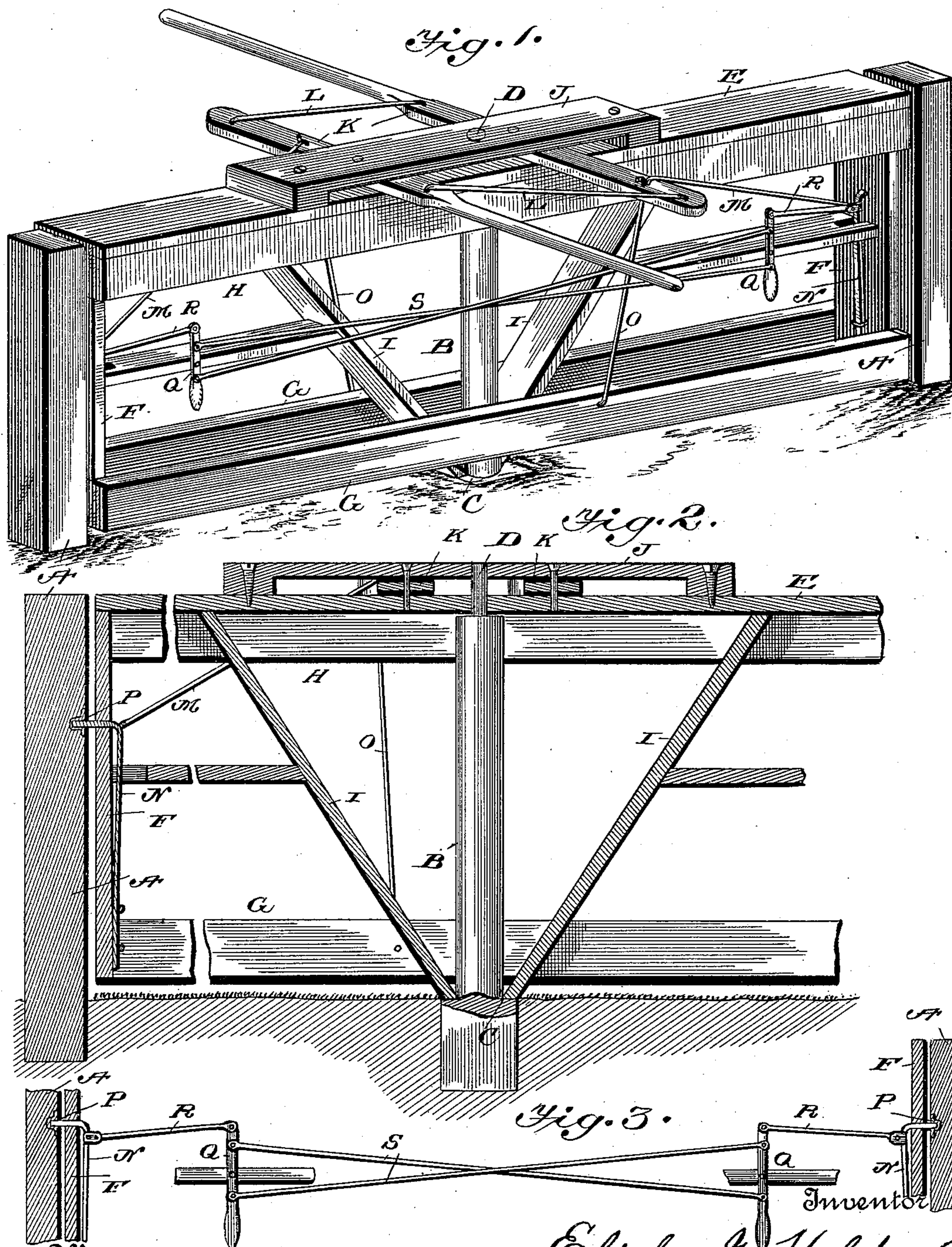


(No Model.)

E. G. HOLDER.
GATE.

No. 564,281.

Patented July 21, 1896.



Witnesses
Simon Messer
Frank Barry.

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UNITED STATES PATENT OFFICE.

ELISHA G. HOLDER, OF MARQUEZ, TEXAS, ASSIGNOR OF ONE-HALF TO
ALVERDA J. VESTAL, OF SAME PLACE.

GATE.

SPECIFICATION forming part of Letters Patent No. 564,281, dated July 21, 1896.

Application filed December 27, 1895. Serial No. 573,429. (No model.)

To all whom it may concern:

Be it known that I, ELISHA G. HOLDER, a citizen of the United States, residing at Marquez, in the county of Leon and State of Texas, have
5 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
10 the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

My invention relates to improvements in
15 rotary gates; and it consists in certain novel features of construction hereinafter described and claimed.

In the annexed drawings, Figure 1 is a perspective view of my improved rotary gate.
20 Fig. 2 is a detail section of the same, and Fig. 3 is a detail view showing the mechanism for operating the latches by pedestrians.

In carrying out my invention I erect at the opposite sides of the roadway the latch-posts
25 A, and at the center of the roadway I erect the cylindrical pivot-post B, all of which posts are firmly secured in the ground. The central or pivot post B is provided at the surface of the ground with a shoulder C, and its upper
30 end is reduced, as shown at D. Fitting loosely over the upper extremity of the pivot-post is a beam E, which extends entirely across the roadway between the latch-posts. Depending from the ends of this beam E is
35 a pair of standards F, the lower ends of which are connected by the rails or beams G, passing on opposite sides of the pivot-post and free of said post. In order to give additional rigidity to the structure, I secure to the standards
40 the side rails H, which extend between the upper ends of the same and serve as guards to prevent the upper end of the pivot-post being broken by shocks and blows to which it may be subjected. At proper points
45 between the pivot-post and the latch-posts I secure to the beams E and G the braces I, which converge downward and have their lower ends resting on the shoulder C of the pivot-post. It will thus be seen that the entire
50 weight of the gate is borne by the annular shoulder of the pivot-post through the

braces, and that it is supported from the top so that it may be easily swung when unlatched without necessitating the application of a great force and unduly tiring the operator. 55
The beam E does not rest on the upper shoulder of the pivot-post, so that there is very little friction thereon. The reduced upper end of the said post serves to steady the gate and furnish the necessary stay without weakening the upper beam. 60

On the upper side of the beam E, I secure the frame or box J, within which I pivot the levers K, extending out from the gate and running longitudinally of the roadway. The
65 longer or operating arms of the levers project in opposite directions from the gate and are connected with the shorter arms of the other levers by the links L, as clearly shown. The end of the shorter arm of each lever is further
70 connected by a connecting-rod M with a latch N at the adjacent end of the gate, and is supported by a vibratory brace O, having its upper end connected to the lever and its lower end pivoted to the lower beam of the
75 gate, said brace serving to prevent sagging of the lever and consequent twisting and bending of the pivots. The latches N consist of spring-rods rigidly secured at their
80 lower ends to the end standards of the gate and having their upper ends bent outward and projecting through the said standards to engage notches or keepers P in the latch-posts. The resiliency of the spring-rods
85 keeps the latches normally in engagement with the notches in the latch-posts, so as to keep the gate closed; but when the levers are swung toward the end of the gate the latches are released and the gate may be opened.
90 The levers, it will be readily understood, project some distance from the gate, so that persons approaching the gate on horseback or in a vehicle may open the gate without dismounting.

Persons approaching the gate in a vehicle
95 or on horseback grasp the lever and push it forward as they approach and pass through the gateway. One half of the gate is thus made to swing away from the path of the
100 passenger while the other swings around behind him, so that when he has passed through the gateway the gate will have made one-

half a complete revolution and will be left locked across the roadway.

In order to accommodate foot-passengers or pedestrians, I pivotally secure to a beam 5 of the gate the hand-levers Q, which extend a short distance above their pivots and depend below the same, where they hang free. The upper end of each lever is connected with the adjacent latch by a link R, and the 10 levers are connected with each other by the crossed links S, so that when the upper end of one lever is moved in a certain direction the lower end of the other lever will be moved in the same direction and a simultaneous op- 15 eration of both latches secured. It will be thus seen that a pedestrian at one end of the gate may release both latches and open the gate. The resiliency of the spring-rods composing the latches will automatically lock the 20 gate when it is closed.

It will be readily seen from the foregoing description, taken in connection with the ac-

companying drawings, that I have provided a gate of a very simple construction which will swing readily and easily under a com- 25 paratively slight pressure.

Having thus described my invention, what I claim, and desire to secure by Letters Patent, is—

The combination of the rotary gate, the 30 latch-posts at the ends of the same, spring-latches secured to the ends of the gate and adapted to engage the latch-posts, levers fulcrumed on the top of the gate and connected with each other, connecting-rods connecting 35 said levers with the spring-latches, and vibratory braces rising from the sides of the gate and secured to said levers.

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

ELISHA G. HOLDER.

Witnesses:

WALTER PHILLIPS,
G. H. SHARP.