

(No Model.)

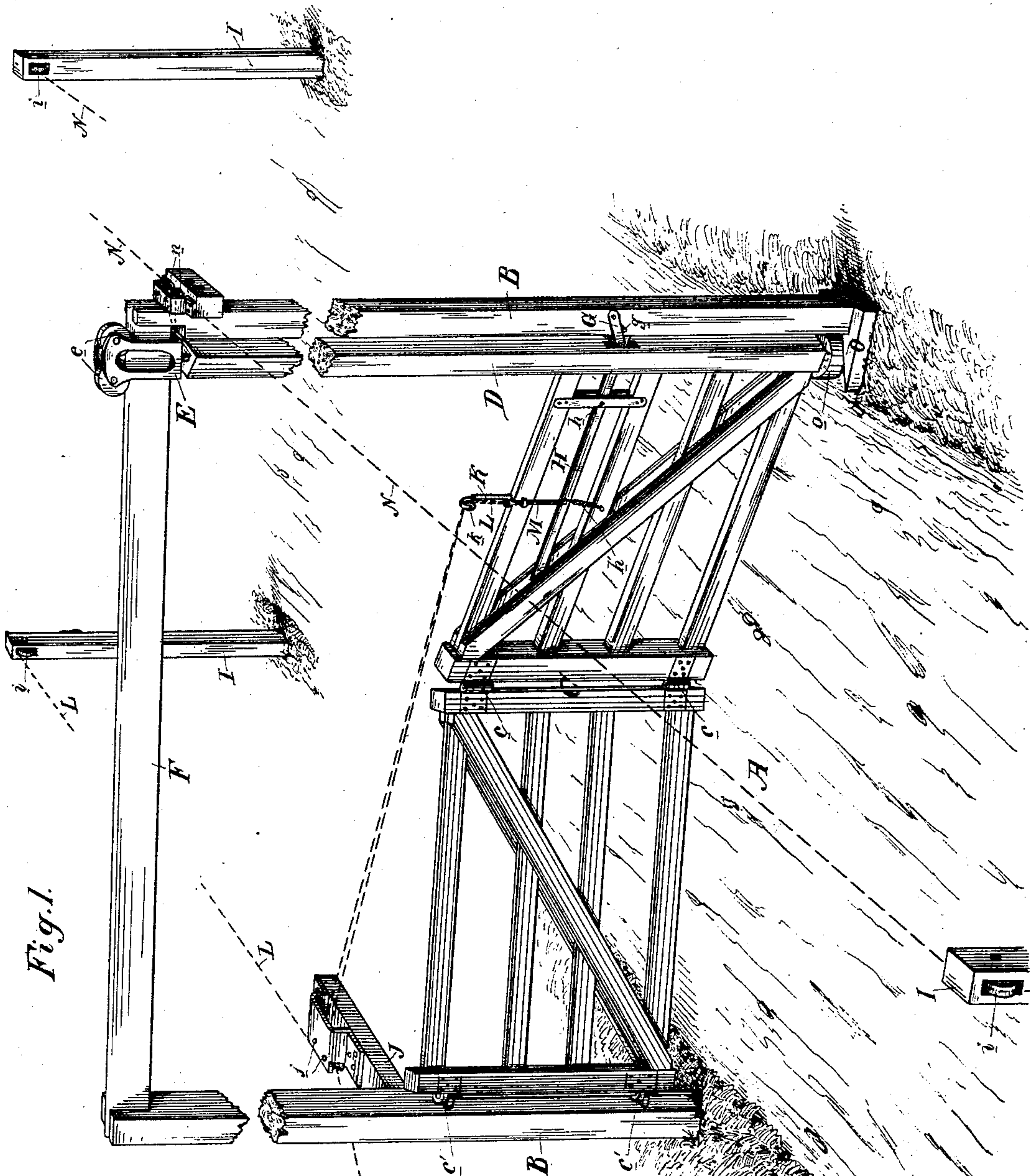
2 Sheets—Sheet 1.

M. B. & W. Y. GORDON.

GATE.

No. 338,401.

Patented Mar. 23, 1886.



Witnesses,
Geo. H. Strong.
J. S. Soule.

Inventors,
M. B. Gordon
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By Dewey & Co.
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(No Model.)

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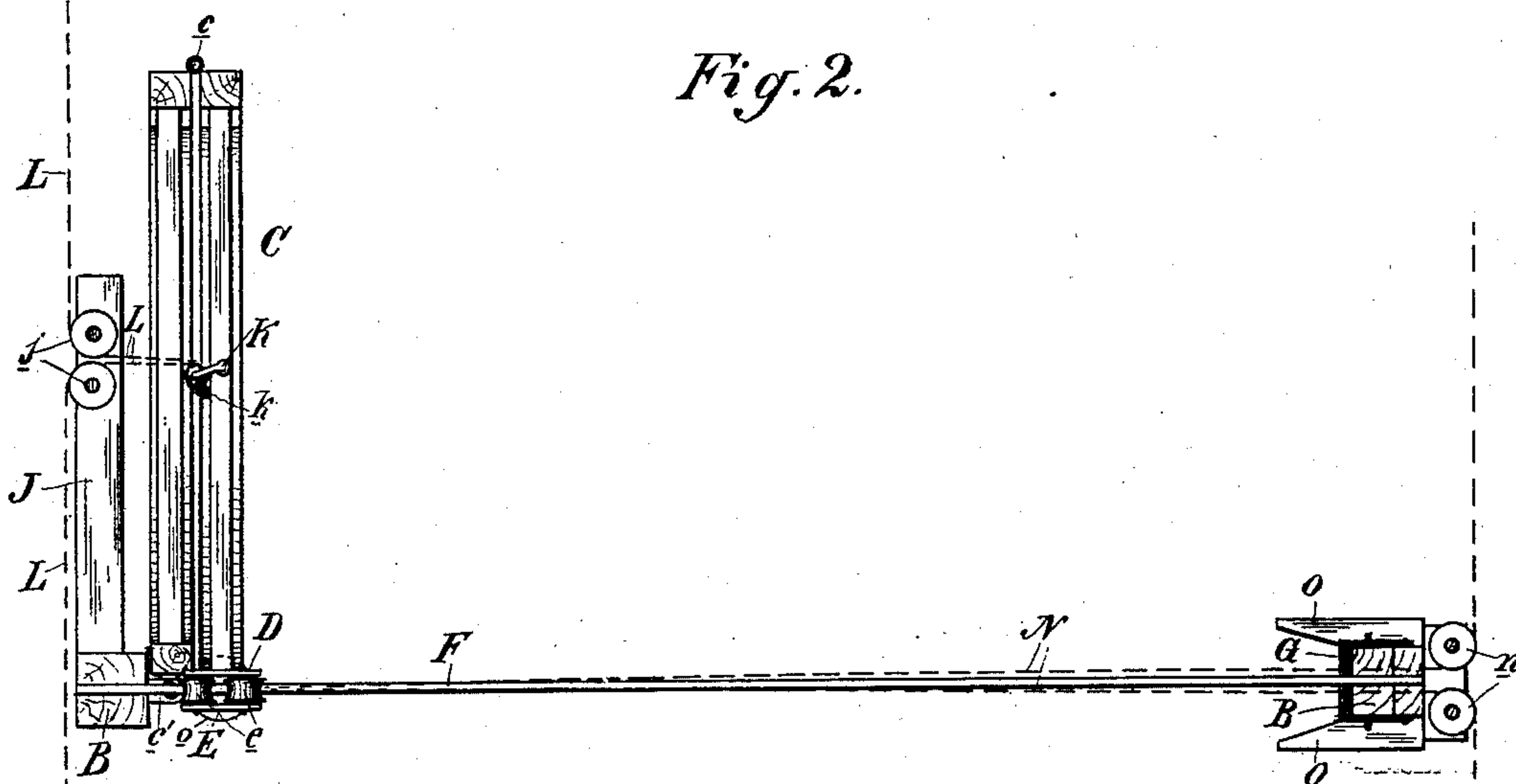
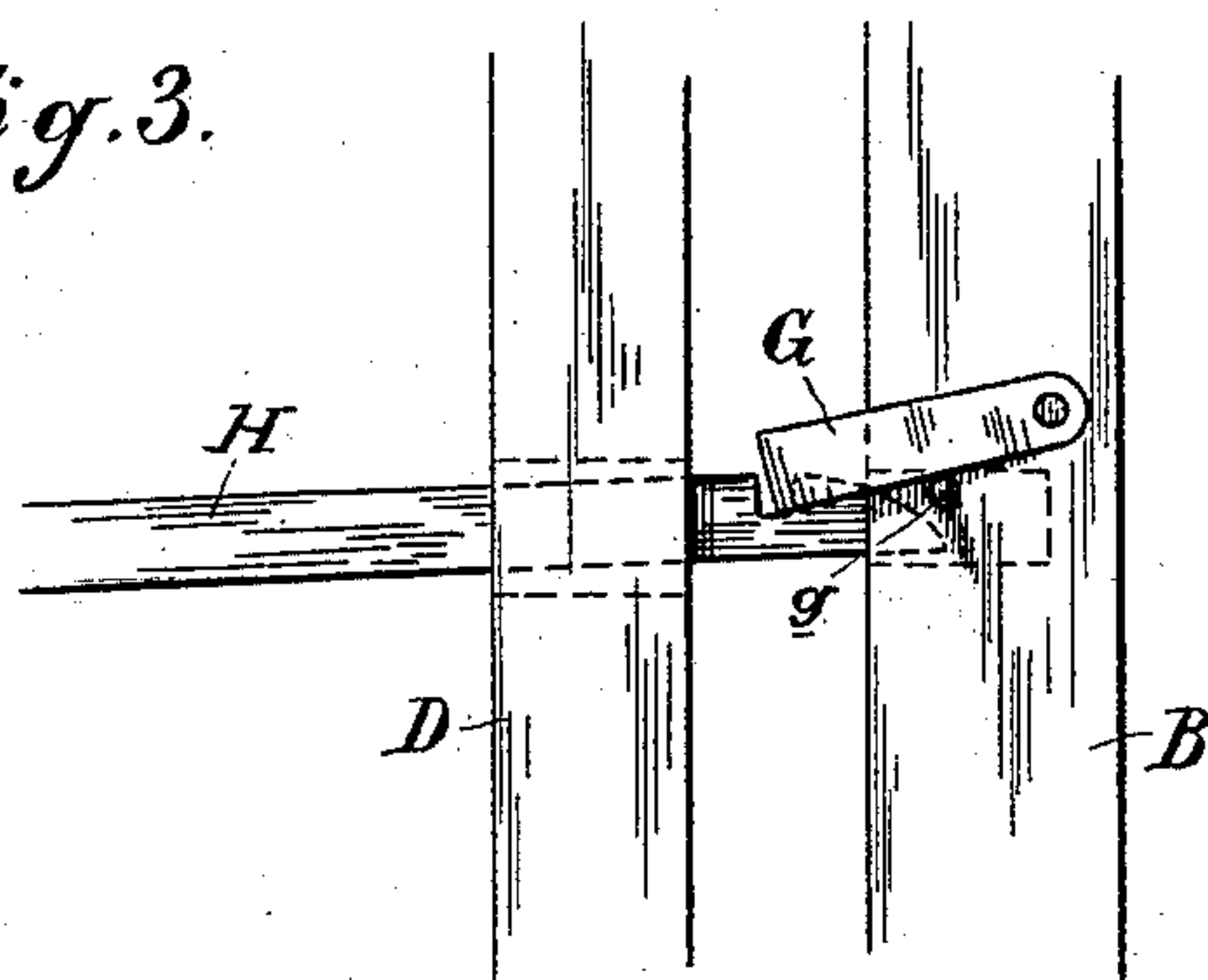


Fig. 3.



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UNITED STATES PATENT OFFICE.

MELVIN BARNS GORDON AND WILLIAM YOUNG GORDON, OF DAVISVILLE,
CALIFORNIA.

GATE.

SPECIFICATION forming part of Letters Patent No. 338,401, dated March 23, 1886.

Application filed November 28, 1885. Serial No. 184,220. (No model.)

To all whom it may concern:

Be it known that we, MELVIN BARNS GORDON and WILLIAM YOUNG GORDON, of Davisville, county of Yolo, and State of California, have invented an Improvement in Gates; and we hereby declare the following to be a full, clear, and exact description thereof.

Our invention relates to that class of gates which are adapted to be operated by the passing traveler without putting him to the necessity of alighting from his vehicle; and our invention consists in the combination of devices, which we shall hereinafter fully describe by reference to the accompanying drawings, in which—

Figure 1 is a perspective view of our gate, showing it closed. Fig. 2 is a plan of same, showing it open. Fig. 3 is an elevation showing in detail the latching device.

The object of our invention is to provide a gate which is adapted to be readily opened and closed, and when closed to be securely fastened.

A is the roadway, on each side of which are planted the gate-posts B.

C is the gate, consisting of two sections hinged at *c* to each other, whereby they are adapted to fold. One end of the gate is hinged at *c'* to one of the gate-posts, and the other end has a standard, D, which is extended upwardly, and has swiveled to its top the bracket E, in which the rollers *e* are mounted. These rollers travel on a track, F, mounted on top of the gate-posts B. By these means the gate is supported and prevented from sagging, and is at the same time guided in its movement.

Loosely pivoted to the gate-post B is a swinging stirrup, G, the downward movement of which is limited by small lugs *g*.

Pivoted to the gate at *h* is the latch H, the inner end of which is held down by a spring, *h'*, whereby its outer end is forced upwardly, and engages the swinging stirrup G from beneath.

In the roadway, at suitable distances from the gate, are planted the posts I, in the tops of which are sheaves or pulleys *i*.

From one of the gate-posts B extends an arm, J, in which are secured the pulleys *j*.

On the top of one section of the gate is a standard, K, having in its top a pulley, *k*.

L are ropes, the inner ends of which are guided by the pulley *k*, and are connected by a link, M, with the latch H. They thence extend to guide-pulleys *j*, and thence in opposite directions to the guide-pulleys *i* in the posts I, and hang down by said posts, being provided with suitable handles, whereby they may be operated.

Secured to the standard D of the gate, or to its bracket, are the ropes N, which are guided by pulleys *n* in the top of the adjacent gate-post, B, and thence extend in opposite directions to the pulleys *i* in the posts I on that side of the road.

In the roadway, at one side and about at the foot of post B, are beveled guides O, which direct a horizontal guide-roller stud, *o*, on the bottom of the standard D.

The length of the gate C should preferably be enough greater than the distance between the gate-posts B to cause the gate, when closed, to stand at a slight angle—that is to say, its two sections are not in line, but form an obtuse angle of sufficient degree to enable the gate to be more easily started.

The operation is as follows: Referring to Fig. 1, in which the gate is represented as closed, it will be seen that the traveler approaching and grasping the handle of the nearest rope, L, and pulling upon it, will cause, in the first place, the rear end of the latch to rise, whereby its outer end is dropped and freed from the catch, and in the second place will cause the gate to open. Its sections, closing up the obtuse angle which their inner ends had formed, will gradually pass through a right angle to a decreasing acute angle, the outer ends of the sections remaining in the same line by reason of one being permanently hinged and the other being guided in the same plane by the standard D, and its rollers *e* traveling on the track F, and this movement will continue until the two sections lie in parallel planes over at one side of the roadway, thus presenting a free passage to the traveler. After he has passed through the gateway, he seizes and pulls upon the rope N, drawing back the standard D to its first position, thus unfolding the sections and closing the gate.

The object of the beveled guides O and the roller-stud *o* on the bottom of standard D is to

guide the gate accurately to its place, in case it should, by reason of a heavy wind or any other cause, have a tendency to swing out of true. The roller-stud, striking the outer ends of the beveled guides, is directed properly, so that the latch of the gate will engage the catch.

The object of having the swinging pivoted stirrup G for the catch, and having it engage the latch of the gate from above, is that a traveler on foot may readily free the gate by raising the stirrup-catch, so that he can push the gate far enough to permit his passage without any trouble.

The gate cannot sag in the least, as the stand-ard D holds it up.

We are aware a double gate has been jointed at its middle and hinged to the post at any elevation, the sections being maintained in their relation and adjustment by double-jointed hinges, cogged segments, and springs. We are also aware a gate has been constructed in two sections of unequal length, the shorter section being hinged to the post and the longer one operated by means of bell-cranks, levers, and rack-gears. We therefore do not broadly claim such constructions as our invention.

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

1. A gate hinged at one end to the gate-post and comprising independent sections hinged to one another, in combination with the upright or guide at the opposite end of the gate, and a track arranged in the plane or line of the hinge end, substantially as herein described.

2. In a gate, the combination of the gate C, hinged at one end to the gate-post, and consisting of independent sections hinged together, the upright D on the other end of the gate, a traveler on the top of said upright, and a track in the vertical plane of the ends of the gate and on which the traveler moves, substantially as herein described.

3. The gate-posts B and the track F on their tops, in combination with the gate C, hinged at one end to one of the posts, and consisting of independent sections hinged together, as described, the upright D at the other end of the gate, the bracket E, swiveled on the top

of the upright D, and the guide-rollers e in said bracket traveling on the track, substantially as herein described.

4. The gate-posts B and the track F, mounted between their tops, in combination with the gate C, hinged at one end to one of the gate-posts, and consisting of independent sections hinged together, the upright D at the other end of the gate, the bracket E, swiveled to its top, and the rollers e in the bracket traveling on the track, the ropes L, secured to one of the sections of the gate and extended to one side of the roadway on each side of the gate, and the ropes N, secured to the upright D and extending on the other side of the roadway on each side of the gate, substantially as herein described.

5. In a gate, the posts B, having a track, F, in their tops, and the swinging pivoted stirrup-catch G on one of the posts, in combination with the gate C, hinged at one end to the gate-post, and consisting of independent sections hinged together, the upright D at the other end of the gate having rollers e, swiveled to its top and traveling on the track, the spring-actuated pivoted latch H on the gate engaging the stirrup-catch from below, the ropes L, connected by link M with the latch, and the ropes N, connected with the upright D, substantially as herein described.

6. The posts B, having a track, F, between their tops, the swinging stirrup-catch G on one of the posts, and the beveled guides O in the roadway at its base, in combination with the hinged sectional gate C, having an upright, D, the rollers e, swiveled to its top and traveling on the track, and the roller-stud o on its bottom, the pivoted swinging latch H on the gate engaging with the stirrup-catch, the ropes L, connected with said latch, and the ropes N, connected with the upright D, all arranged and adapted to operate substantially as herein described.

In witness whereof we have hereunto set our hands.

MELVIN BARNES GORDON.

WILLIAM YOUNG GORDON.

Witnesses:

ENOS RANYON DRAKE,
JOS. J. GALLAGHER.