

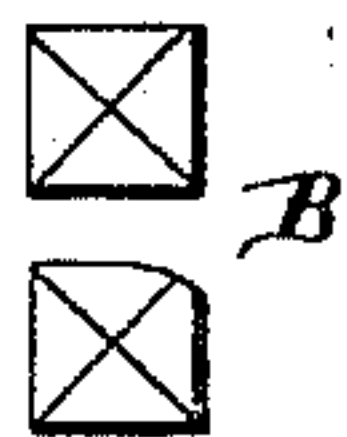
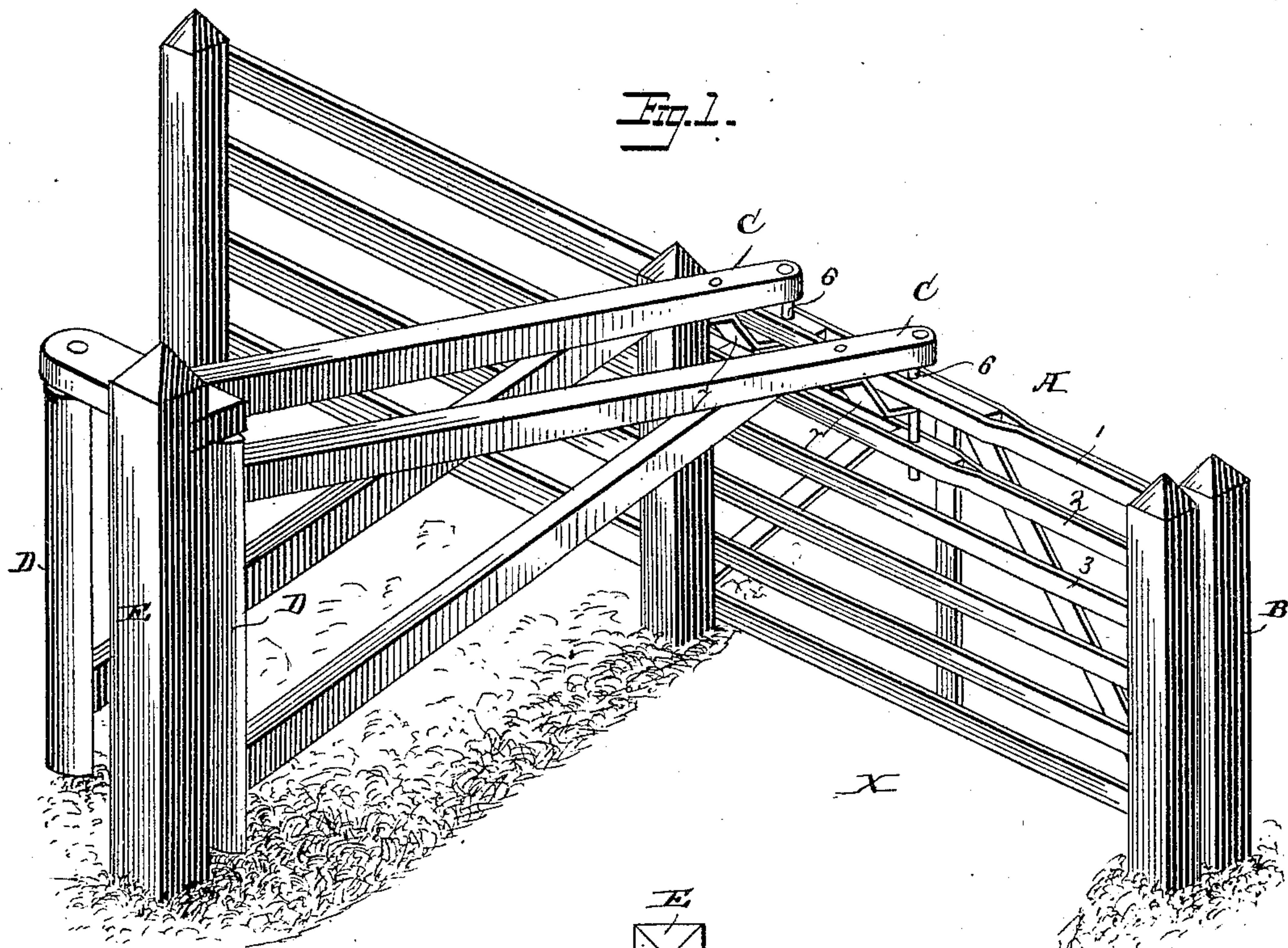
(No Model.)

2 Sheets—Sheet 1.

W. R. WHITE.  
GATE.

No. 397,572.

Patented Feb. 12, 1889.



Attest:  
J. G. Hinkel, Jr.  
C. S. Landfill.

William R. White,  
Inventor:

By Foster and Freeman,  
Attys

(No Model.)

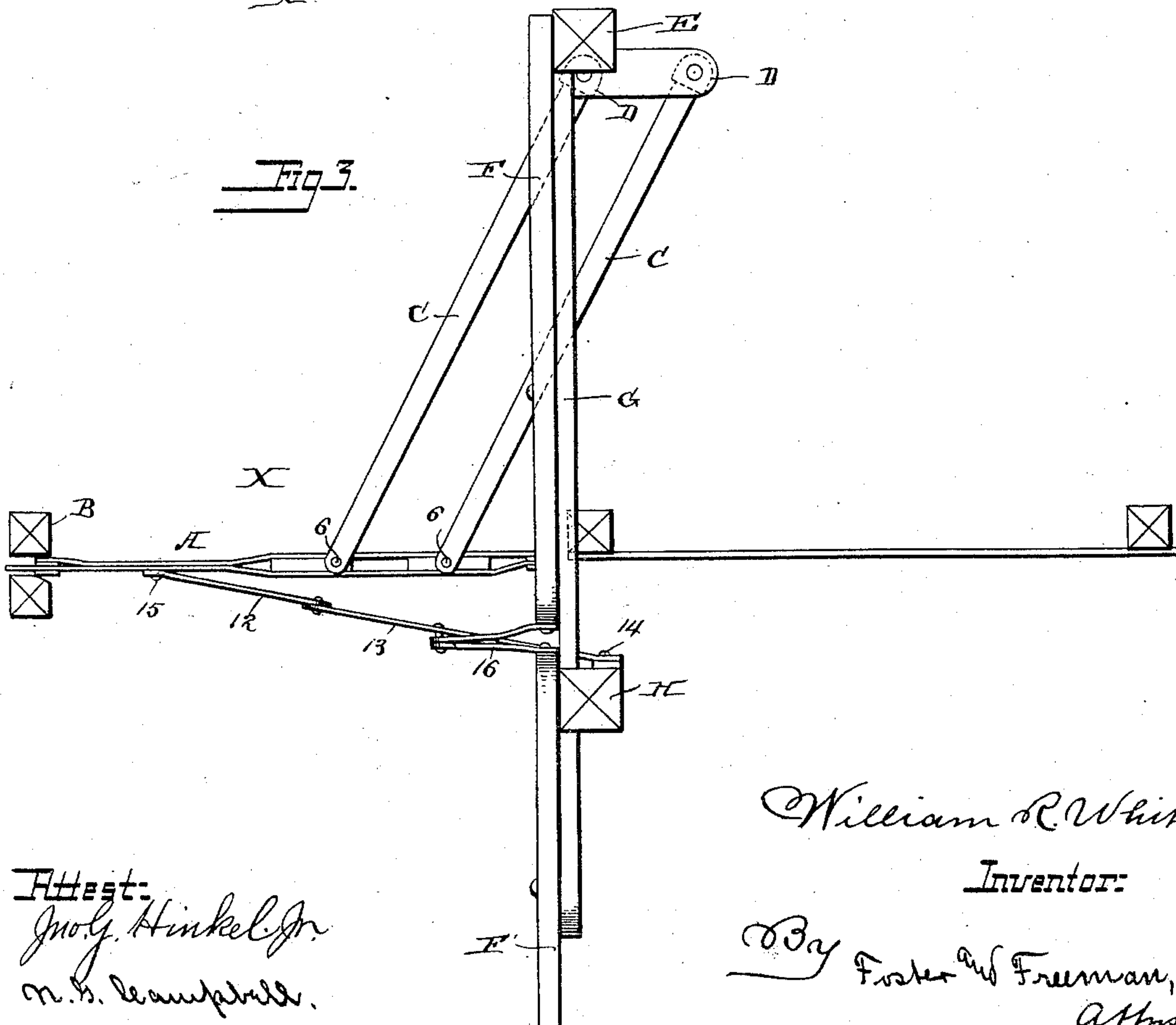
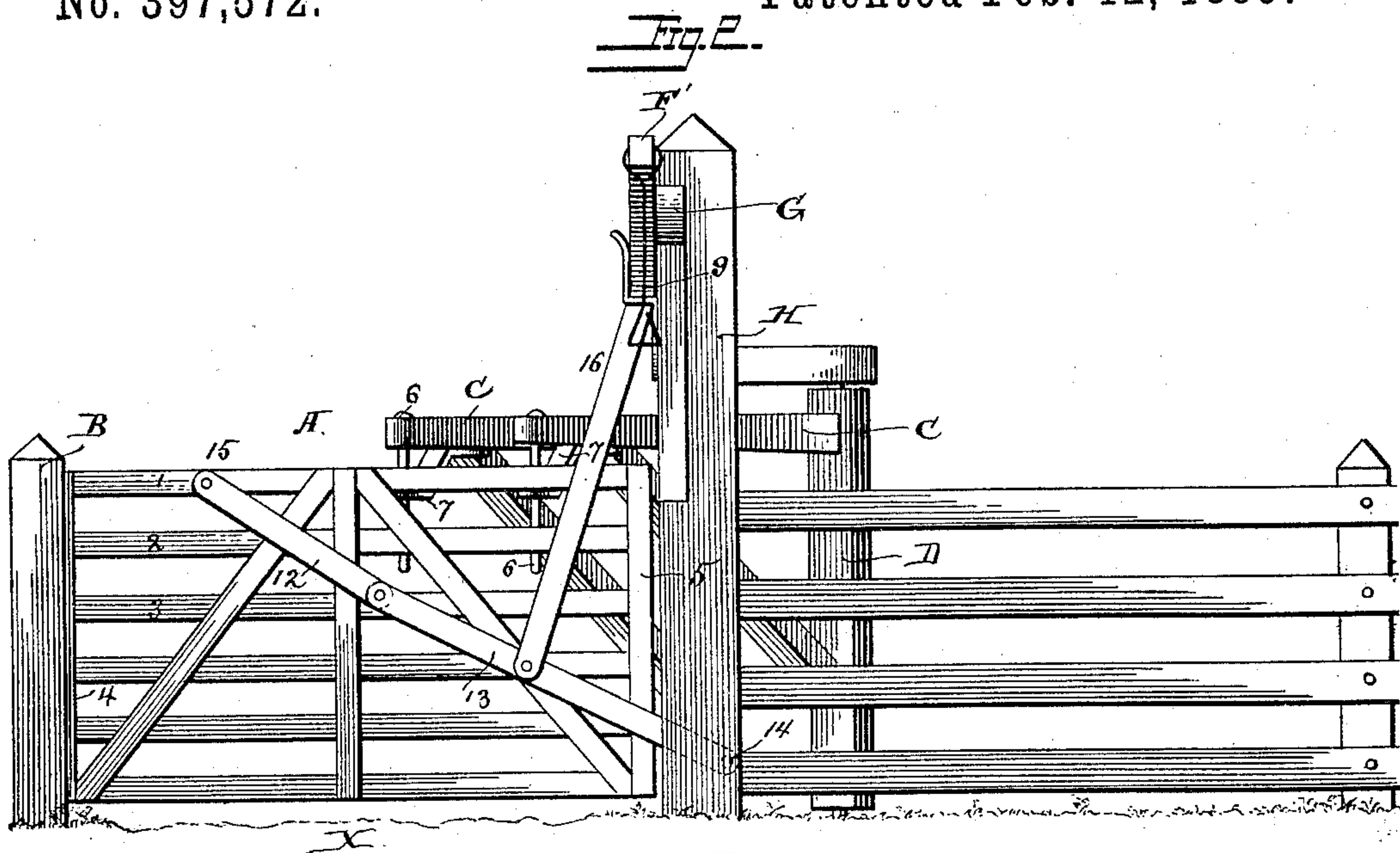
2 Sheets—Sheet 2.

W. R. WHITE.

GATE.

No. 397,572.

Patented Feb. 12, 1889.



Attest:  
Jno. G. Hinkel, Jr.  
n. b. Campbell.

William R. White,  
Inventor:

Bay Foster and Freeman,  
Attys.



# UNITED STATES PATENT OFFICE.

WILLIAM RICHARD WHITE, OF NEOGA, ILLINOIS.

## GATE.

SPECIFICATION forming part of Letters Patent No. 397,572, dated February 12, 1889.

Application filed February 2, 1888. Serial No. 262,756. (No model.)

*To all whom it may concern:*

Be it known that I, WILLIAM RICHARD WHITE, a citizen of the United States, residing at Neoga, Cumberland county, Illinois, have  
5 invented certain new and useful Improvements in Gates, of which the following is a specification.

My invention relates to that class of gates which are closed or opened by a longitudinal  
10 movement to or from the gate-post; and my invention consists in the means for supporting the gate, hereinafter fully set forth, and illustrated in the accompanying drawings, in which—

15 Figure 1 is a perspective view illustrating the manner in which my improved gate is supported and guided. Fig. 2 is a side view showing, in addition, devices for moving the gate; Fig. 3, a plan view, and Fig. 4 a view  
20 illustrating a modification.

A represents the gate-panel, which may be of any suitable construction, and, as shown, consists of horizontal bars 1 2 3 and vertical  
25 end bars, 4 5, which gate is to be moved to and fro across the roadway X toward and from the gate-post B.

Instead of using rollers, guides, or other like supports for the gate, which are apt to become clogged by ice or mud or inoperative  
30 from the sinking or warping of the guide-supports, I sustain the gate upon one or more arms, C, swinging in a horizontal plane upon vertical axes and situated to one side of the gate, as distinguished from being in line with  
35 the gate, whereby the gate in its different positions is always in a plane parallel, or substantially so, to that in which the gate-posts are situated. As shown, each arm C turns on a separate pivot and projects laterally  
40 from a vertical bar, D, which has journals turning in bearings supported by a vertical post, E, and two such bars or arms are arranged at a suitable distance apart, so as to swing parallel to each other, and the gate is  
45 suspended from the outer ends of said arms in any suitable manner—as, for instance, by clips 7, extending beneath the top rail, 1, of the gate, and vertical pins 6 6, extending downward through the arms, through the top  
50 rail, through the clips, and through the rail

below, at points unequally distant from the ends of the gate—that is, the pivot-pins 6 are not arranged one above the other. I prefer to extend the clips 7 7 sufficiently far below the arms C to permit the gate to be raised  
55 upon the pins to a certain extent, thereby lifting it vertically when necessary to prevent its being blocked in its movements by snow.

As the arm or arms C are swung, the gate is carried back or forth transversely across  
60 the road to or from the post B, and as each supporting-bar D has only a rocking movement upon a vertical axis this movement will not be obstructed by the presence of snow or by the warping of the supports, &c., as would  
65 the movements of rollers running upon guides and other devices heretofore used as supports for laterally-sliding gates.

Three or more pivoted arms may be used, if desired, on gates of large size, or a single arm  
70 may be employed to support the gate, as illustrated in Fig. 4, in connection with one or more guide arms or links, C', which do not constitute any support, but merely keep the gate generally in its position transverse to  
75 the line of the road.

When it is desired to operate the suspended gate from the driver's seat in vehicles passing along the road, gate-actuating devices accessible to persons in vehicles may be employed, and such actuating devices may be of  
80 different constructions.

I prefer to use two levers, F F', pivoted to a cross-bar, G, supported by the post E and a post, H, and provided with pendent pulls 9, 85 whereby said levers may be operated by the occupants in a vehicle, said levers being connected at their inner ends with the gate or with the swinging arms, so that the vibration of the levers will impart movement to the gate. 90

I prefer to use such connections as will enable the gate to be opened or closed from either side by a downward pull upon the outer end of the adjacent lever. Thus the gate is connected by two jointed bars or links, 12 13, 95 to a pivot, 14, at the base of the post H or other support, the link 12 being pivoted at its upper end by a pivot, 15, to the top rail of the gate, and to the link 13 is pivoted the lower end of a split connecting-rod, 16, jointed at its 100

upper end to the inner end of each of the levers F F'. The link 13 can swing upon its pivot 14 to either side of the post H, and when the gate is in either position a downward pull  
5 of the outer end of either of the levers F F' will bring the link 13 to a vertical position, drawing the gate half-way across the road, and the momentum of the gate will continue the movement until it is at the limit of its  
10 motion, when the inclination of the link 13 will have been reversed.

In some cases the connecting-rod 16 may be connected at its lower end directly to the gate-panel or may be jointed to the end of  
15 the supporting-arm C.

I do not in this application make claim to the combination, with a gate pivotally supported from a horizontal swinging arm, of a guide, broadly considered, for maintaining  
20 the gate in parallelism during its movements,

since such combination is made the subject-matter of another application of mine, Serial No. 273,188, filed May 8, 1888.

Without limiting myself to the precise construction and arrangement of parts shown, I  
25 claim—

The combination of a gate with a supporting-arm and a guide-arm pivoted to the gate at points unequally distant from its ends, and extending from the gate substantially parallel  
30 to each other and swinging on parallel vertical axes, substantially as described.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

WILLIAM RICHARD WHITE.

Witnesses:

JOHN F. WHITE,  
JNO. HOWK.