

(No Model.)

J. F. COPPOCK.

GATE.

No. 253,982.

Patented Feb. 21, 1882.

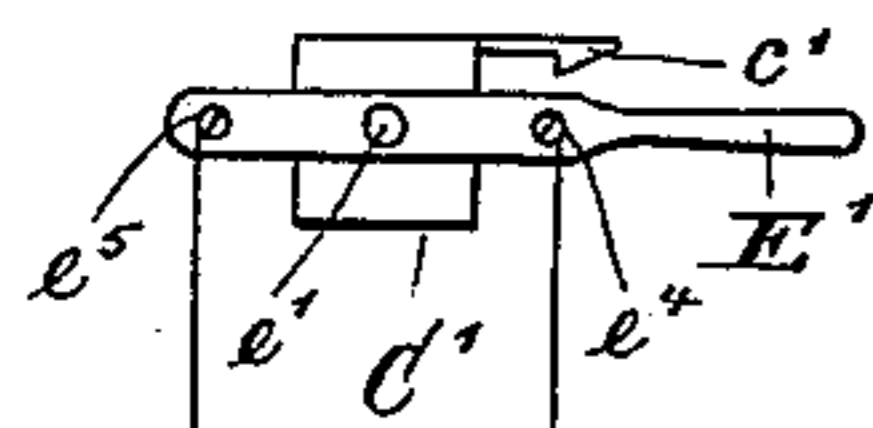


Fig. 1.

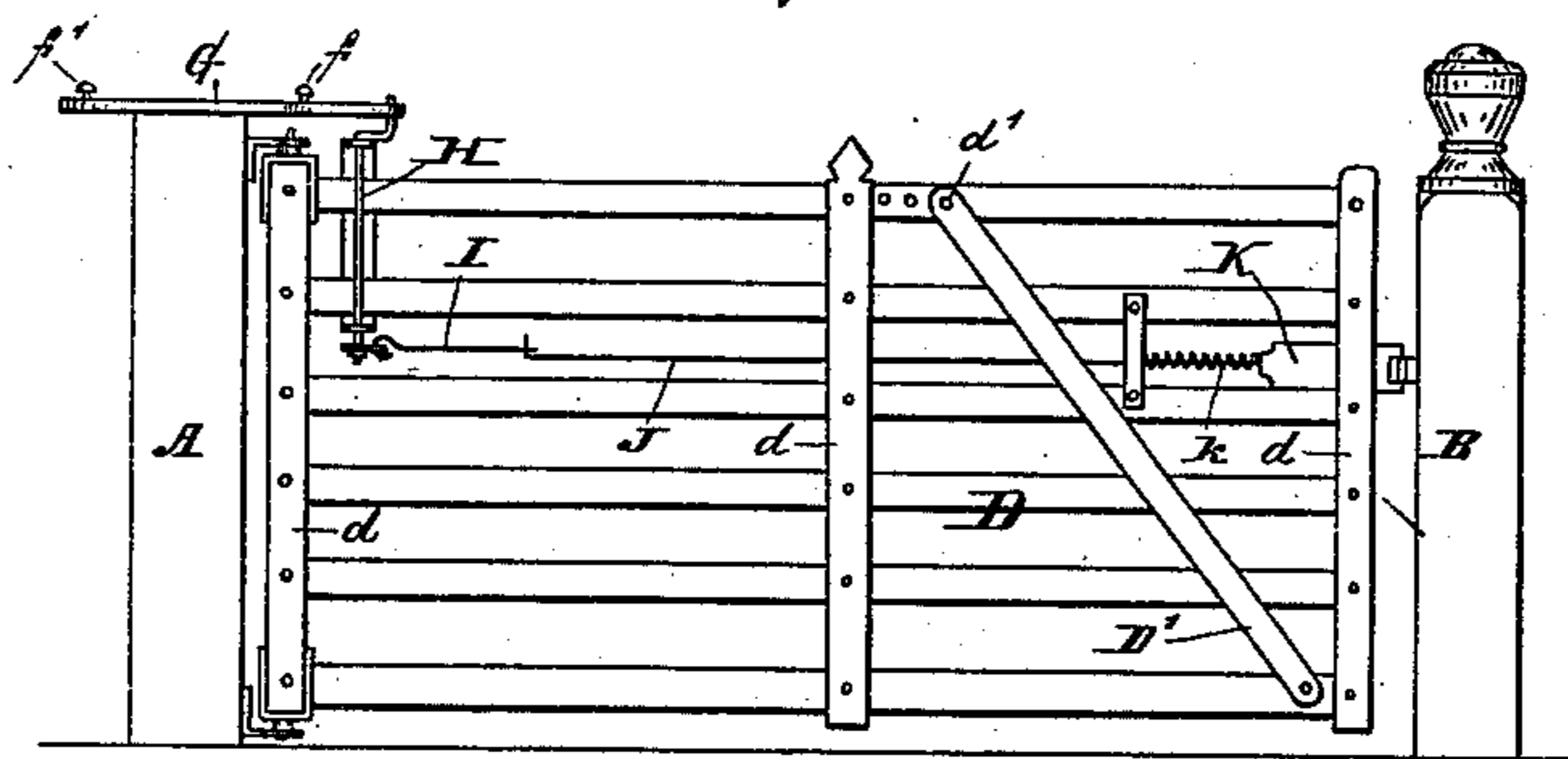


Fig. 3.

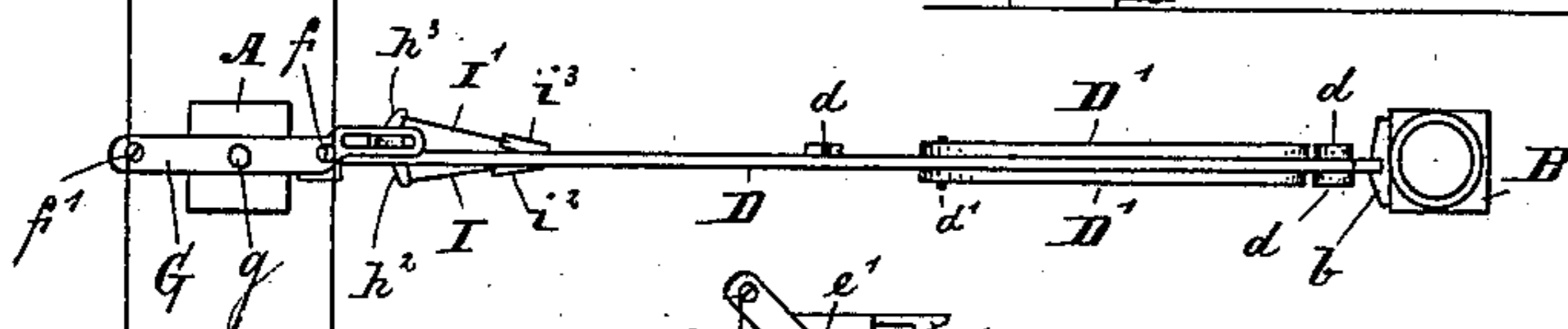


Fig. 2.

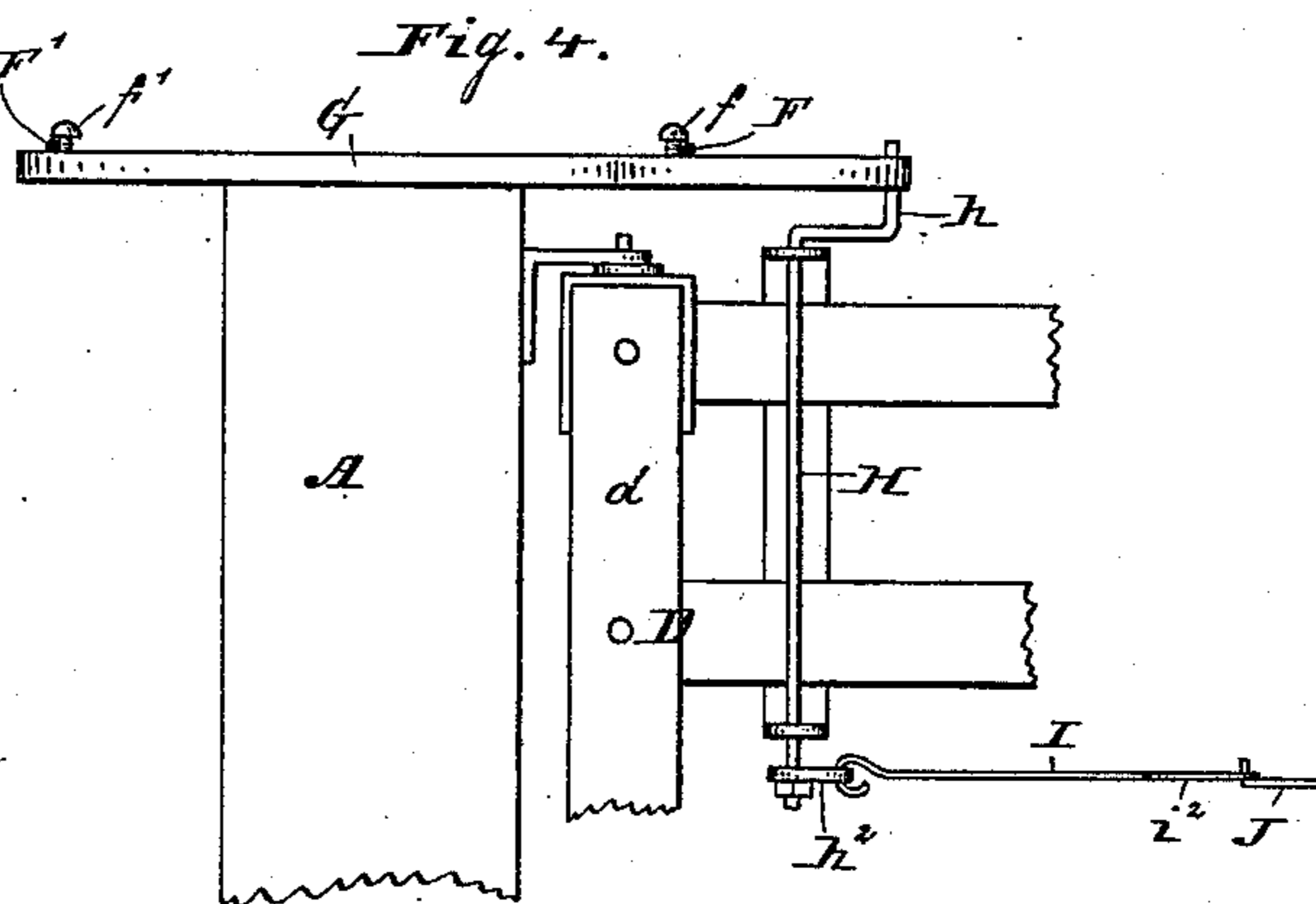


Fig. 4.

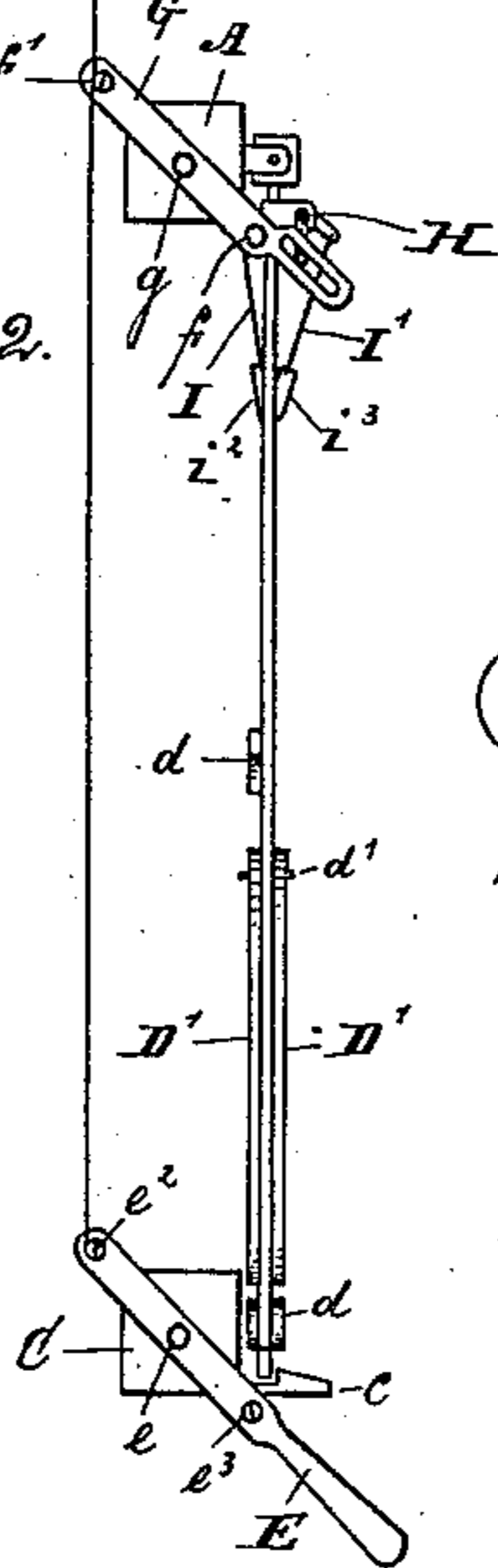


Fig. 5.

WITNESSES.

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# UNITED STATES PATENT OFFICE.

JOHN F. COPPOCK, OF WEST NEWTON, INDIANA, ASSIGNOR OF ONE-HALF  
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## GATE.

SPECIFICATION forming part of Letters Patent No. 253,982, dated February 21, 1882.

Application filed September 21, 1881. (No model.)

*To all whom it may concern:*

Be it known that I, JOHN F. COPPOCK, of the town of West Newton, county of Marion, and State of Indiana, have invented certain new and useful Improvements in Gates, of which the following is a specification.

My said invention relates to that class of gates which may be opened by means of mechanism and are adapted to swing in both directions, thus allowing them to move from instead of toward the advancing team while being operated; and it consists of the construction and arrangement of mechanism hereinafter particularly described.

Referring to the accompanying drawings, which are made a part hereof, and on which similar letters of reference indicate similar parts, Figure 1 is a top or plan view of a gate embodying my improvements when in closed position; Fig. 2, a similar view thereof when in open position; Fig. 3, a side elevation of the closed gate; Fig. 4, an enlarged view of the operating mechanism and surrounding parts when in the position shown in Figs. 1 and 3; and Fig. 5, a plan view of said mechanism on the same scale and in the same position.

In said drawings, the portions marked A represent the post to which the gate is hung; B, the post against which it rests when shut; C C', the post against which it rests when open; D, the gate; E E', levers for opening the gate; F F', rods connecting said levers to that part of the mechanism near to or upon the gate; G, a bar pivoted on top of the post A by a pivot, *g*, and provided with a slot, *g'*; H, a vertical rod or lever, having a crank, *h*, upon its upper end and two arms, *h*<sup>2</sup> *h*<sup>3</sup>, upon its lower end; I I', rods attached to the arms *h*<sup>2</sup> *h*<sup>3</sup>, and provided with loops or slots *i*<sup>2</sup> *i*<sup>3</sup> upon their other ends; J, a rod connecting the rods I I' with the gate-latch, and K a spring-mounted gate-latch, which holds the gate in position after it has been opened or closed.

The operation of my gate is as follows: When a team approaches the gate from that direction the driver reaches out, and, seizing the lever E', pushes it in the direction in which he is going. This, through the rod F', bar G, and lever H, first pulls upon the rod I and the

latch-rod, and thus disengages the latch K from the catch *b*. The force being continued, then throws the gate around against the post C, where the latch engages with the catch *c*. When the team has passed the gate and is passing the lever E the driver pulls upon said lever, thereby disengaging the latch from the catch *c* and forcing the gate back into shut position. In passing through in the other direction the operation is of course reversed.

It will be observed that while there is no spring connected directly with the operating mechanism of the gate proper, the spring *k*, which operates the latch, serves to impart to the whole mechanism a good degree of elasticity.

The braces D' are rendered adjustable on the gate D by means of several holes in the top rail of the gate and a removable pin, *d'*, and the gate is thus secured from becoming sagged.

In so far as merely turning the gate is concerned, the lever H acts merely as an upwardly-projecting stud or pin which engages in the slot *g'* in the bar G.

The levers E E' may be replaced by trip-rods, over which the vehicle-wheels may pass, by some slight and obvious changes in construction.

The whole arrangement is simple and inexpensive and very efficient and durable.

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

The combination, with the levers and rods for operating a gate, of the crank-lever H, having arms *h*<sup>2</sup> *h*<sup>3</sup> upon one end thereof, and rods I I', having loops *i*<sup>2</sup> *i*<sup>3</sup> upon their ends, which engage with the latch-rod J, whereby, when the lever H is turned in either direction, the latch will be withdrawn from the catch, substantially as shown and described, and for the purposes specified.

In witness whereof I have hereunto set my hand and seal, at Indianapolis, Indiana, this 17th day of September, A. D. 1881.

JOHN F. COPPOCK. [L. S.]

In presence of—

C. BRADFORD,  
ARTHUR HOLLADAY.