

(No Model.)

J. W. HUDELSON.
GATE.

No. 433,346.

Patented July 29, 1890.

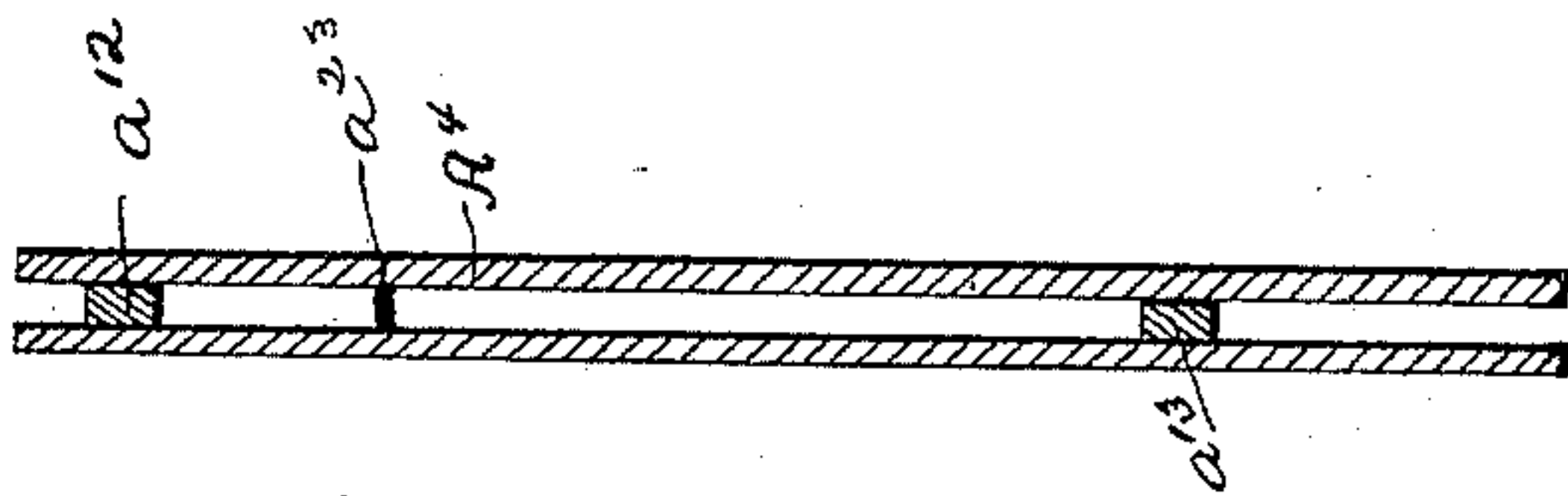
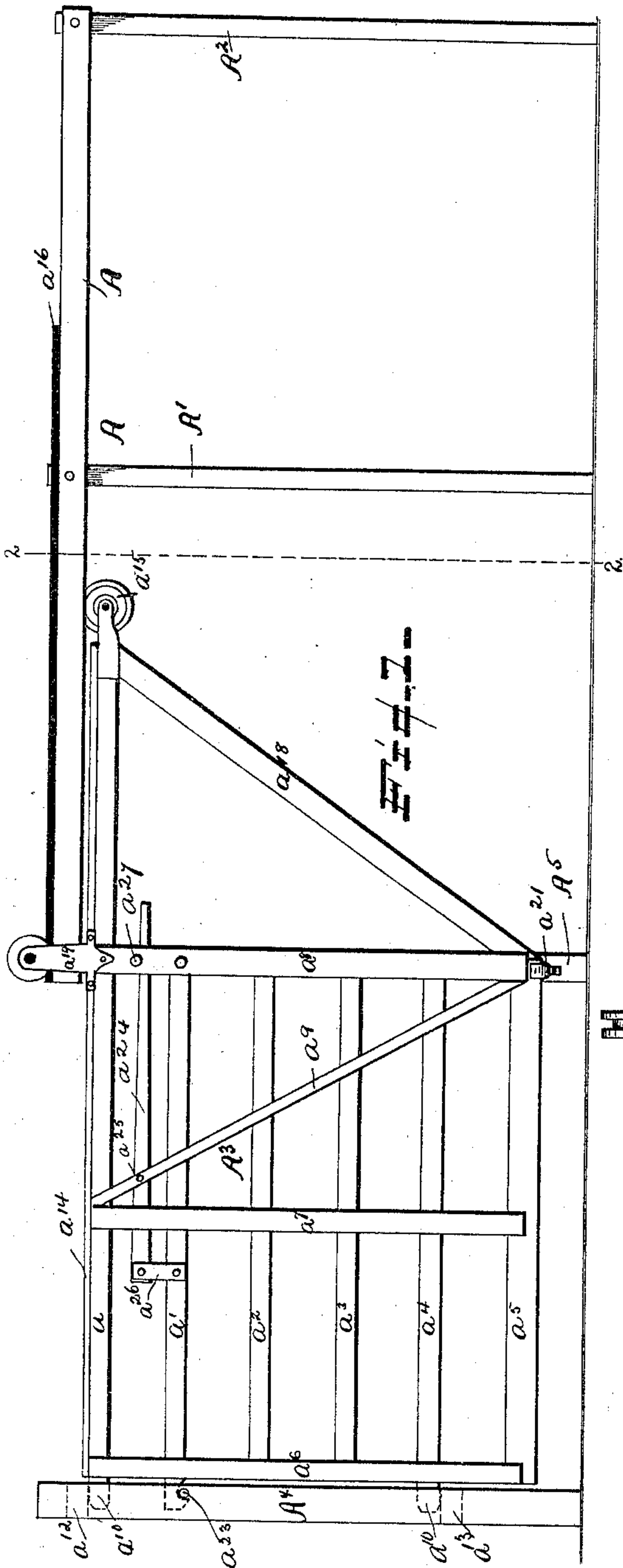


Fig. 3.

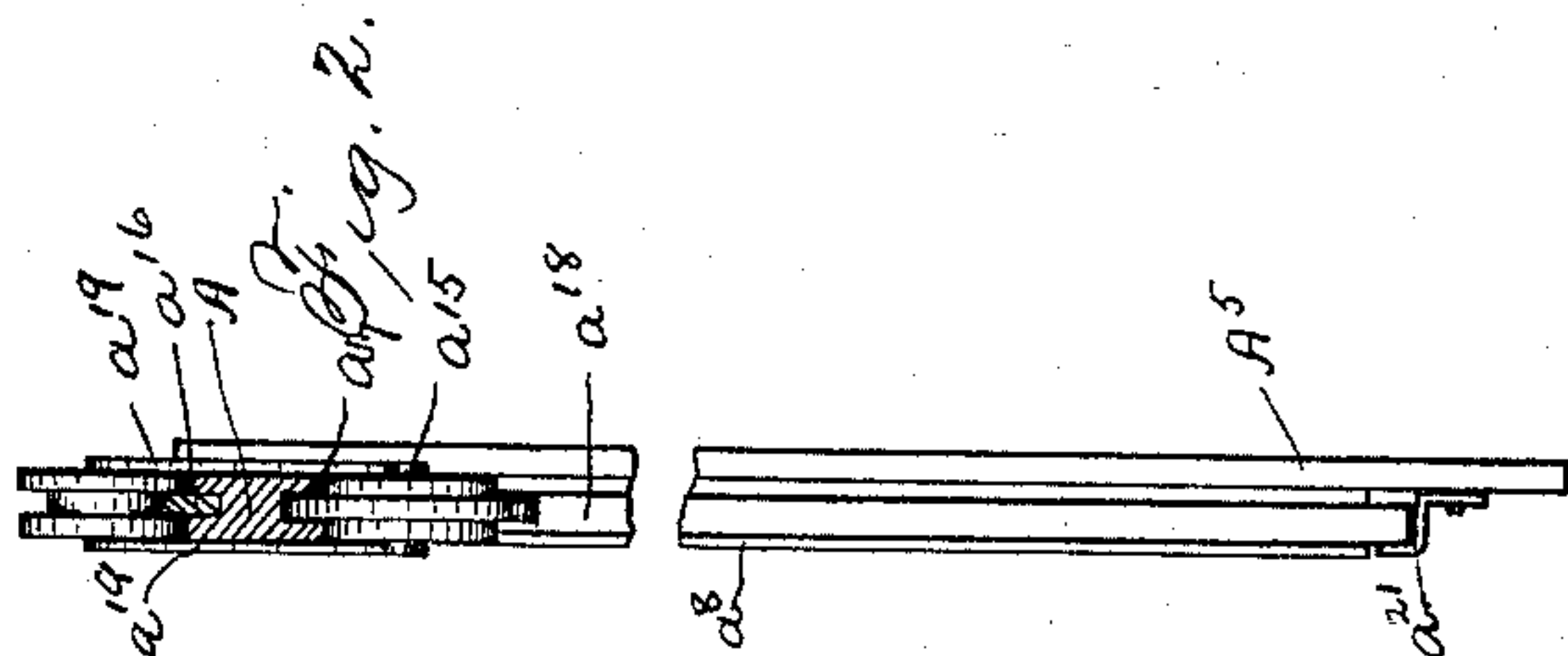


Fig. 2.

WITNESSES

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UNITED STATES PATENT OFFICE.

JOHN W. HUDELSON, OF KNIGHTSTOWN, INDIANA.

GATE.

SPECIFICATION forming part of Letters Patent No. 433,346, dated July 29, 1890.

Application filed August 14, 1889. Serial No. 320,682. (No model.)

To all whom it may concern:

Be it known that I, JOHN W. HUDELSON, a citizen of the United States, residing at Knightstown, in the county of Henry and State of Indiana, have invented certain new and useful Improvements in Gates; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to that class of gates known as "sliding gates."

The object of my invention is to improve upon the general construction of the same; and the invention consists of constructions and combinations, all as will hereinafter be described in the specification, and pointed out in the claims, reference being had to the accompanying drawings, in which—

Figure 1 represents a side elevation of the gate; Fig. 2, a section on line 2 2 of Fig. 1, and Fig. 3 a section of the latch-post.

A represents a frame consisting of a track A and supporting-posts A' and A². The upper side of the track is provided with a metal rail a¹⁶, preferably grooved into the track and projecting above the upper surface of said track. The under side of the track is grooved at a¹⁷ from end to end or for any desired distance. The forward part of the track projects to a point where the gate-post is usually placed.

A³ is the gate. The part for closing the gate-opening may be of any desired construction; but I prefer the one shown, which consists of slats or rails a, a', a², a³, a⁴, and a⁵, standards a⁶, a⁷, and a⁸, and the brace a⁹, located between the standards a⁷ and a⁸, for a purpose hereinafter described. The slats or rails a and a⁴ project beyond the standard a⁶ and have beveled ends a¹⁰ for guiding the gate in place by striking the cross-bars a¹² and a¹³ in the double latch-post A⁴. The upper bar a¹² prevents lifting of the gate when latched, and the lower bar a¹³ serves as a rest for the gate when closed and also relieves the extension of the gate from strain. Rail a' also extends backward beyond the gate proper, and is provided with a top bar a¹⁴ for strengthening the same. To the outer end of this rail is secured a center-flanged wheel a¹⁵, which runs in the groove a¹⁷ of the track A. This

wheel can be adjusted upon the rail a to any desired angle, so that any cant of the gate can be overcome. The outer end of the rail is braced by a bar a¹⁸, which is secured at its lower end to the rear and lower corner of the gate. The standard a⁸ is provided at its upper end with a frame a¹⁹, which embraces the track A and carries a grooved pulley that runs upon the rail a¹⁶. The rail a⁵ is so placed upon the standards that it partly projects below the latter, so that the gate can be moved back and forth upon the guide a²¹ upon the stub-post A⁵, as shown in Fig. 1. In Fig. 2 this post is shown extending up and secured to the track A. The rail a' is pivoted at the rear end to standard a⁸, and is provided at its forward end with a hook or latch, which engages with bar a²³ on latch-post A⁴ when the gate is closed. The latch is lifted by means of a lever a²⁴, pivoted to the brace a⁹ at a²⁵, and connected with rail a' by a link a²⁶. The handle of the lever projects beyond the rear of the gate, so that the latch can be lifted and the gate opened at the same time.

To hold the rail a' in place or position, so that it will be guided to bar a²³, a stop a²⁷ is placed upon standard a⁸ for the handle of the lever to rest against. The tendency of the rail a' to drop is thereby overcome. If desired, stops may be placed upon standards a⁶ and a⁷ for the same purpose.

What I claim as new is—

1. The combination of the latch-post having bar a²³, a gate having the slot pivoted at the rear end and notched or hooked at the forward end, and a lever fulcrumed on the gate and connected with the latch-slat by a link, and also projecting to the rear of the gate.

2. The combination of the latch-post having bar a²³, a frame carrying a track, a gate sliding on said track and having a slat pivoted at the rear end and notched or hooked at the forward end, and a lever fulcrumed on the gate and connected with the latch-slat by a link, and also projecting to the rear of the gate, substantially as described.

In testimony whereof I affix my signature in presence of two witnesses.

JOHN W. HUDELSON.

Witnesses:

HENRY M. CROUSE,
HENRY C. WOODS.