(No Model.)

E. L. DRAKE.

GATE.

No. 309,828. Patented Dec. 30, 1884.

Fig. 1.

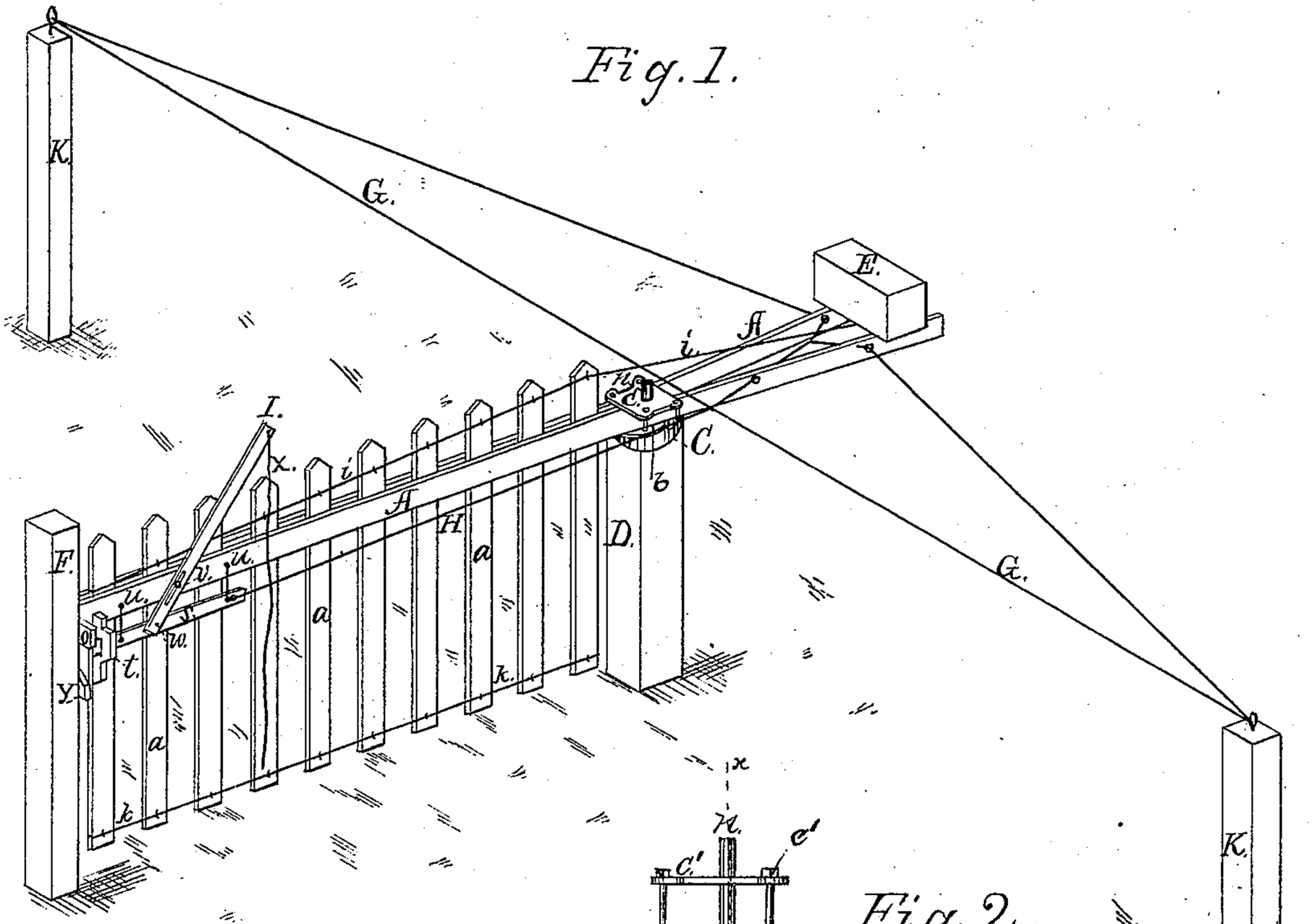

Fig. 2.

Fig. 3.

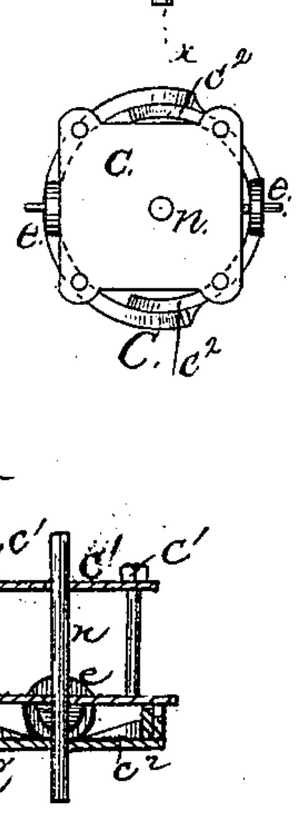

Fig. 4.

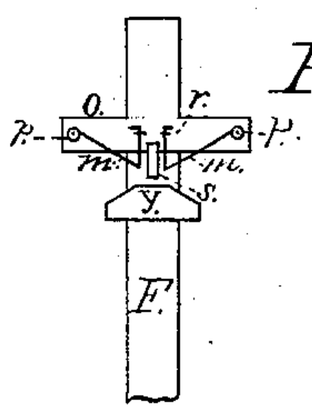

Fig. 5

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EDWIN L. DRAKE, OF SHERMAN, TEXAS.

GATE.

SPECIFICATION forming part of Letters Patent No. 309,828, dated December 30, 1884.

Application filed February 29, 1884. (No model.)

To all whom it may concern:

Be it known that I, E. L. DRAKE, a citizen of the United States, residing at Sherman, in the county of Grayson and State of Texas, have invented a new and useful Gate, of which the following is a specification.

My invention relates to improvements in gates that are balanced by a weight and opened in either direction by ropes operating in conjunction with circular inclined tracks and rollers; and the object of my improvement is to provide a gate that may be readily opened and closed by a person seated in a vehicle. I attain this object by the mechanism illustrated in the accompanying drawings, in which—

Figure 1 is a perspective view of the entire device; Fig. 2, a side elevation of the circular track, rollers, top plate, and clamping-bars; Fig. 3, a top view of the same, and Fig. 4 a detailed view of the latching device. Fig. 5 is a vertical sectional view taken on the line *x x*, Fig. 2.

Similar letters refer to similar parts throughout the several views.

The letter *a* indicates a series of vertical pickets, which are held in place by side bars, A, which rest upon a plate, B, and are clamped thereto by means of a plate, C′, and screw-bolts *c′*. The bars A extend beyond the post D, which supports the plate C, and are provided with a weight, E, to counterbalance the gate, and the gate is strengthened and prevented from sagging by means of a truss, *i*, as shown in Fig. 1 of the drawings. The plate C is provided on its upper face with double-inclined ways c^2, upon which the rollers *e*, mounted on journals extending from the plate B, are adapted to travel.

The letter *n* indicates a vertical pin secured to the center of the plate C, upon which the plates C′ and B are adapted to turn.

The double inclined ways before mentioned are arranged in such position that when the gate is closed the rollers *e e* are at the lowest point of the inclines, and as the gate is opened in either direction the rollers ascend the inclines, raising the gate gradually as it swings open, from which point, when released, it closes by its own gravity by the rollers passing back down the inclined ways.

To the cross-bar *o* on post F the latch, of very simple construction, is attached. It consists of two pieces of wire, *m m*, bent V-shaped, with one end pivoted loosely to the cross-bar at *p*, (see Fig. 4,) and the other end kept from dropping too low by staples *r r*. As the gate closes the sliding bar *s*, attached to it by strap *t* and wire supports *u u*, strikes the inclined surface of one of these V-shaped catches, raising it sufficiently to pass under it and against the one opposite, when the one raised drops back and the gate is secured. The block Y, when the gate is closed, prevents it from being pressed down and thus unlatched.

To open the gate when seated in a vehicle the rope G, passing through eyes on posts K K, is grasped and drawn toward the gate. This draws on wire H, extending from near weight E to sliding bar *s*, by which the bar is drawn back, releasing it from the latches *m m*, when by continuing to pull the gate is swung open in a direction opposite that from which the vehicle approaches.

The gate may be opened by a person on horse-back by drawing on cord *x*, attached to upper end of lever I, which lever is slotted and pivoted to the gate at *v* and to the sliding bar at *w*, as shown.

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

The combination, with the rear post of a gate, of a plate provided with two double-inclined ways or tracks formed as shown, and with a vertical pin fixed at the common center of said tracks, and a second plate which turns upon said pin and carries two rollers that travel upon said tracks, the bar of the gate being firmly clamped to the roller-plate by bolts passing through said plate and through a third plate placed above said upper gate-bar, substantially as specified.

EDWIN L. DRAKE.

Witnesses:
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