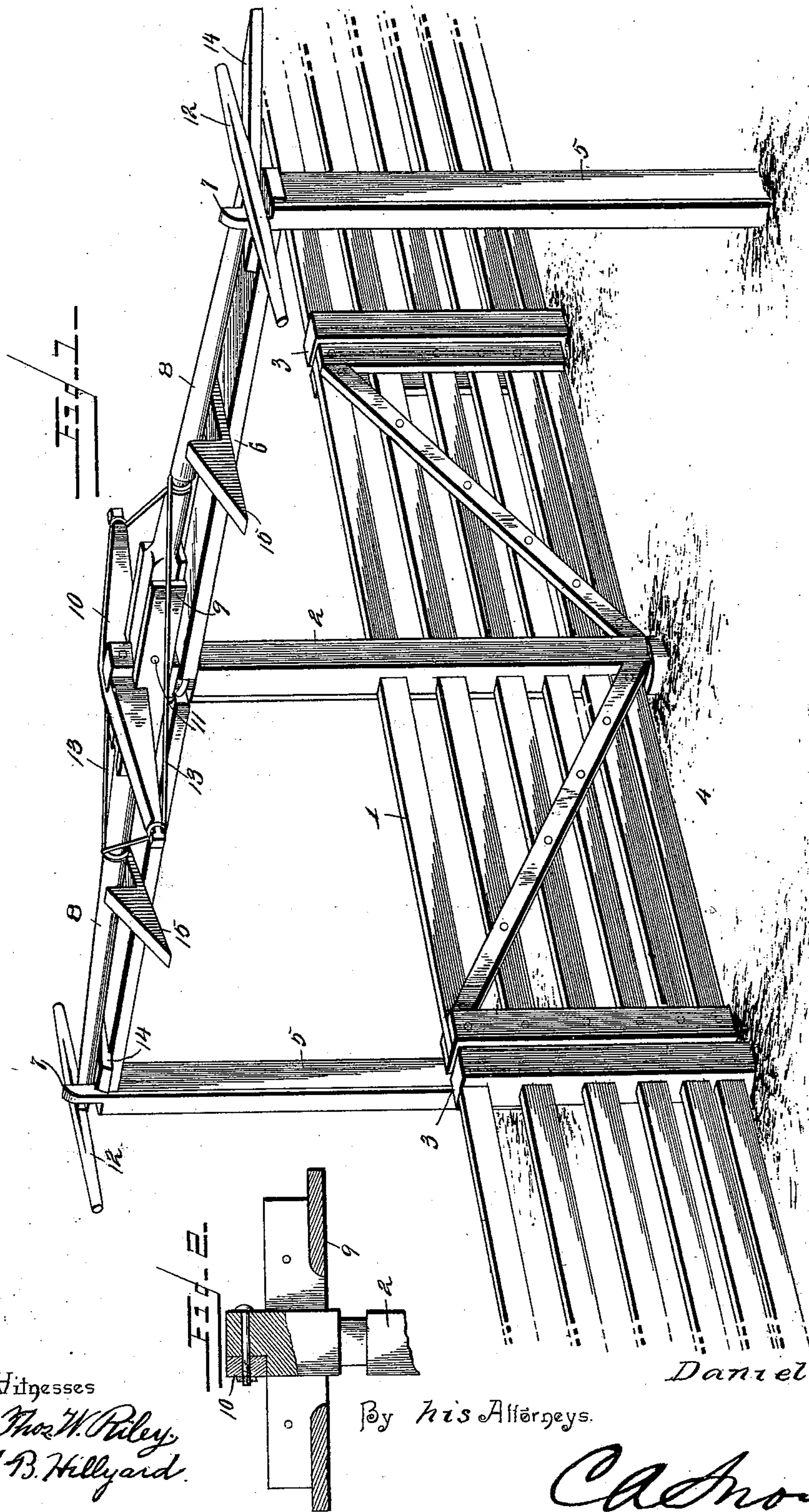


(No Model.)

D. A. PECK.
GATE.

No. 542,347.

Patented July 9, 1895.



Inventor

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By his Attorneys.

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Witnesses

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UNITED STATES PATENT OFFICE.

DANIEL A. PECK, OF LOBELIA, WEST VIRGINIA.

GATE.

SPECIFICATION forming part of Letters Patent No. 542,347, dated July 9, 1895.

Application filed March 19, 1895. Serial No. 542,392. (No model.)

To all whom it may concern:

Be it known that I, DANIEL A. PECK, a citizen of the United States, residing at Lobelia, in the county of Pocahontas and State of West Virginia, have invented a new and useful Gate, of which the following is a specification.

The purpose of the present invention is to devise a gate especially designed for use in stock-raising and farming countries where the roadway intercepts or crosses the fences dividing the several farms which will obviate the necessity for the teamster or mounted person to dismount for the purpose of opening and closing the said gate when the same is met with.

A further purpose of the invention is the provision of a gate which will be simple in its construction, efficient in operation, and capable of being easily manipulated and latched and unlatched by the teamster or mounted person.

The improvement consists, essentially, of the novel features and the peculiar construction and combination of the parts, which hereinafter will be more fully described and claimed, and which are shown in the accompanying drawings, in which—

Figure 1 is a perspective view of a gate constructed in accordance with and embodying the essential principles of the invention. Fig. 2 is a detail view of the head portion of the turn-post on a larger scale.

The gate 1 may be of any suitable construction and is attached midway of its ends to a turn-post 2. The posts 3, at the ends of the line of fencing intercepted by the gate 1, are right-angularly disposed with respect to the roadway 4. The posts 5, parallel with the roadway 4, are disposed equidistant from the turn-post 2, and are connected at their upper ends by a cross-beam 6, which is constructed to receive and form a bearing for the upper end of the turn-post 2, and the posts 2 and 5 are in the same straight line and placed at one edge of the roadway 4. End portions of the posts 5 are projected vertically above the cross-beam 6 to form stops 7 to engage with the ends of the levers 8 and hold the gate 1 in proper position between the posts 3 and in the direction of the line of fencing of which it forms a panel.

The upper end of the turn-post 2 projects

above the cross-beam 6, and is provided with a rest 9 and a cross-bar 10, the rest and cross-bar crossing and being right-angularly disposed. The rest 9 is closed on its bottom and two sides, the upper portion being open to admit of the vertical movements of the levers 8, which latter have their inner end portions fitted into the recessed ends of the rest 9 and secured therein by pivots 11. The levers 8 are sufficiently long, so that their outer ends may be reached by the teamster before the horses reach the gate, thereby enabling him to unlatch the gate and open the same without dismounting and admit of the team passing through.

To enable the levers to be easily grasped they are provided at their outer ends with cross-handles 12, one end of which extends over the roadway to be within easy reach of the teamster. These levers are supported in an approximately horizontal position by the end portions of the rest 9, extending forward of the pivots 11. They are further braced and strengthened against lateral stress by means of stays 13, which extend from the ends of the cross-bar 10 and are attached to the levers 8 a short distance from their inner or pivotal ends. These braces or stays 13 may be of any suitable material, preferably heavy wire, which is passed around the levers 8 and the ends of the cross-bar 10, as clearly indicated in the drawings. By this construction the wire forming the said stays or braces 13 assists in holding the levers 8 in their lowest position.

Arms 14 project outward in the same direction from the end of the beam 6, and incline slightly to the horizontal. These arms 14 project about at right angles to and away from the roadway 4, and serve to lift the free ends of the levers 8 should the same have a tendency to drop below a plane passing horizontally through the top of the beam 6. Hence, it will be seen that the said levers 8 will normally occupy a position above the beam 6 and will not engage therewith when opening and closing the gate.

Under normal conditions the gate 1 extends parallel with the line of fencing and occupies a position between the posts 3, one end portion extending over the roadway 4. On the approach of a team or mounted per-

son the end of the lever 8 nearer the teamster or person mounted is grasped and disengaged from its stop, and the person advancing without dismounting pushes the lever ahead
5 and opens the gate. After the team or horse has passed through the gate is closed by the person still having hold of the lever, and the latter is lifted to clear the stop of the opposite post with which it is engaged to secure
10 the gate in its closed position. It makes no difference from which side the gate is approached, the operation is precisely the same as that just described.

In a practical demonstration of the merits
15 of the invention the disposition and relative arrangement of the parts herein set forth are preferred. However, changes in the form, proportion, and the minor details of construction may be resorted to without departing
20 from the principle or sacrificing any of the advantages of this invention.

In order to lift the levers 8 over the ends of the stops 7 when closing the gate, it has been found expedient to provide lifts 15, which consist of short arms secured to the cross-beam 6,
25 and extended from the same side thereof at points equidistant from the turn-post, the upper faces being inclined downwardly and forwardly from the cross-beam, so as to cause
30 the levers 8 to ride thereon and over the stops 7, as will be readily understood.

Having thus described my invention, what I claim is—

1. The combination with a gate normally
35 constructed to occupy a position in the line of fencing and form a panel thereof, one end portion of the gate normally extending across the roadway, of a turn-post supporting the gate midway of its ends, operating levers pivoted at their inner ends to the top end portion
40 of the turn-post and normally occurring parallel with the roadway and at one side thereof, and stops to engage with the outer end portions of the said levers and hold the parts in
45 a normal position, substantially in the manner set forth.

2. In combination, a gate mounted midway of its ends upon a vertically-disposed turn-post, a cross bar and rest secured to the upper end of the turn-post and right-angularly disposed, the ends of the said rest being recessed
50 on their top side, operating levers having their inner ends fitted in the recessed ends of the said rest and pivoted therein so as to have a vertical movement, braces, or stays, connecting
55 the ends of the said cross bar with the levers a short distance from their pivotal ends, and stops to engage with the outer end portions of the said levers and hold the parts in a normal position, substantially as specified. 60

3. In combination, a gate normally occurring in the line of fencing and forming a panel thereof, one end portion extending across the roadway, a turn-post supporting the gate midway of its ends, posts disposed equidistant
65 from the turn-post on opposite sides of the gate, their upper ends being extended to form stops, a cross beam connecting the upper ends of the said posts and forming a bearing for the upper end of the turn-post, a cross bar
70 and rest secured to the upper end of the turn-post and being right-angularly disposed, the end portions of the said rest being recessed in their upper sides, levers having cross handles at their outer ends, and having their inner
75 ends fitted in the recessed ends of the said rest and pivoted therein, braces, or stays, connecting the ends of the cross bar with the said levers a short distance from their pivotal ends, arms projected from the same side of
80 the cross beam and inclined to the horizontal, and inclined lifts to cause the levers to ride thereon and over the said stops when closing the gate, substantially in the manner specified. 85

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

DANIEL A. PECK.

Witnesses:

C. C. SILVA,
L. A. HEFNER.