

(No Model.)

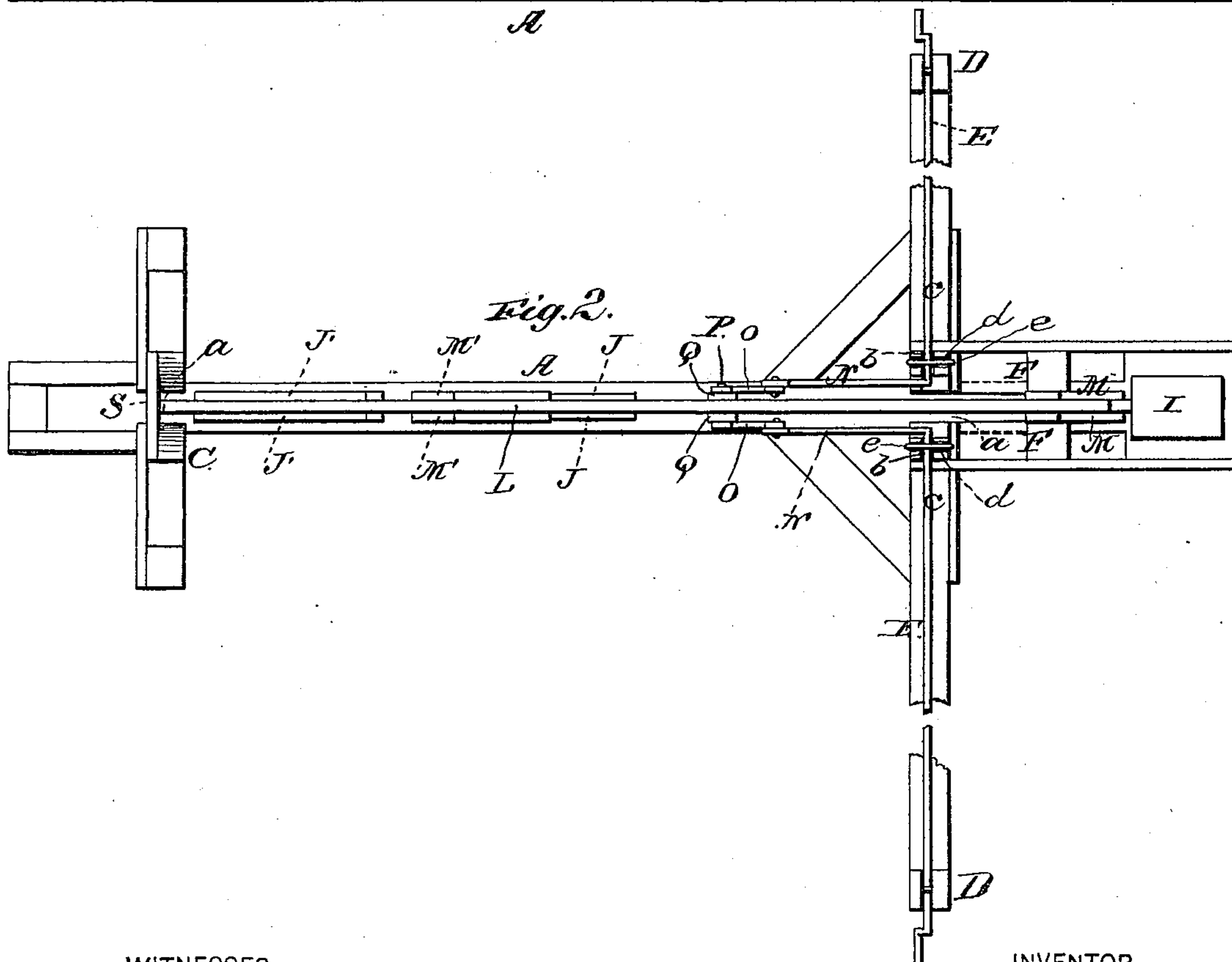
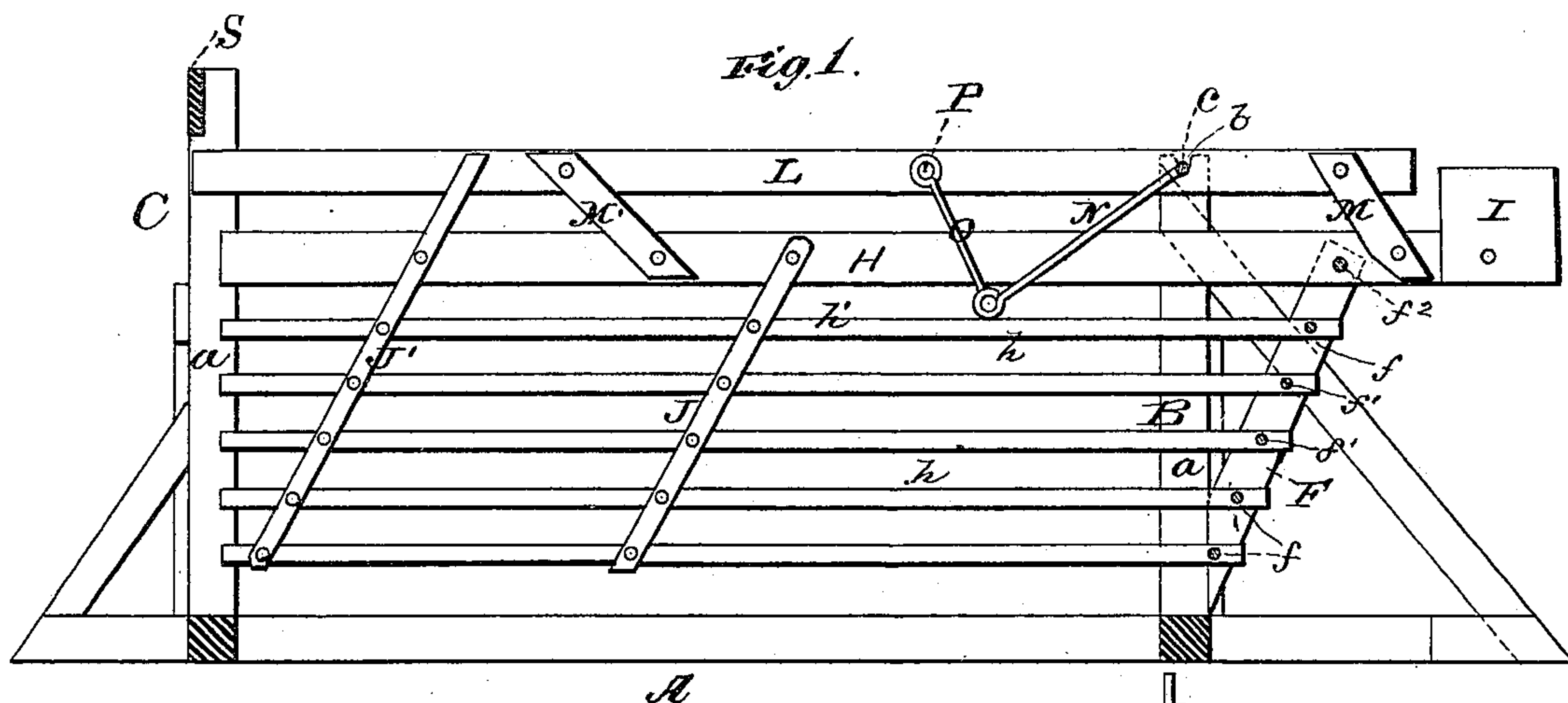
2 Sheets—Sheet 1.

R. B. SMITH & W. CURRY.

GATE.

No. 248,807.

Patented Oct. 25, 1881.



WITNESSES
E. H. Bates
Philip Massi.

INVENTOR
William Curry
R. B. Smith -
by Anderson & Smith
their ATTORNEYS

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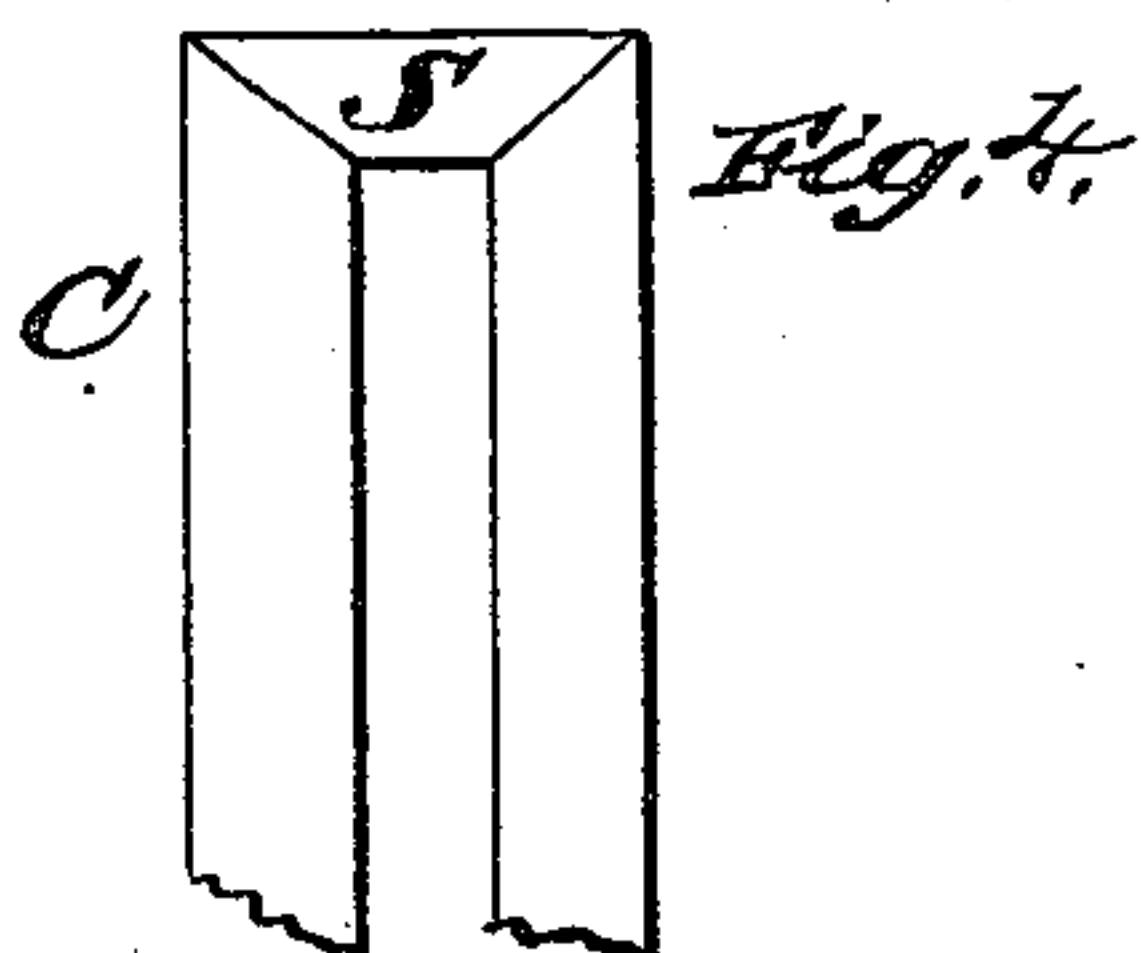
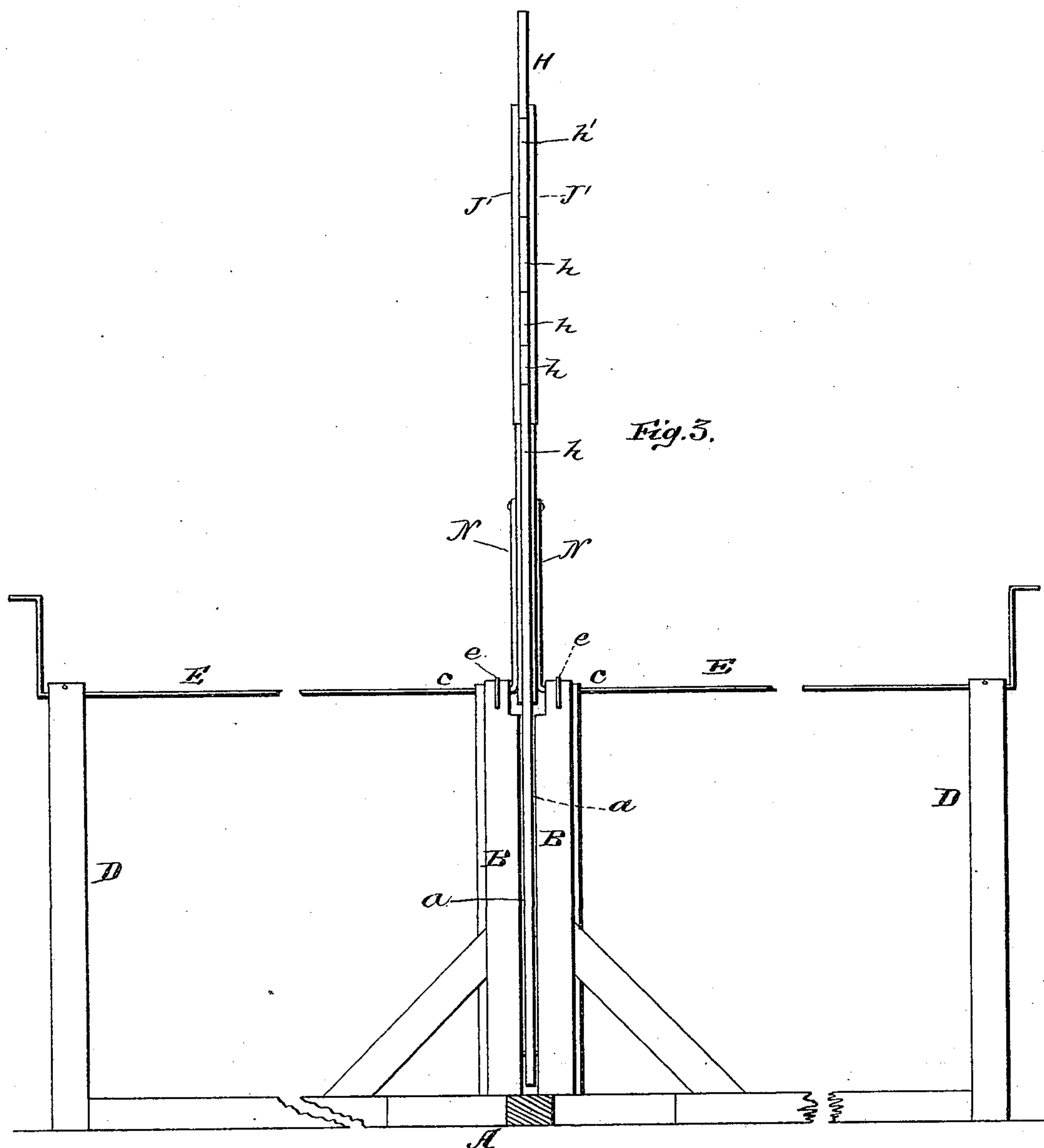
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UNITED STATES PATENT OFFICE.

ROBERT B. SMITH AND WILLIAM CURRY, OF GAINESVILLE, TEXAS.

GATE.

SPECIFICATION forming part of Letters Patent No. 248,807, dated October 25, 1881.

Application filed August 23, 1881. (No model.)

To all whom it may concern:

Be it known that we, ROBERT B. SMITH and WILLIAM CURRY, citizens of the United States, residents of Gainesville, in the county of Cooke and State of Texas, have invented a new and valuable Improvement in Gates; and we do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a representation of a longitudinal section of our device. Fig. 2 is a plan view, and Fig. 3 is a rear view, showing the gate in a raised position; and Fig. 4 is a detail view, showing the incline of posts C.

This invention has relation to farm-gates; and it consists in the novel construction and arrangement of the posts, the latch-bar pivoted to the main rail by inclined braces and operated by a rock-shaft and push-arms inclined in a direction opposite to that of the inclined braces, weight-box, and cranks for operating the rock-shaft to open and close the gate, as will be more fully hereinafter described, and set forth in the claims.

Referring by letter to the accompanying drawings, A designates the base or sill portion of the gate, from which the double posts B and C rise and are braced, as shown, or in any other suitable manner, so that the base may be staked down, and the gate may be rendered portable by withdrawing the stake and disconnecting the crank-rod from the auxiliary posts D D, which are located sufficiently far from the rear gate-posts, B, to permit a vehicle to be driven up to the cranks of the rock-shaft E, and permit the gate to be opened, passed through, and closed by operating the cranks from the vehicle without alighting therefrom.

The double posts B and C have spaces *a* between them, in which the gate works in being raised and lowered. The tops of the uprights of the double post C are beveled inwardly, as shown, to insure the falling to place of the latch-bar, hereinafter described. The rear gate-post, B, is provided in its upper end with vertical transverse recesses *b*, which form bearings for the horizontal arms *c* of the rock-shaft E, and intersecting shallow recesses or grooves *d*, provided with wires *e*, which secure the arms

c of the rock-shaft E in place in their respective recesses *b*. A double brace, F, perforated at *f* to receive wires *f'*, by which the rear ends of the lower gate-rails, *h*, are pivoted, inclines upwardly, outwardly, and back from the rear of the rear vertical post, B, and also have the main rail H pivoted between them near its rear end by a bolt, *f*². The lower rails, *h*, are of unequal length, the top rail, *h'*, of these lower rails being the longest, the length of the rails decreasing downward in the line of the inclined double brace F, which sets at an angle of about fifteen degrees to the rear post, B.

The main rail H extends rearwardly between the tops of the double brace F, and is provided at its rear end with a weight-box, I. Inclined braces J J' are pivoted to each side of the lower rails and to the upper or main rail, H, as shown, the tops of the inclined braces J' extending above the main rail H far enough to embrace the latch-bar L. This latch-bar projects slightly forward of the front ends of the main and other rails, and is secured above the main rail H by inclined braces M M', one nearly midway of the gate and the other near the weight-box I.

The rock-shaft has arms N inclining downwardly and forwardly on each side of the latch-bar L and main rail H to a point about even with the upper one of those termed "lower rails." At this point a joint is formed, with upwardly and slightly inclined arms O, which are pivoted to the latch-bar L by a headed pin, P, and washers Q Q. The front double post, C, has a stop, S, at its top, at the front, to prevent the gate from being raised by pressure from below, such as may be exerted by small stock in their endeavors to force an entrance beneath the gate. By this construction the gate may only be opened by drawing back the latch-bar L so that it will clear the stop S.

The auxiliary posts D D are not secured to the sill portion of the gate, but are sunk in post-holes at a proper distance from the sill portion.

In operation a vehicle may be driven up, or a horseman may ride up to either of the cranks, and the operator may turn the crank to raise the gate. The first action of the rock-shaft and arms is to withdraw the latch-bar from beneath the stop S, and the continued turning forward of the crank will raise the gate to a vertical position between the rear post and

double brace. After having passed through, a reverse movement of the crank will lower and close the gate.

Having thus fully described our invention, what we claim as new, and desire to secure by Letters Patent, is—

1. In a farm-gate, the combination, with the double posts B and C and the double brace F, of the pivoted gate-rails secured by pivoted inclined braces to the weighted main rail H, and the latch-bar L, connected to the main rail H by forwardly-inclined braces, and operated by the rock-shaft E, having downwardly-inclined arms N and upwardly-inclined arms O connected to the latch-bar, substantially as specified.

2. In a farm-gate, the combination, with the weighted main rail H and the latch-bar L, pivoted above the same by forwardly-inclined braces, of the rock-shaft E, having the forwardly-downward inclined arms N and the upwardly-inclined arms O connected to the latch-bar, substantially as specified.

In testimony that we claim the above we have hereunto subscribed our names in the presence of two witnesses.

ROBT. B. SMITH.
WILLIAM CURRY.

Witnesses:

A. E. DODSON,
B. J. APPERSON.