

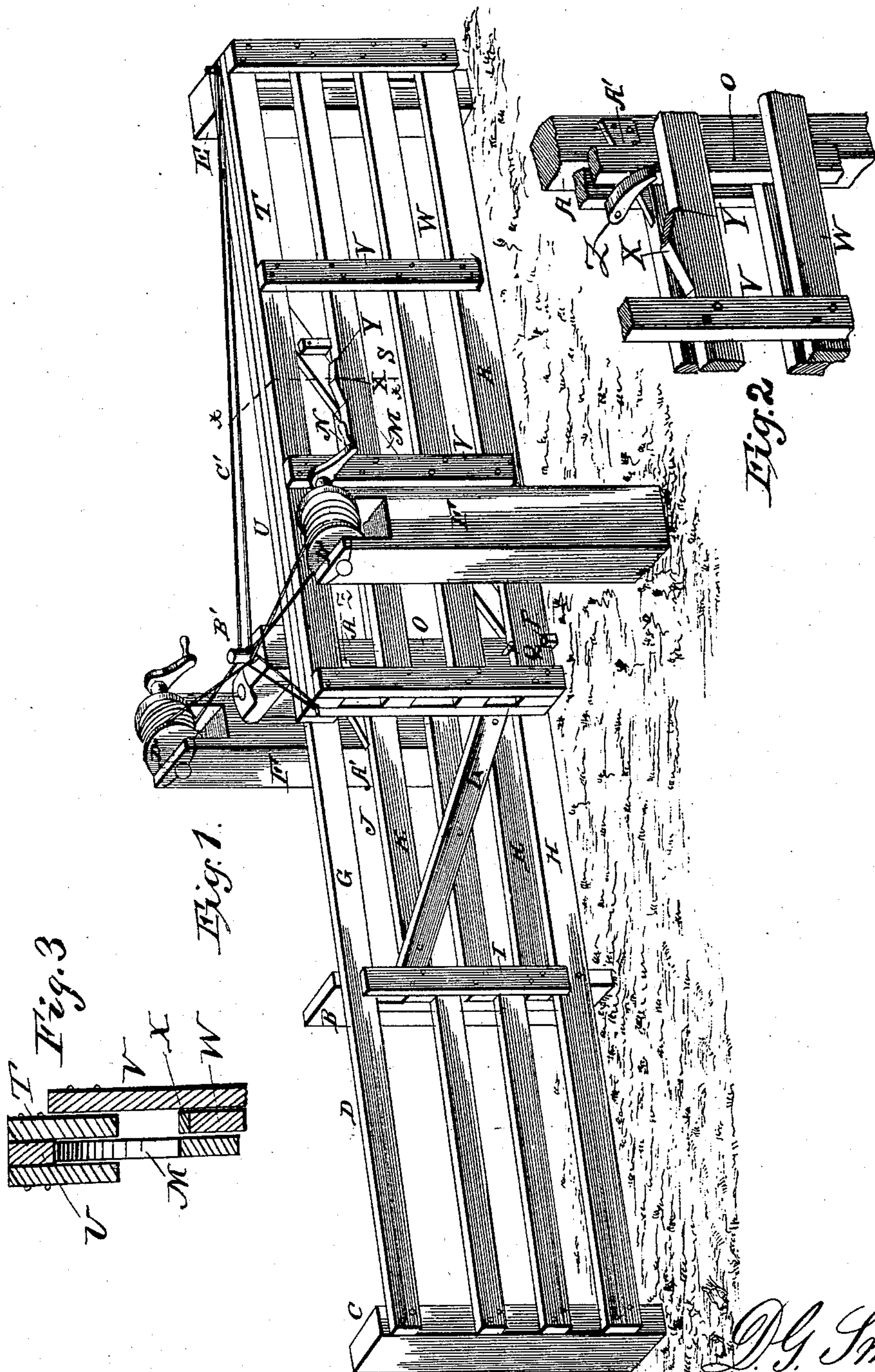
(Model.)

D. G. SMOOT.

GATE.

No. 316,844.

Patented Apr. 28, 1885.



WITNESSES:

Fred. L. Dieterich
Wm. Fecher

INVENTOR.

D. G. Smoot
By *Louis Bagger & Co.*
ATTORNEYS.

UNITED STATES PATENT OFFICE.

DANIEL G. SMOOT, OF PIONEER, OHIO.

GATE.

SPECIFICATION forming part of Letters Patent No. 316,844, dated April 28, 1885.

Application filed July 7, 1884. (Model.)

To all whom it may concern:

Be it known that I, DANIEL G. SMOOT, a citizen of the United States, and a resident of Pioneer, in the county of Williams and State of Ohio, have invented certain new and useful 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 being had to the accompanying drawings, which form a part of this specification, and in which—

Figure 1 is a perspective view showing the gate closed, and Fig. 2 is a perspective detail view showing the gate while being closed; and Fig. 3 is a vertical cross-sectional detail view taken on line *x x*, Fig. 1.

Similar letters of reference indicate corresponding parts in all the figures.

My invention has relation to horizontally-sliding gates; and it consists in the improved construction and combination of parts of such a gate, in which the entire gate-panel spans the gate-opening when closed, and in which the said panel slides upon an auxiliary sliding portion, which again slides upon the portion of the fence nearest to the main or abutment post of the gate, as hereinafter more fully described and claimed.

In the accompanying drawings, A indicates the abutment-post.

B and C are two posts of the fence, which are placed in line with the abutment-post and connected by horizontal rails D.

E is the latch-post, and F F are two posts placed one at each side of the fence and gate at the side of the roadway and in a plane at a right angle to the fence and gate.

The upper and lower rails, G and H, of the fence extend to the abutment-post, and the vertical battens I and O of the auxiliary gate J straddle the said rails with their ends, the said battens fitting on both sides of the fence-rails and having a number of horizontal rails, K, secured between them, which rails slide in the space between the rails D of the fence.

The battens are connected by an oblique brace, L, and another oblique brace, M, extends outward and upward from the lower ends of the outer pair of battens, and is sup-

ported by a horizontal bracket, N, projecting from near the middle of the said battens.

One, O, of the outer pair of battens is provided at its lower end with a hooked lug, P, and a plain lug, Q, between which the bottom rail, R, of the gate-panel S slides, and the upper rail, T, of the gate-panel forms a flanged downwardly-facing way, U, which slides upon the upper end of the batten O and upon the upper end of the brace M.

The gate is composed of battens V and horizontal rails W, and one of these rails is provided with a stop, X, beveled at its upper edge toward both ends and formed with a shoulder, Y, at its outwardly-pointing end, which may engage a pivoted catch, Z, pivoted to one of the outer pair of battens of the auxiliary gate-panel.

An inwardly-pointing wedge, A', is secured upon the abutment-post at such a height that it will pass under and raise the catch when the latter is slid toward it with the auxiliary gate and the panel.

The top of the abutment-post is provided with an upright roller, B', or a set of pulleys, around which pass the cords or chains C', which are secured to the ends of the gate-panel and wound in opposite directions upon windlasses D', journaled upon the tops of the posts F, the said cords or chains being secured at their middles to the drums of the said windlasses, and having one half winding upon the said drums when the other half is unwinding.

It will now be seen that, presuming the gate to be opened, the pivoted catch of the auxiliary gate will engage the shouldered end of the beveled stop upon the gate-panel, and when the gate-panel now is drawn outward across the roadway the said panel will draw the auxiliary gate out until the outer pair of battens of the said gate arrive at the abutment-post, when the wedge upon the said post will raise the pivoted catch out of engagement with the shoulder of the stop on the panel and allow the said panel to be drawn entirely across the roadway, the said panel being supported by means of the hooked and plain lug upon the batten O and by the upper ends of the said battens and of the brace M.

When the gate is slid back to open the roadway, the panel will first be drawn back until

the end of brace M strikes the outer end of the battens of the panel, when the auxiliary gate is slid in upon the fence-rails, the beveled end of the stop upon the gate-panel allowing the
5 said stop to pass under the pivoted catch. It follows that the gate may be drawn in and out by any other means than by the windlasses without departing from the essential part of my invention—viz., the auxiliary gate and
10 the beveled stop, the pivoted catch, and the wedge.

Having thus described my invention, I claim and desire to secure by Letters Patent of the United States—

15 1. The combination of the abutment and fence posts having the horizontal top and bottom rails, the auxiliary gate having its vertical battens sliding with their ends upon the horizontal rails and having the outwardly-projecting inclined brace, and the gate-panel hav-
20 ing its upper rails sliding upon the top of the outer batten and of the inclined brace of the auxiliary gate, as and for the purpose shown and set forth.

25 2. The combination of the abutment and fence posts having the horizontal top and bottom rails, the auxiliary gate having its end battens sliding with their ends upon the said

rails, having the projecting lugs at the lower end of one of its outer battens, and having the
30 outwardly-projecting inclined brace, and the gate-panel having its upper rails formed into a flanged way sliding upon the upper end of one end batten, and of the inclined brace of
35 the auxiliary gate, and having its lower rail sliding between the lugs upon the end batten of the auxiliary gate, as and for the purpose shown and set forth.

3. The combination of the abutment-post having the inwardly-projecting wedge, the
40 horizontal fence-rails secured at their outer ends to the abutment-post, the auxiliary gate sliding upon the said rails and having the pivoted catch upon one of its outer battens, and
45 the gate-panel sliding upon the auxiliary gate and having the beveled stop formed with a shoulder at its outer end upon the middle of one of its horizontal rails, as and for the purpose shown and set forth.

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

DANIEL G. SMOOT.

Witnesses:

H. W. LINDESMITH,
J. M. CALKINS.