

(Model.)

L. FILSON.

GATE.

No. 244,802.

Patented July 26, 1881.

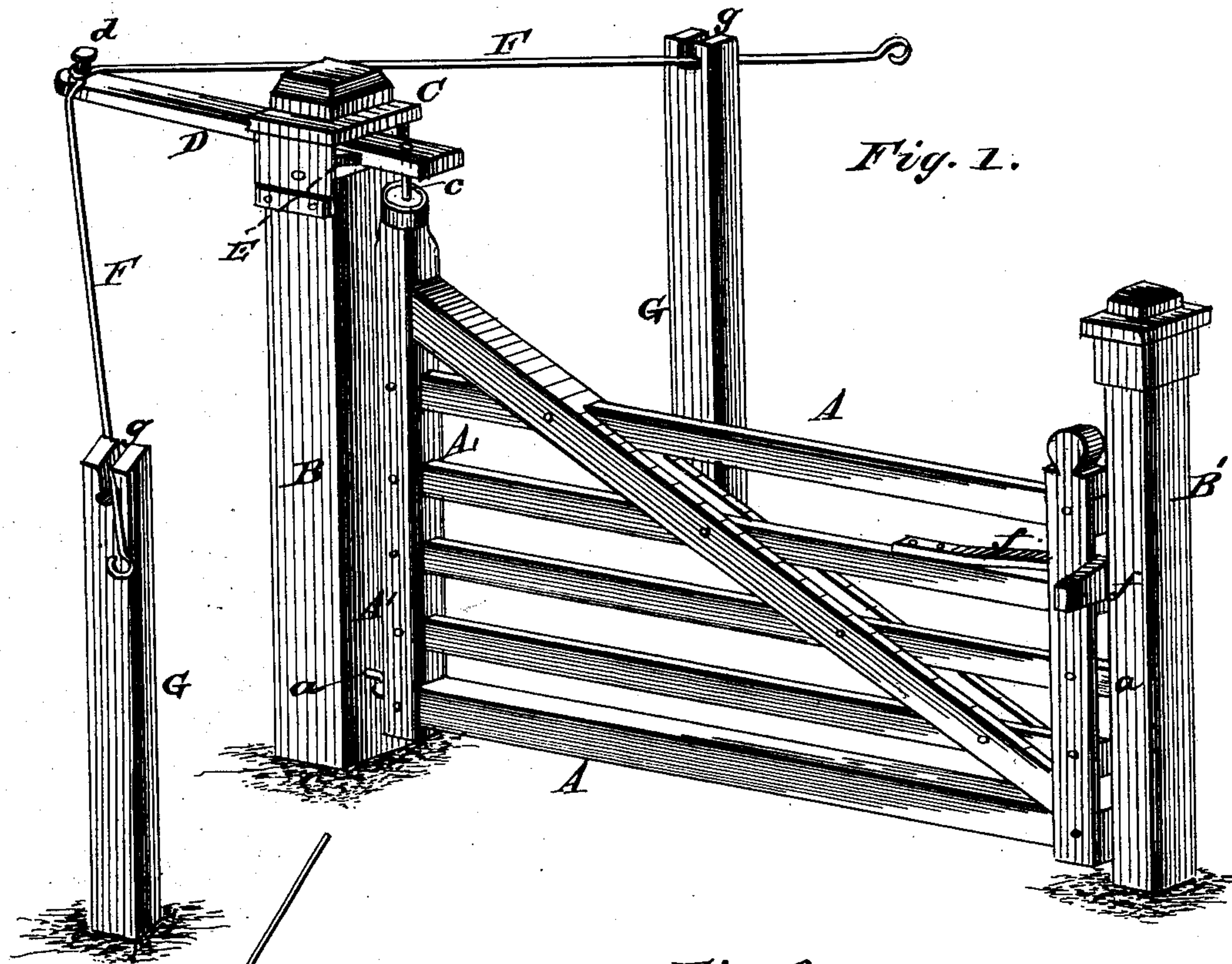


Fig. 1.

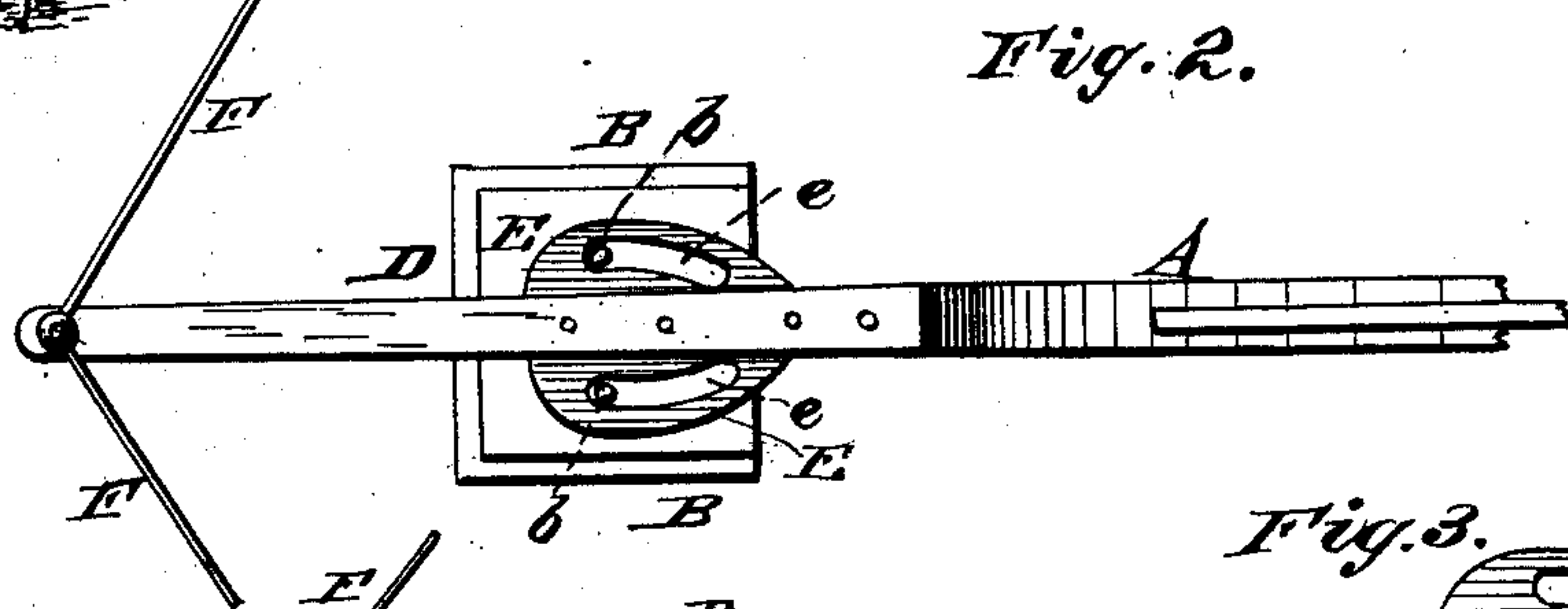


Fig. 2.

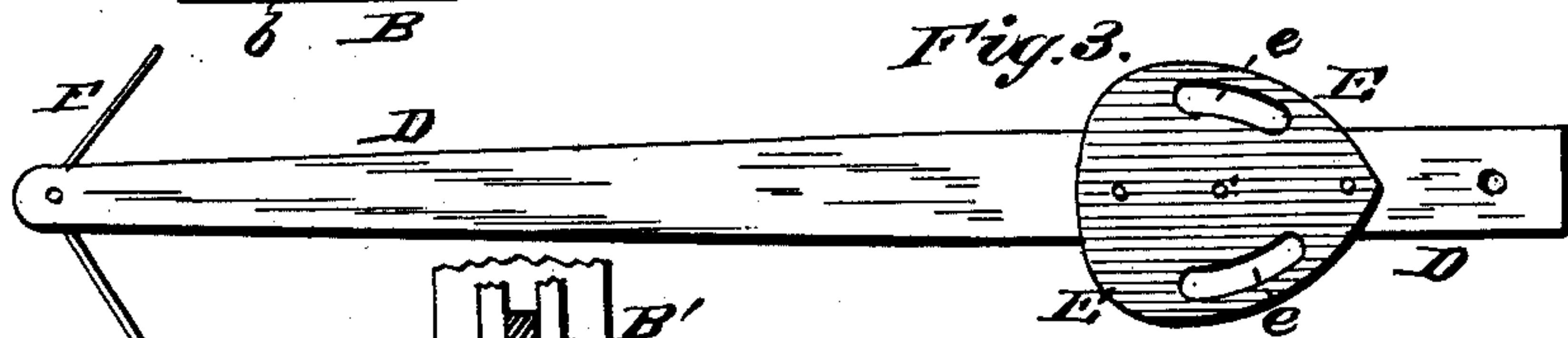


Fig. 3.

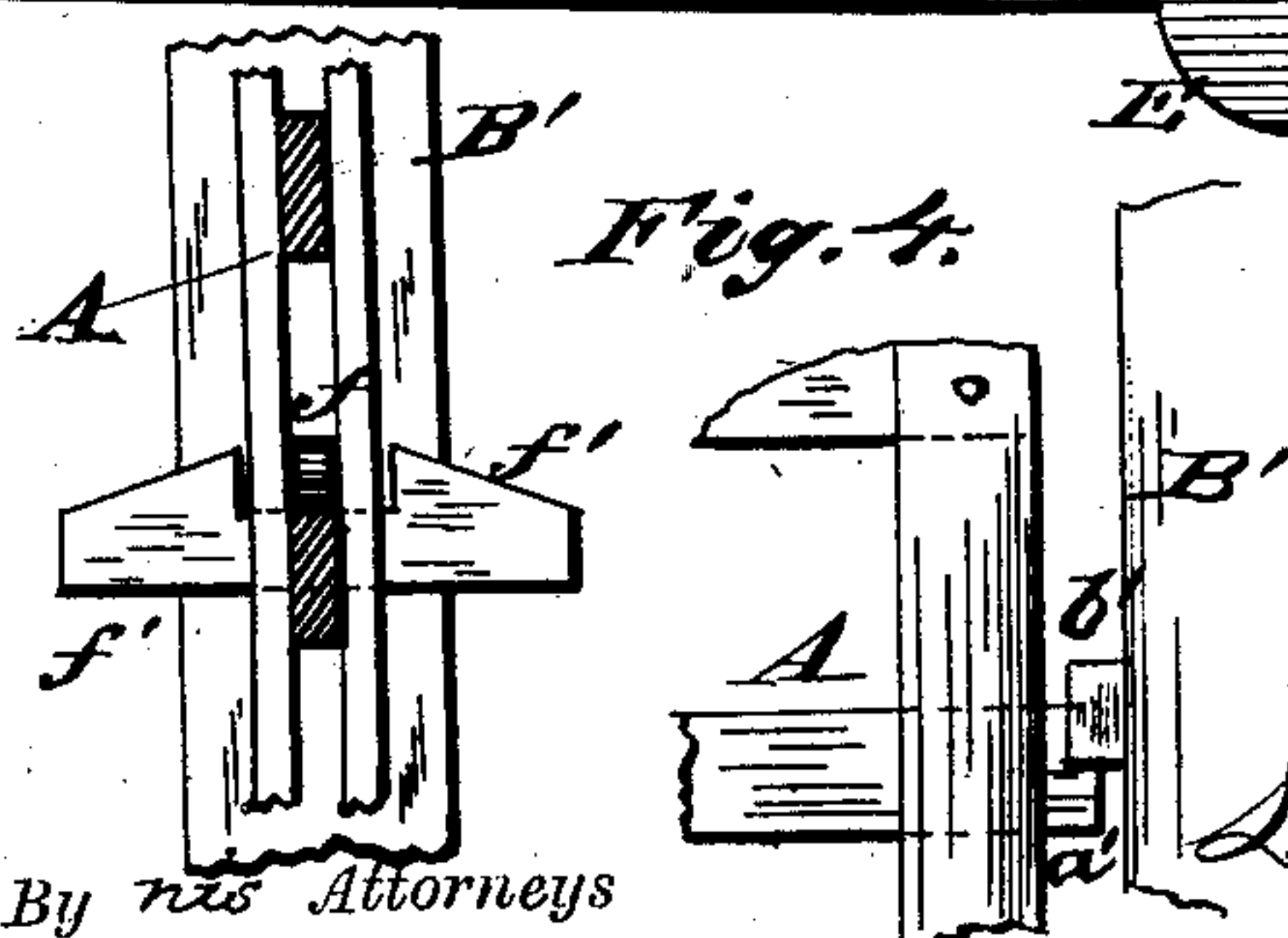


Fig. 4.

WITNESSES

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LEANDER FILSON, OF MAYSVILLE, ILLINOIS, ASSIGNOR OF ONE-HALF TO
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GATE.

SPECIFICATION forming part of Letters Patent No. 244,802, dated July 26, 1881.

Application filed May 31, 1881. (Model.)

To all whom it may concern:

Be it known that I, LEANDER FILSON, of Maysville, in the county of Pike and State of Illinois, have invented certain new and useful
5 Improvements in Gates; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference
10 being had to the accompanying drawings, which form a part of this specification.

This invention relates to devices for hanging gates in wagon or carriage roads so that they can be readily opened or closed by passengers without the necessity of alighting from their vehicles or from horseback; and the invention consists in the construction and arrangement of parts, as hereinafter more fully described and claimed.

20 In the annexed drawings, which fully illustrate the invention, Figure 1 is a perspective view of the gate with devices for operating the same. Fig. 2 is a plan view of the upper part of the gate and the gate-post, with caps removed,
25 showing lever and bearing-plate. Fig. 3 is a view of the under surface of the lever-handle and bearing-plate detached; and Fig. 4 is a detail of the gate-latch and catch on latch-post.

Like parts are denoted by like letters in the
30 several views.

The gate A is hung to the gate-post B at its lower part by a hinge, *a*. At its upper end the gate-post B is provided with a recessed cap-piece, C, beneath which are arranged in the
35 tops of the post the pins or pivots *b b* for engaging with slots in the metallic bearing-plate attached to the under surface of the lever D, which is perforated at its inner end for engagement with a pin or pivot, *c*, on the upper part
40 of the gate-upright A'. The metal bearing-plate E, attached to the lever or handle D, projects on each side beyond the same, and has a curved outline, as shown in Fig. 3. It is provided on each side with a curved guide-slot, *e*,
45 that engages with its corresponding pin or pivot *b* at the top of the gate-post. These pins and slots are so arranged that when the lever-handle D is moved to open or close the gate the pin or slot on each side of the handle serve
50 alternately as a pivot and guide.

Attached to a stud, *d*, at the extremity of the longer end of the lever D, are operating-rods F F, which extend to posts G G, placed at the side of the road in opposite directions from the gate. These parts are provided at their upper
55 ends with openings *g g*, through which the rods F F pass. It will be seen that a person desiring to open or close the gate without alighting from a wagon or horseback may readily do
60 so by drawing upon either of the rods F.

In opening the gate the movement of the lever D causes the gate to be raised slightly, so as to disengage its spring-latch *f* from the catch *f'* on the latch-post B', when the gate
65 instantly swings open in a direction opposite to that in which the rod F is drawn. After passing through the gate, it may be closed by drawing gently upon the opposite rod, which causes the gate to swing to a closing position,
70 in which the spring-latch *f* engages with the catch *f'*. Beneath the catch *f'*, on the latch-post B', is a stop, *b'*, which engages with a projecting end, *a'*, of one of the horizontal gate-bars, and thus insures locking of the gate by
75 preventing it from swinging too far. The gate, when standing open, is in a perfectly horizontal position, as well as when closed, and is supported entirely by the hinge *a* and the end of the lever D engaging with the pin *c* at the
80 top of the main gate-upright A'. If desired, chains or ropes may be substituted for the operating-rods F F; but the latter are preferable, as being less liable to get out of order, and also because they enable the gate to be both
85 opened and closed from either side.

Having thus fully described my invention, what I claim is—

1. The combination, with a gate and suitable devices for opening and closing the same without alighting from a wagon or horseback,
90 of a metallic bearing-plate attached to a lever at the top of the gate-post beneath a recessed cap-plate, and provided with curved guide-slots adapted to engage with pins or pivots in the top of said post, substantially as and for
95 the purpose specified.

2. The combination, with the gate A and post B, connected near the bottom by a hinge, *a*, of the lever D, adapted to connect with a pivot, *e*, on the gate-upright, and having at
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tached thereto a metallic bearing-plate, E, provided with guide-slots *ee*, engaging with pivots *b b* in the top of the gate-post beneath a recessed cap-plate, C, substantially as and for
5 the purpose set forth.

3. The combination of the gate A, having hinge *a* and upright A', provided with pivot *e*, gate-post B, having recessed cap-plate C and pins or pivots *b b*, lever D, provided with metallic bearing-plate E, having curved guide-
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slots *ee*, and rods F F, or equivalent operating devices, supported in posts G G, substantially as and for the purpose described.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in
15 presence of two witnesses.

LEANDER FILSON.

Witnesses: .

WILLIAM H. LAIRD,
NATHANYEL CARNES.