

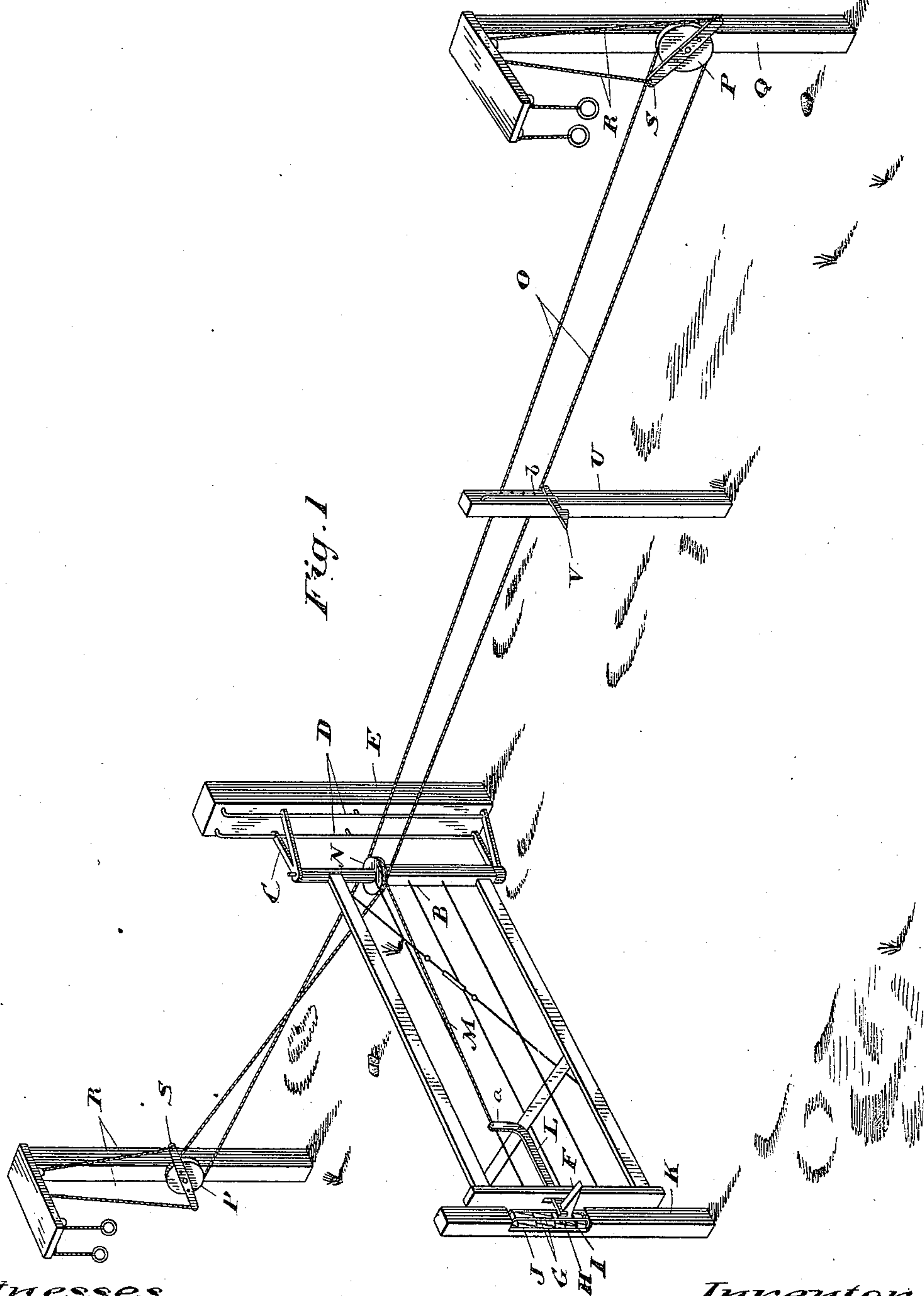
(No Model.)

3 Sheets—Sheet 1.

J. STEPHENSON.
FARM GATE.

No. 428,537.

Patented May 20, 1890.



Witnesses

J. Edw. Mayhew

H. S. Mcmillan

Inventor

Jas. Stephenson
by Donald G. Ridout & Co.
Attys.

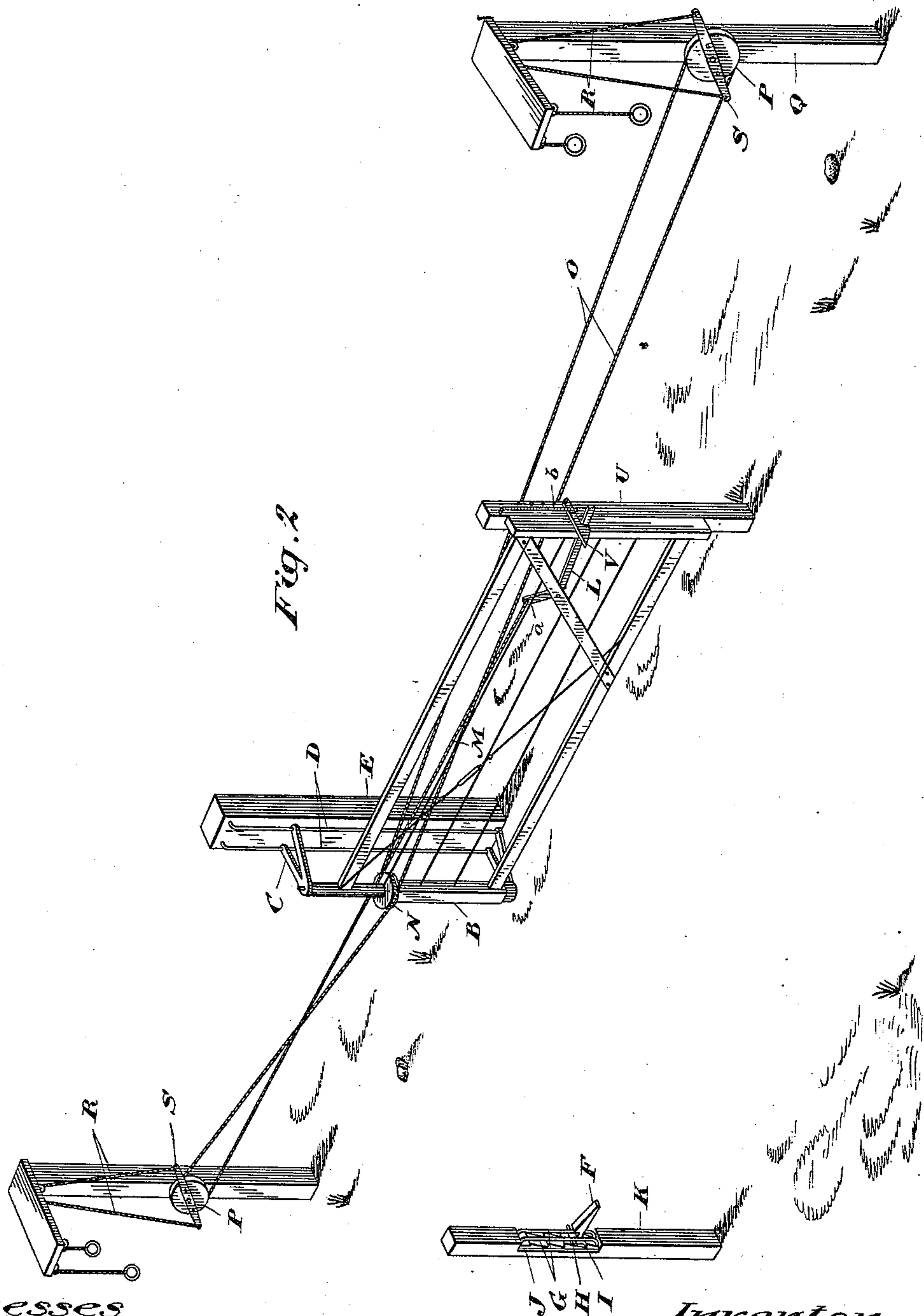
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J. STEPHENSON.
FARM GATE.

3 Sheets—Sheet 2.

No. 428,537.

Patented May 20, 1890.



Witnesses

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3 Sheets—Sheet 3.

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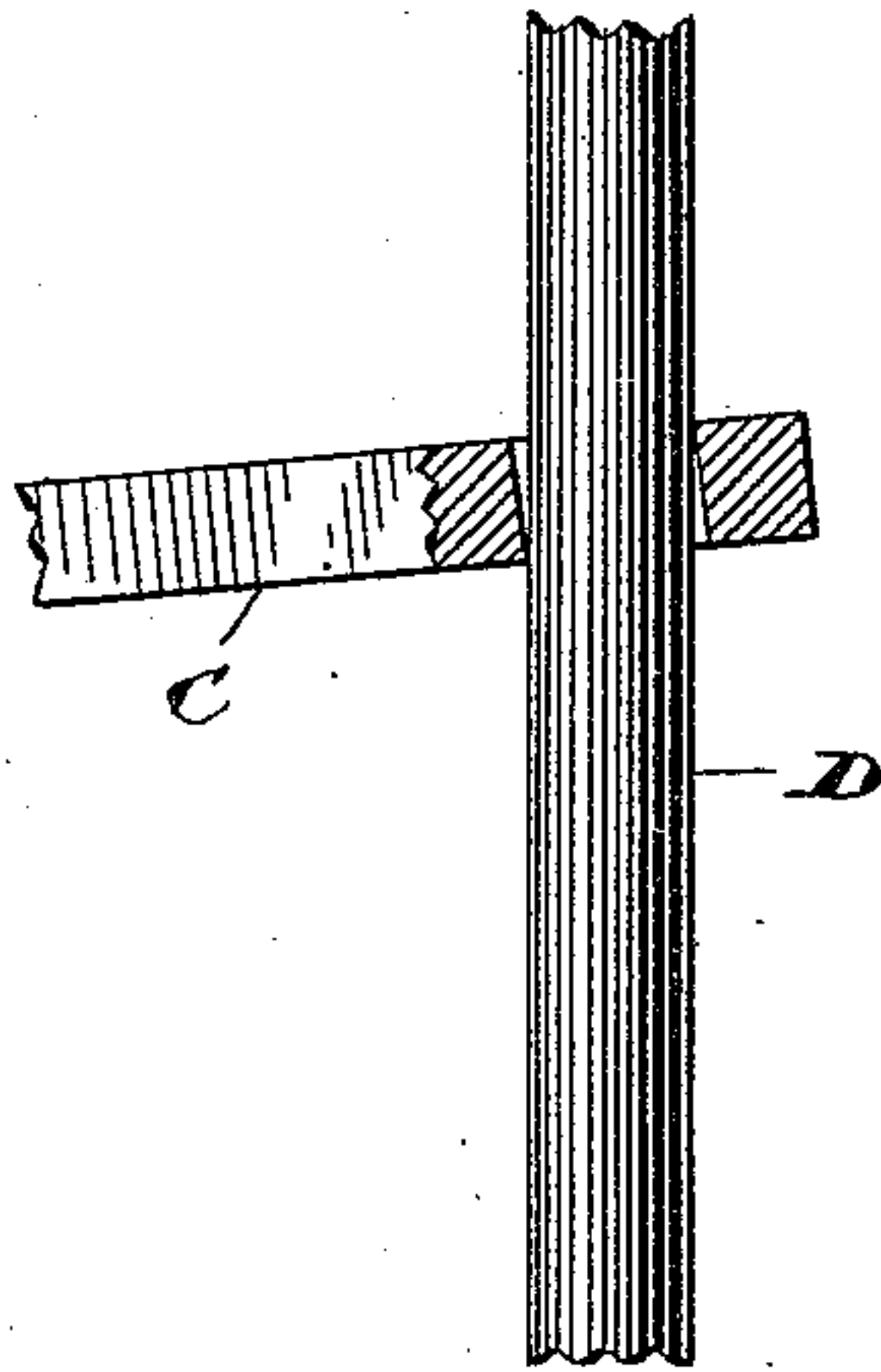


Fig. 3

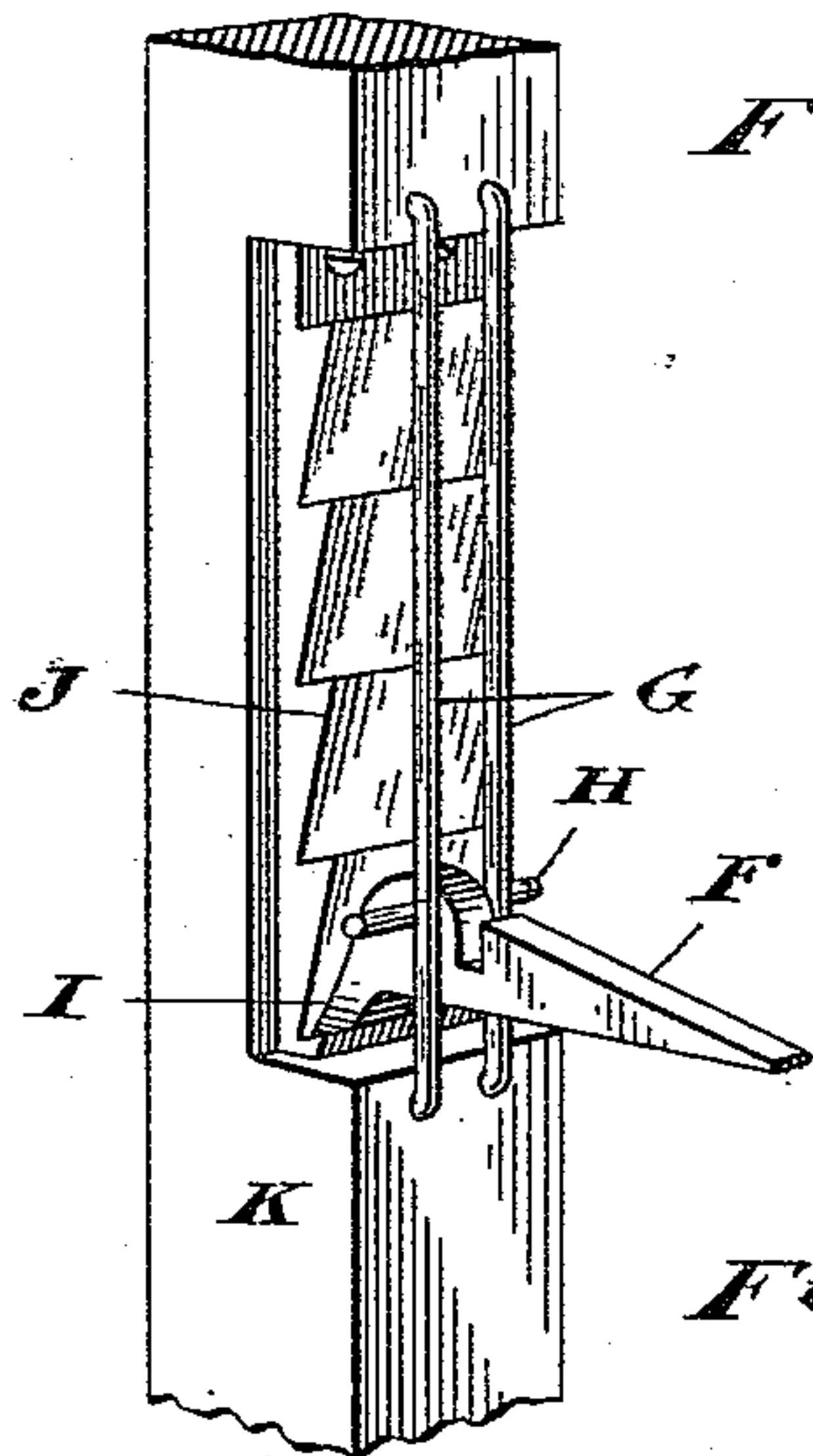


Fig. 4

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UNITED STATES PATENT OFFICE.

JAMES STEPHENSON, OF WOODBRIDGE, ONTARIO, CANADA.

FARM-GATE.

SPECIFICATION forming part of Letters Patent No. 428,537, dated May 20, 1890.

Application filed November 22, 1889. Serial No. 331,174. (No model.)

To all whom it may concern:

Be it known that I, JAMES STEPHENSON, gentleman, of the village of Woodbridge, in the county of York, in the Province of Ontario, Canada, have invented a certain new and useful Improvement in Farm-Gates, of which the following is a specification.

The object of my invention is the provision of an inexpensive and easily-operated gate which may be raised and lowered to suit the depth of snow or of any inequalities in the height of the gateway, and which may be opened and closed by the occupant of the vehicle without descending from the vehicle.

The invention consists of a gate embodying novel features of construction and adaptation of parts, substantially as hereinafter illustrated, described, and specifically defined by the claims.

Figure 1 is a perspective view showing my improved gate closed. Fig. 2 is a view of it as it will appear when open. Fig. 3 is a detail view of a part of one of the adjustable brackets to which the gate is connected and a part of one of the guide-rods. Fig. 4 is an enlarged detail view of the adjustable catch.

In the drawings, A represents the gate, its stile B being pivoted on the upper and lower brackets C, which are adjustably fitted upon the vertical rods D, fixed to the post E, as shown.

F is the latch-catch fitted between two rods G, within which it is held by the pivot-pin H in such a manner that it may be vertically adjusted behind the rods G, its heel I being designed to fit into one of the ratchet-notches formed in the plate J, fixed to the post K. Said catch F is so arranged that it may be held in any desired position on the post K to suit the latch L, pivoted on the gate A, which gate may be moved vertically by simply adjusting the brackets C. A crank A is formed on the pivoted latch L, and has a cord M connected to it, the other end of the cord being attached to the grooved pulley N, which is loosely fitted upon the stile B, as indicated. Around the pulley N, I wrap and connect the endless cord O, the outer loops of which are carried around and attached to the grooved pulleys P, suitably pivoted on posts Q, situated on either side of the gate A, as indicated. On each post Q, I sus-

pend two cords R, which are connected to the ends of a cross-bar S, fixed, respectively, to each of the pulleys P. The cords R are arranged in such a manner that the driver of a vehicle passing either of the posts Q can easily reach and grasp one or other of the said cords without descending from his seat.

Owing to the connection between the grooved pulleys P and the grooved pulley N, journaled on the stile B and connected to the latch L by the cord N, the drawing upon either of the cords R will cause the pulley P to move on its pivot, and as it is connected by the cord O to the grooved pulley N the latter is also caused to move on its pivot in such a manner as to draw upon the cord M. As this cord is connected to the crank *a* of the latch L, the latter is tilted on its pivot so as to clear itself of the catch F, by which time it butts against the top of the slot in the gate-stile T, through which it passes, and the pulley N is prevented from revolving farther. Consequently the strain is directed against the gate, and it is caused to move on its pivot and assume the open position indicated in Fig. 2, where it butts against the post U in such a manner as to bring the latch L below the pivoted hook V. This locks the gate open, as indicated, until one of the other cords R is pulled upon, when the action described is reversed and the gate closed. As the gate A is supported by the brackets C, which are vertically movable on the rod D, the height of the said gate may be easily adjusted to suit any unevenness in the gateway either from accumulation of snow, mud, or other obstruction.

It will be observed on reference to the drawings that the hook V is arranged so that it may be vertically adjusted on the post U to suit the height of the gate A. This vertical adjustment is effected by having a series of holes *b* arranged vertically on the said post to receive the pivot-pin of the hook V.

What I claim as my invention is—

1. The gate herein shown and described, consisting of the post E, having the two guide-rods D therein, the V-shaped brackets C, adjustable on said rods, the gate having the post B, pivoted in the said brackets, the post K, the adjustable catch F, carried by said post, the latch L, the cord M, the pulley N, to which

said cord is connected, the pulleys P, the cords O, passing around pulleys N and P, the post U, and the adjustable catch V on said post, all arranged and adapted to serve as described.

- 5 2. In a gate, the combination of the post, the rack bar or plate on said post, the rods adjacent to said rack-bar, the catch adjustable in said rods and having a heel for en-

gaging the rack-plate, and the latch for engaging the catch, substantially as described. 10
Toronto, October 21, 1889.

JAMES STEPHENSON.

In presence of—

CHARLES C. BALDWIN,
E. CUMMINGS.