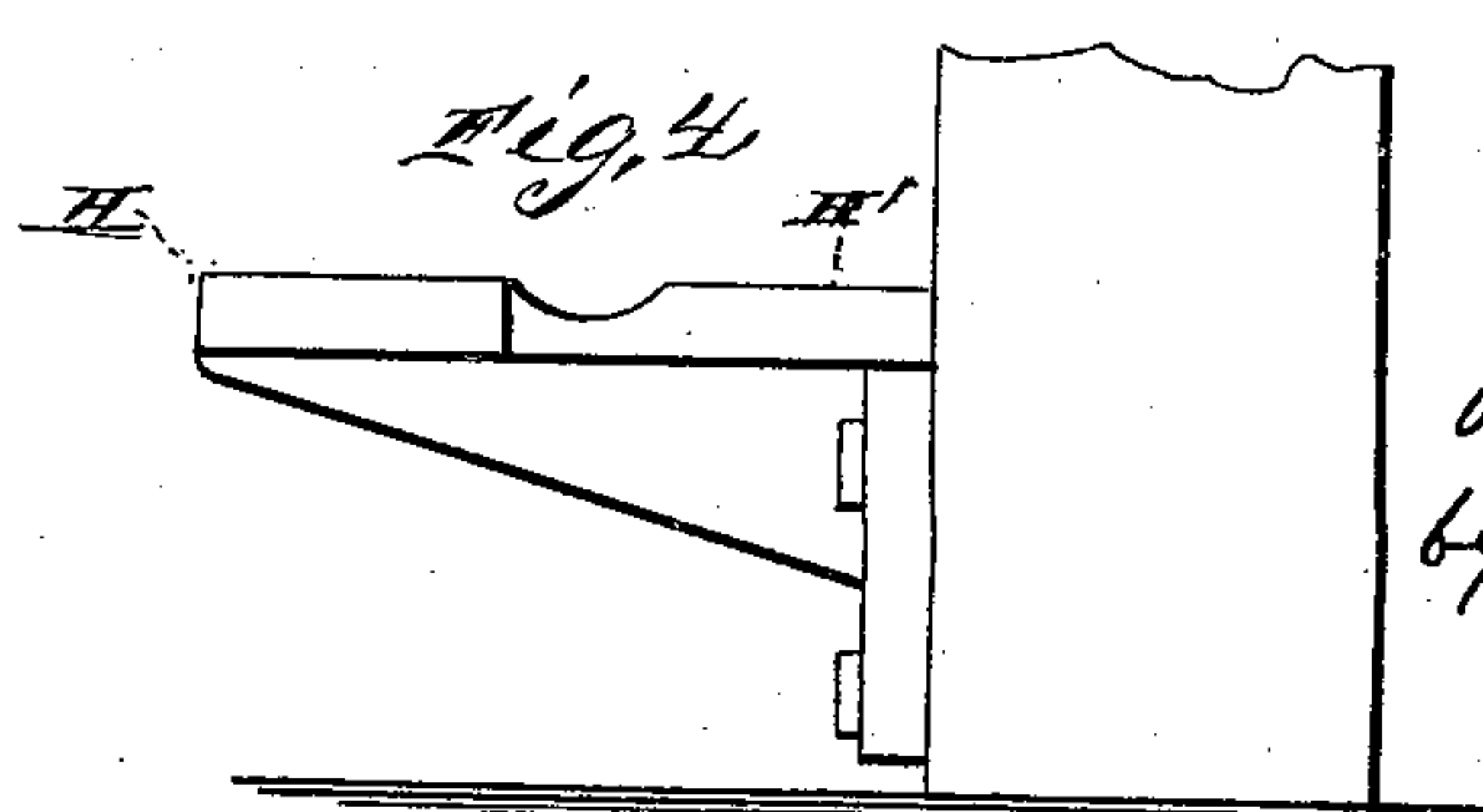
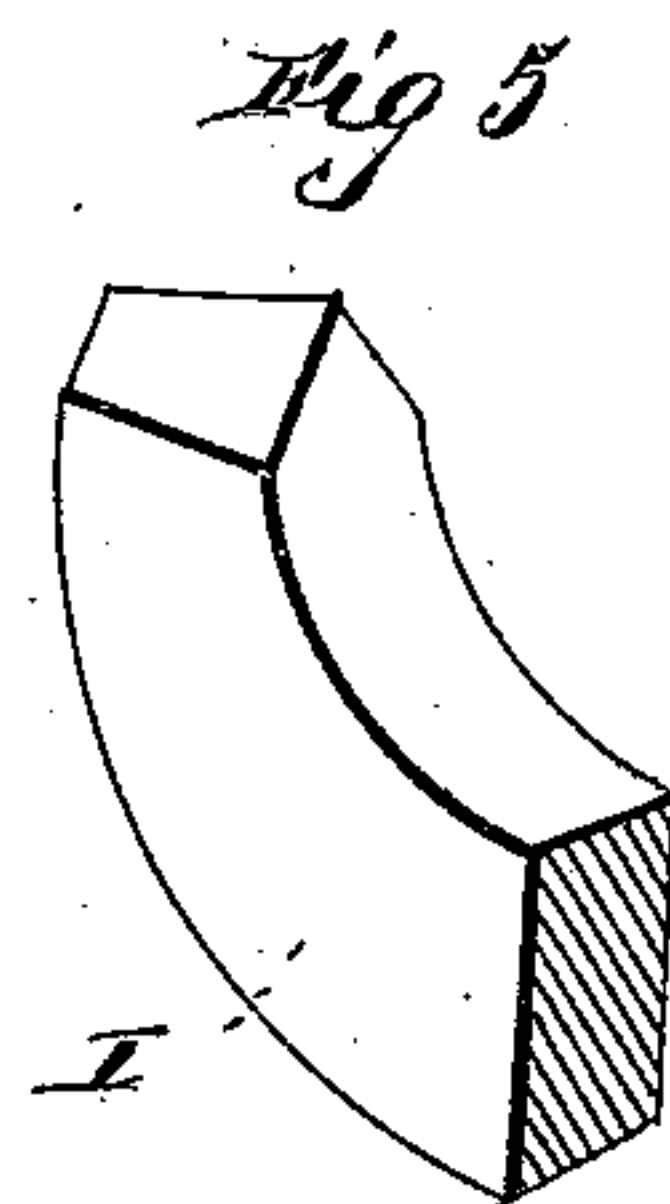
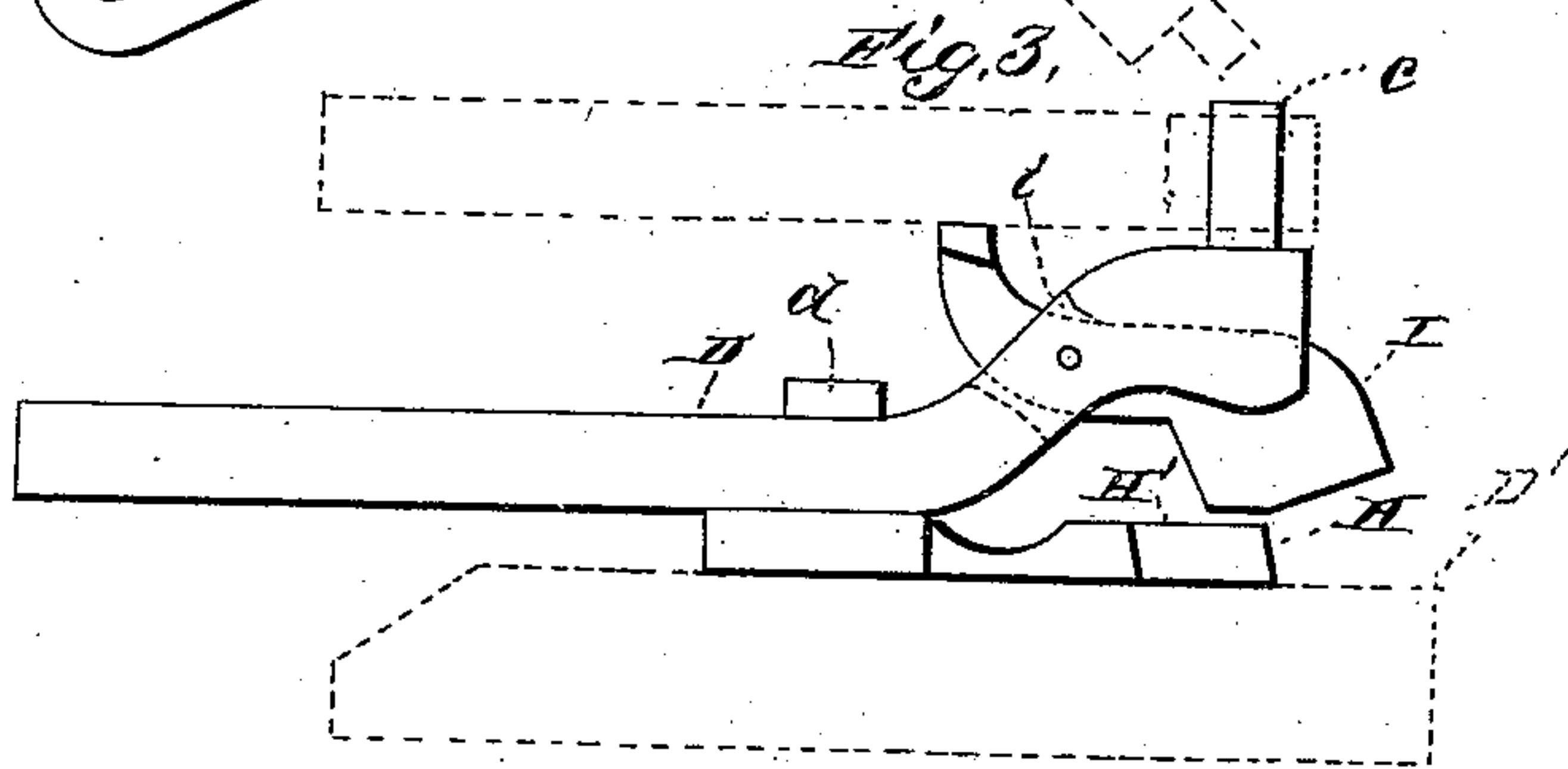
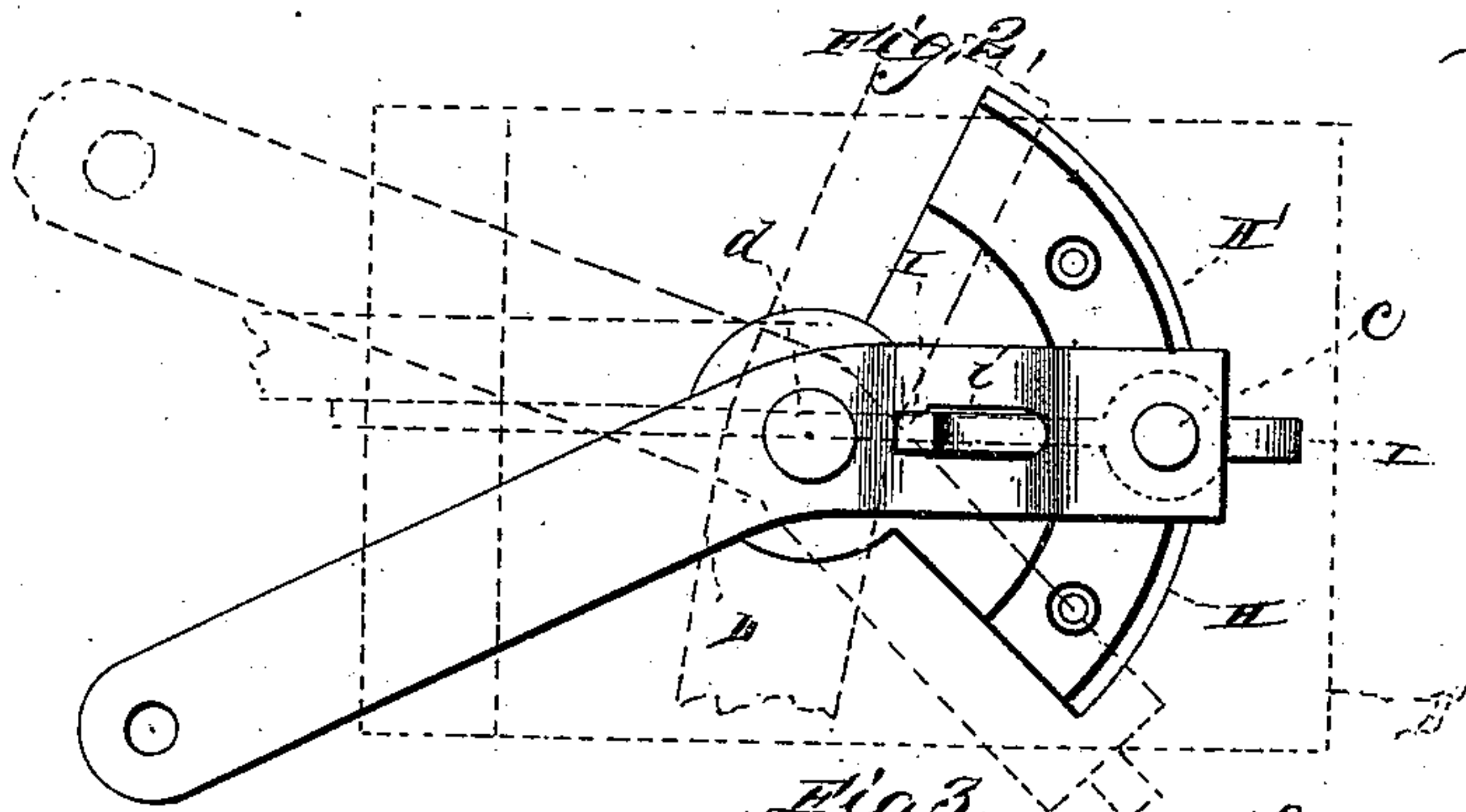
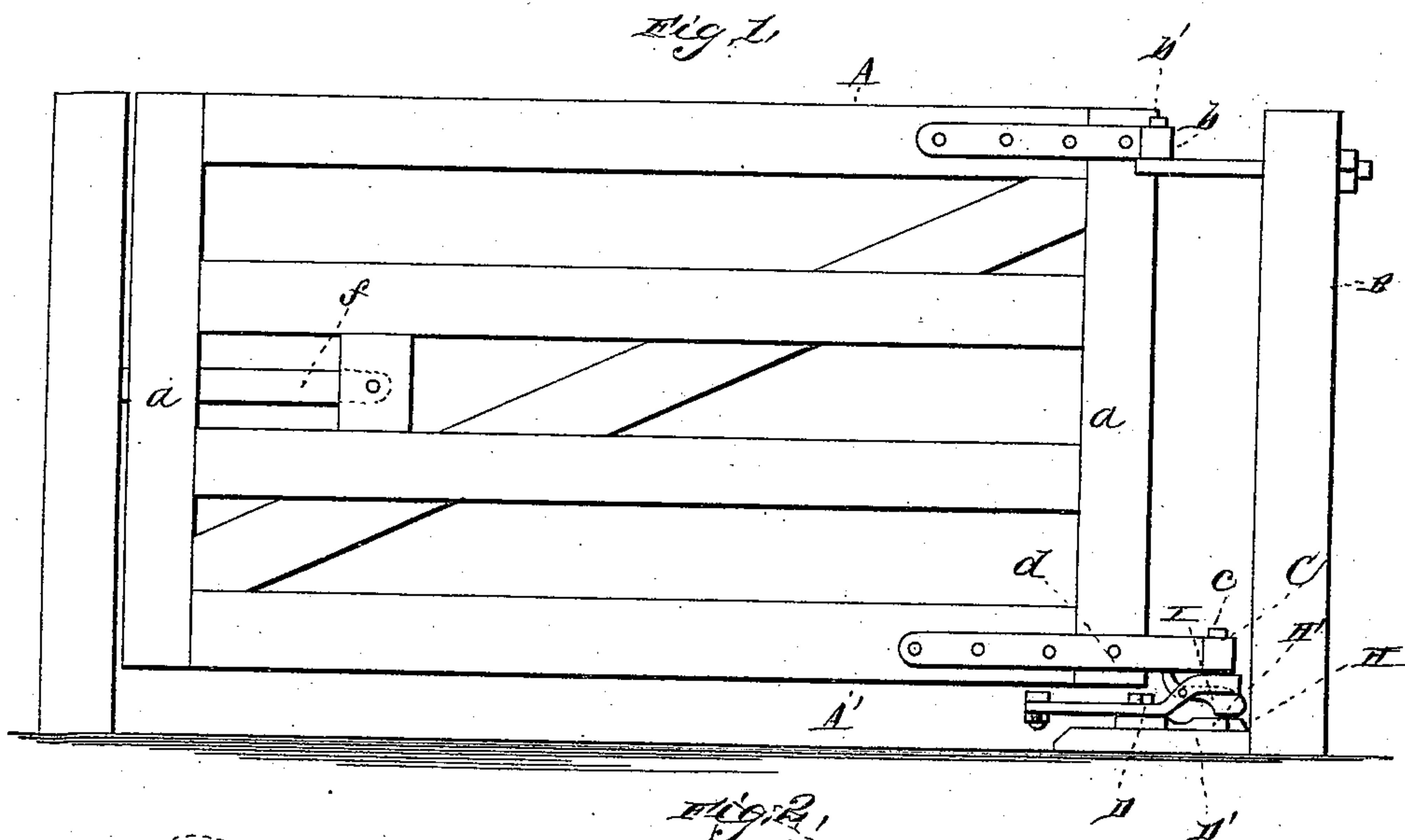


(No Model.)

R. S. TAYLOR.  
GATE.

No. 446,302.

Patented Feb. 10, 1891.



Witnesses  
*Chas. L. Taylor*  
 Geo. H. Parmelee.

Inventor  
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by E. O. Anderson  
his  
Attorney



# UNITED STATES PATENT OFFICE.

ROBERT S. TAYLOR, OF ZELLWOOD, FLORIDA.

## GATE.

SPECIFICATION forming part of Letters Patent No. 446,302, dated February 10, 1891.

Application filed August 26, 1890. Serial No. 363,127. (No model.)

*To all whom it may concern:*

Be it known that I, ROBERT S. TAYLOR, a citizen of the United States, and a resident of Zellwood, in the county of Orange and State of Florida, have invented certain new and useful Improvements in Gates; and I do 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, reference being had to the accompanying drawings, and to letters of reference marked thereon, which form a part of this specification.

Figure 1 of the drawings is a representation of my device in operative position. Fig. 2 is a detail plan of the crank-piece and washer. Fig. 3 is a side view of the same. Fig. 4 is a detail of one form of washer. Fig. 5 is a detail showing upper end of the catch.

My invention relates to certain improvements in gates; and it consists in the novel construction and combination of parts, as hereinafter described.

In the accompanying drawings, A A' refer respectively, to the top and bottom rails of the gate, and a to the uprights or cross-pieces.

The gate is provided at its upper rear portion with the ordinary strap or eye-hinge b, receiving and engaging the pintle b', secured to the gate-post B, and the gate is entirely supported upon the post by this hinge.

The lower rear portion of the gate is provided with the strap and eye C, said eye receiving and engaging the pintle c, said pintle c being formed at the rear end of the crank-piece or angle-iron D, which is not secured to the gate-post, but is pivotally secured to a block D', mounted on the bed piece or sill; or it may be secured directly to said sill. This pivotal connection is effected by means of a screw or pivot d, the point of pivotal connection being in the same vertical plane with the pintle b'. This angle-iron or crank-piece is of substantially the form shown, being bent upwardly and to one side at its rear end, or at that end provided with the pintle c. To the opposite or free end of this crank-piece D is connected a bar or rod, which in turn connects with a trip adapted to be actuated by a wagon or other vehicle, or it may be connected with a suitable hand-lever. When the trip or the hand-lever is actuated it will cause by

means of the connection a pivotal movement of the said crank-piece, giving the gate connected thereto a double movement, first, throwing it out of a plumb or vertical position with respect to its upper and lower hinge, and, second, as the crank-piece turns on its pivot d giving the gate a forward thrust, and as the said gate is held stationary at its top hinge, it will cause its front end to rise, liberating the latch f and permitting the gate to swing open, which it will readily do, its center of gravity being changed by the change in the position of the crank-piece. To close the gate the movement is simply the reverse. The forward end of the gate will rise from the return movement of the crank-piece, liberating the catch-latch, throwing the center of gravity inward, and causing the gate to swing to its closed position. The latch f is preferably of the well-known "drop-latch" form and is intended to hold the gate both in its opened and in its closed position.

H represents a washer, which is secured to the screw or pivot d beneath the crank-piece and which is provided with the rearwardly-extending portion H', adapted to be secured to the bed-piece; or, if desired, the washer can be made in a raised or bracket form and secured to the gate-post by screws or other suitable means, the latter construction being especially adapted when it is desired to raise the gate a considerable distance from the ground in order to prevent the clogging of the parts with snow or other substance.

I represents a gravity-catch, which is pivotally hung in a recess i in the crank-piece between the pintle and the screw or pivot d. When the crank-piece is thrown suddenly from one position to the other, it will release the catch, which has been held up by the strap of hinge C impinging against its upper beveled edge. When the crank-piece has reached the limit of its movement in opening the gate, the catch will engage the edge of the washer, holding the crank-piece in such position until the gate has swung around to this point, when the strap of hinge C will once more engage the catch, raising it and again permitting the free movement of the said crank-piece. The position of the piece when the gate is in open and closed positions is shown in dotted lines in Fig. 2.



The crank-piece D may be formed either right or left handed, according to whether a right or left swing is desired.

This device is simple, effective, and inexpensive, and can be easily applied to a gate of any form.

Having described this invention, what I claim as new, and desire to secure by Letters Patent, is—

10 1. In a gate-operating device, the lower hinge having its eye engaging a pintle formed on a crank-piece or angle-iron pivotally secured to the bed piece or sill, the washer placed beneath said crank-piece or angle-iron,  
15 and the gravity-catch engaging or impinging

against said washer, substantially as described.

2. In a gate-operating device, the combination, with a trip or lever, of the crank-piece or angle-iron provided with a pintle which en- 20 gages the eye of the lower gate-hinge, the bracket or washer, and the gravity-catch engaging or impinging against the said bracket or washer, substantially as described.

In testimony whereof I affix my signature in 25 presence of two witnesses.

ROBERT S. TAYLOR.

Witnesses:

THOS. OSBURN,  
H. M. MOBLY.