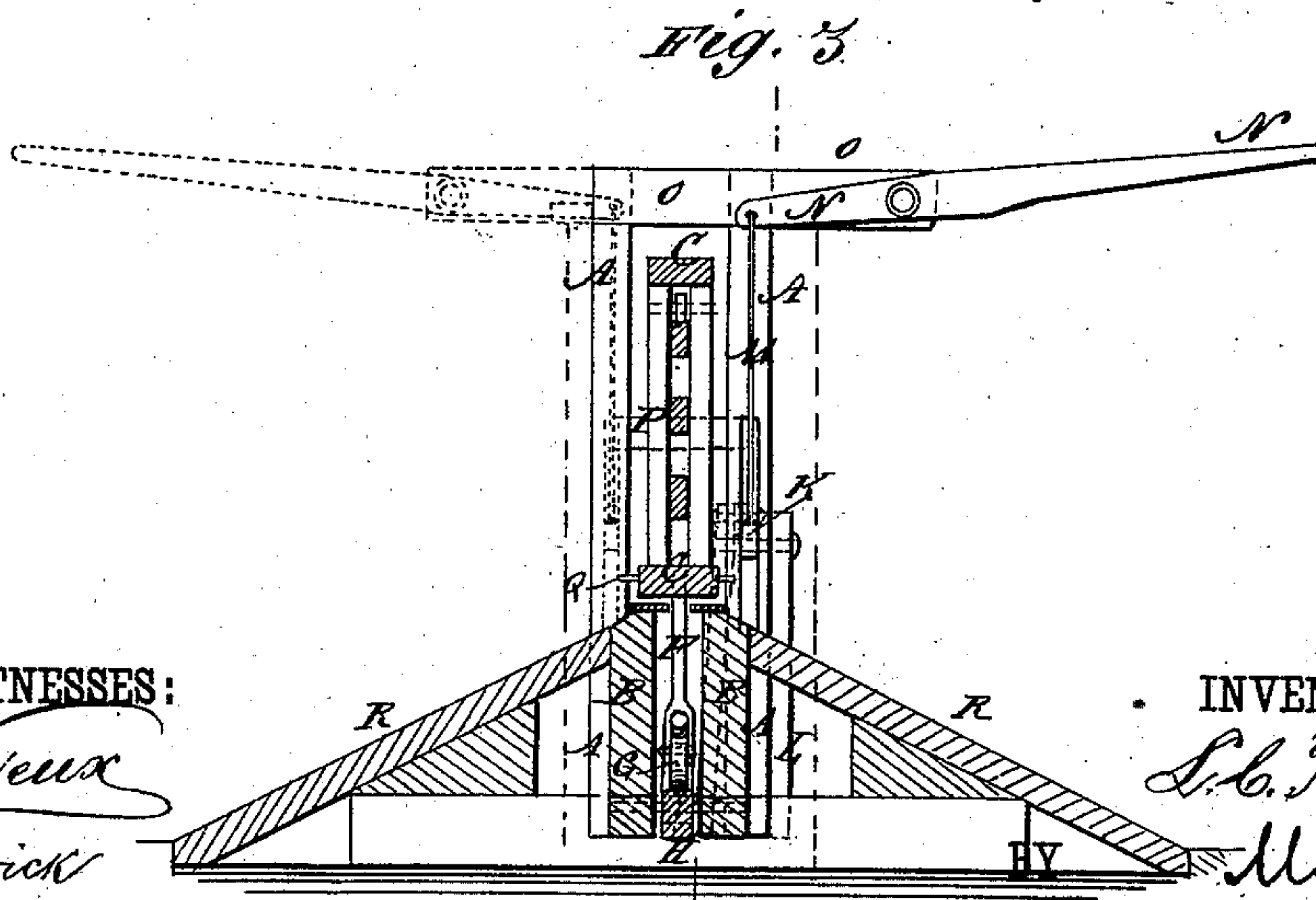
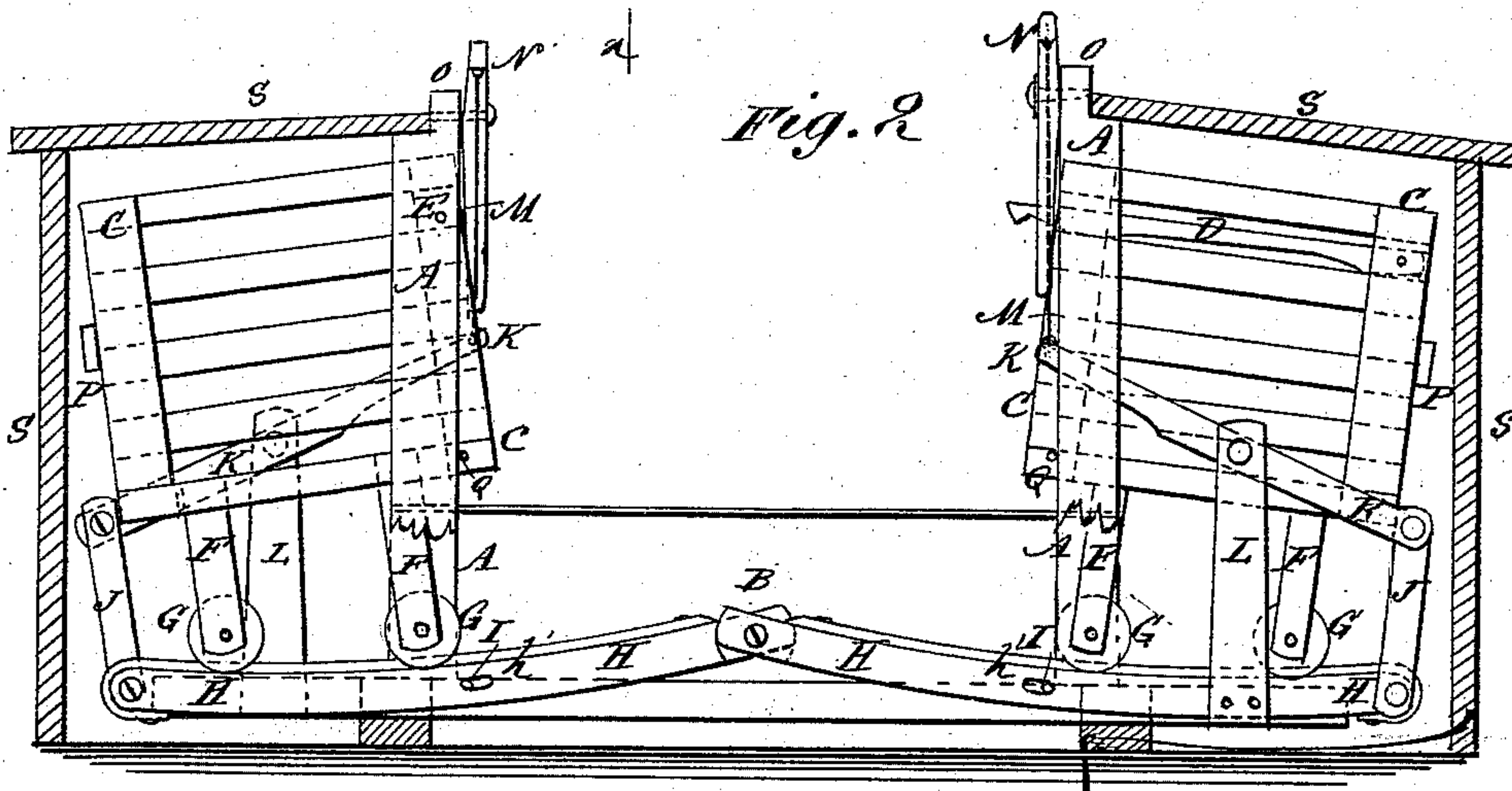
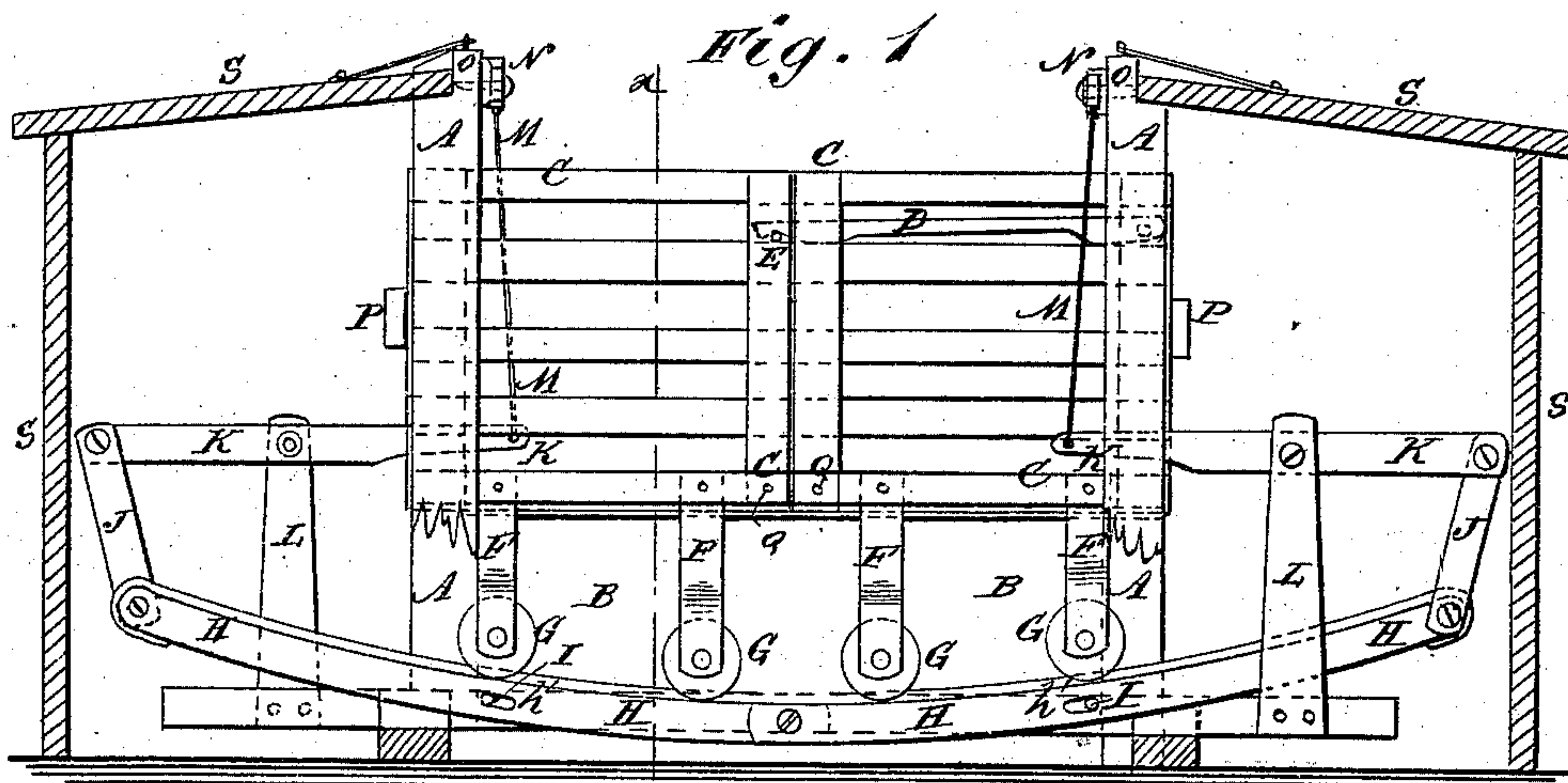


L. C. POPE.
Farm-Gate.

No. 215,393.

Patented May 13, 1879.



WITNESSES:
C. Neveu
C. Sedgwick

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UNITED STATES PATENT OFFICE.

LEWIS C. POPE, OF PAOLA, KANSAS.

IMPROVEMENT IN FARM-GATES.

Specification forming part of Letters Patent No. **215,393**, dated May 13, 1879; application filed October 25, 1878.

To all whom it may concern:

Be it known that I, LEWIS C. POPE, of Paola, in the county of Miami and State of Kansas, have invented a new and useful Improvement in Farm-Gates, of which the following is a specification.

Figure 1 is a side view of my improved gate closed, parts being broken away to show the construction. Fig. 2 is a side view of the gate opened, parts being broken away to show the construction. Fig. 3 is a cross-section of the same, taken through the line *x x*, Fig. 1.

Similar letters of reference indicate corresponding parts.

The object of this invention is to furnish an improved gate which shall be so constructed that it may be conveniently opened and closed by a person upon horseback or in a vehicle, and which shall be simple in construction, convenient in use, and easily operated.

The invention consists in the combination of the arms and wheels, the rocking rails, and the connecting bars and levers with each other, and with the parallel planks, the pairs of posts, and the parts of the gate, as hereinafter fully described.

A are two pairs of posts set upon the opposite sides of the roadway, the posts of each pair being at such a distance apart as to receive between them a part of the gate. The corresponding posts A of the two pairs are connected by two parallel planks, B, set edgewise, and the upper edges of which are faced with metal plates to prevent them from being worn by the wheels of vehicles passing through the gateway.

The gate is made in two parts, C, which meet in the center of the gateway, where they are fastened together by a latch, D, attached to the one part, and which catches upon a pin or other catch, E, attached to the other part.

To the bottom bars of the parts C of the gate, near their ends, are attached arms F, which project downward between the planks B, and have grooved wheels G pivoted to their lower ends. The wheels G rest and roll upon bars or rails H, so formed as to fit into the grooves of the wheels G, and which are hinged to each other at their inner ends. The rails H are curved, and have short longitudinal slots *h'* formed in their middle parts to receive

the bolts I, by which they are pivoted to and between the planks B, near their lower corners. The slots *h'* allow the rails H to have the necessary longitudinal play as they are rocked upon the pivoting-bolts I.

To the outer ends of the rails H are pivoted the lower ends of the short connecting-bars J, the upper ends of which are pivoted to the outer ends of the levers K. The levers K are pivoted to the standards or supports L, set in the ground or attached to the frame-work of the gate. The forward parts of the levers K pass through and work in guide-slots in the alternate posts A, and to their inner ends, at the inner sides of the said posts A, are pivoted the lower ends of the connecting-rods M, the upper ends of which are pivoted to the inner ends of the levers N.

The upper ends of the posts A of each pair are connected by a cross-bar, O, which cross-bars project at one end upon the opposite sides of the gateway, and to the inner sides of the said projecting ends are pivoted the levers N. The free ends of the levers N project into such positions that they can be reached and operated by a person in a vehicle to open the gate before his horses have come in contact with it, and to close the gate after his vehicle has passed through the gateway.

With this construction, by lowering the free end of one of the levers N the outer ends of the rails H will be lowered and their inner ends raised, so that the parts of the gate will run outward or open by their own weight.

When the free end of one of the levers N is raised the outer ends of the rails H will be raised and their inner ends lowered, so that the parts C of the gate will run inward or shut by their own weight.

The parts C of the gate have blocks P, or other stops, attached to their outer ends, and pins or other stops, Q, attached to their lower inner corners, to strike against the posts A and prevent the said parts of the gate from going too far inward or outward.

The planks B and their attachments may be set in a trench in the ground; or they may be set upon the surface of the ground and provided with inclined floors R, so that vehicles can pass over them readily.

The outer ends of the rails H and the con-

necting bars and levers connected with them may be covered with boxes S, to protect them from being impeded by snow and sleet, and allow them to be operated with the same facility in winter as in summer.

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

The combination of the arms and wheels F G, the rocking rails H, and the connecting

bars and levers J M K N with each other, and with the parallel planks B, the pairs of posts A, and the parts C of the gate, substantially as herein shown and described.

LEWIS C. POPE.

Witnesses:

O. N. ^{his} × TINCHER,

^{mark.}
J. B. WILLER.