

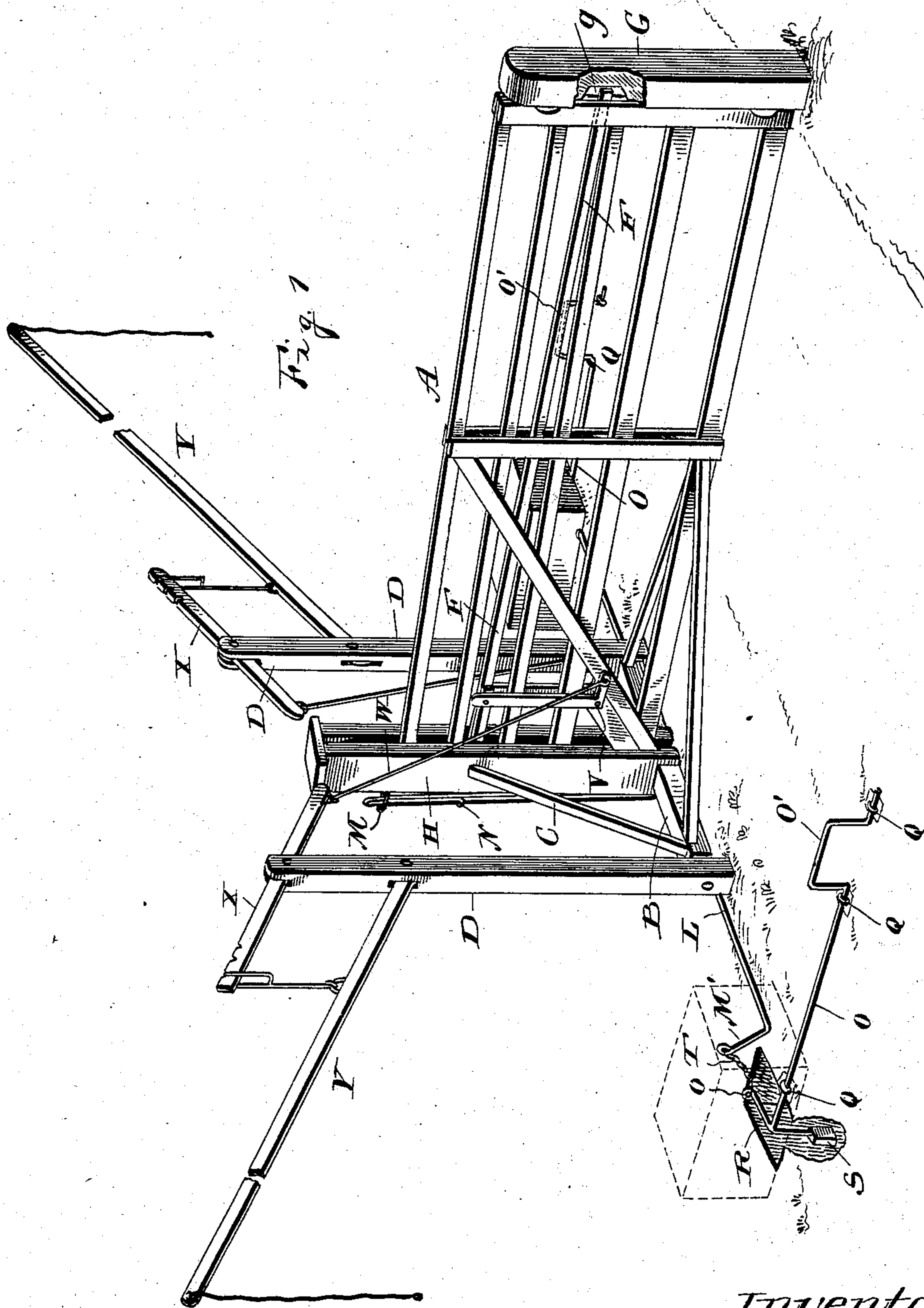
(No Model.)

2 Sheets—Sheet 1.

J. W. COTTLE.
GATE.

No. 567,222.

Patented Sept. 8, 1896.



Witnesses:
L. C. Hills
Wm. L. Loran

Inventor:
John W. Cottle
A. L. Hough
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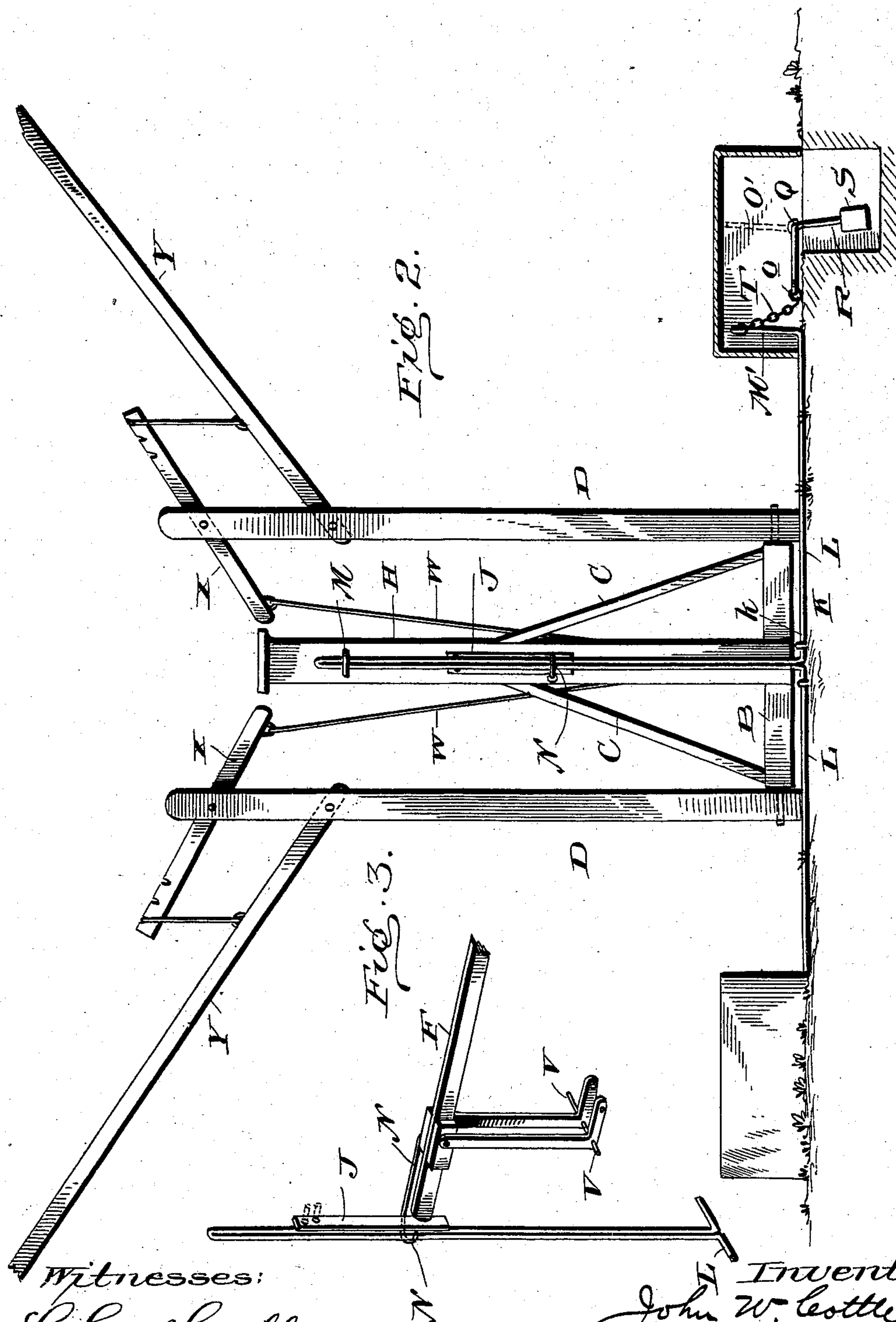
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UNITED STATES PATENT OFFICE.

JOHN W. COTTLE, OF LEAVENWORTH, KANSAS.

GATE.

SPECIFICATION forming part of Letters Patent No. 567,222, dated September 8, 1896.

Application filed May 1, 1896. Serial No. 589,826. (No model.)

To all whom it may concern:

Be it known that I, JOHN W. COTTLE, a citizen of the United States, residing at Leavenworth, in the county of Leavenworth and State of Kansas, 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 the letters of reference marked thereon, which form a part of this specification.

This invention relates to certain new and useful improvements in gates, and especially to an automatically opening and shutting gate in which provision is made for opening the gate by means of a vehicle driving over levers which have suitable connections with the framework of the gate and cause the latter to tilt back or open and a reversely-operating mechanism for shutting the gate after the vehicle has passed through. In connection with the tilting gate is a hand opening device, whereby a person approaching from either side of the gate may cause the gate to be tilted to an upright position, and simultaneously unlatching the gate from the post.

To these ends and to such others as the invention may pertain the same consists in the novel construction, combination, and adaptation of the parts, as will be hereinafter more fully described, and then specifically defined in the appended claims.

I clearly illustrate my invention in the accompanying drawings, which, with the letters of reference marked thereon, form a part of this specification, and in which drawings similar letters of reference indicate like parts throughout the several views, in which—

Figure 1 is a perspective view of my improved gate. Fig. 2 is a rear view showing means for tilting the gate. Fig. 3 is a detail view.

Reference now being had to the details of the drawings by letter, A designates the gate, of any suitable construction, which has at its lower rear corner the cross-piece B, which is journaled in apertures near the lower ends of the vertical posts D and braced by the strips C. Slidingly held between the strips of the

gate is the latch-bar F, the free end of which is adapted to rest in a recess *g* in the gate-post G to lock the gate closed. On the rear side of the stile H of the gate is secured a spring-bar J, one end of which is designed to bear against the end of the said latch-bar to keep the latter normally locked. Journaled in eyes *k*, driven in the ground behind the post H, is a rod L, which has its ends bent into cranks M', and the said rod is bent upon itself, beginning at a point in line with the length of the gate, and is extended up at right angles to the journaled portion and held by the guide M to the stile H, leaving a sufficient space within said guide for a slight play backward and forward. To the said upright portions of the rod is secured a rod N, which has its other end attached to the end of the latch-bar.

For automatically opening the gate by means of a vehicle a rod O, having a bent portion O', is journaled to eyes Q, driven in the ground, the said bent portion being in the path of the vehicle. One end of the said rod has two arms at right angles to each other, and one arm is downwardly bent and carries a weight S. The arm R has an eye *o*, in which is fastened one end of the chain T, the other end of which chain is attached to the bent end M' of the rod. Both sides of the gate are similarly equipped with opening devices, so that the gate may be closed and opened from each side.

Pivoted to the sides of the gate, on the pins V, are the L-shaped levers, the long arms of which levers, there being one lever on each side of the gate, are each pivoted to a latch-bar. The short end of each lever is connected to a rod W, which in turn is connected to a bar X. Each bar X is pivoted to an upright post D and has connection with a lever Y, and each lever Y is pivoted to a post D. From the foregoing it will be seen that when a vehicle rolls over the bent portion O' of the rod O on approaching the gate it will cause the said rod to rock, and the chain connected to the angled portion will pull down the bent end M' of the rod L, thus causing the vertical portion of the said rod L to tilt back away from the gate-stile H. In its movement it draws on the latch-bar, which disengages its free end from the gate-post G, and as the ver-

tical portion of the rod L bears against the guides or staples M the gate is caused to tilt into an upright position. After the wheels of the vehicle have passed over the bent portion of the rod O, the weight S, secured to the end thereof, will cause the portion O' to regain its normal upright position. When the vehicle has passed through the gate-opening, the wheels come in contact with the opposite similarly-formed rod O'. The said rod is caused to rock and the arm at the end thereof to pull upon the opposite end of the rod L, thus shutting the gate, and the spring-bar throws the latch into the aperture or recess g in post G.

The gate is operated by the hand by pulling down on the end of a lever Y, which has connection with one of the L-shaped levers, and as the latter is caused to tilt on its pivot the latch is released, and by further pulling down on the lever Y the gate may be tilted back to an upright position. To protect operative parts of the closing mechanism, suitable covers or boxes may be provided, if desired.

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

1. In a gate, the combination with the gate pivoted as described between posts, of the rod

L having a portion of its length bent upon itself and vertically disposed said vertical portion extending above the upper rail of the gate, and held to the rear of the stile H by means of the staples m, the latch, the hook N having one end secured to the latch its other end passed about the said upright portion of the rod L, the flat spring J secured to the rear side of the stile H and its free end bearing against the rear end of the latch F, and means for tilting the rod L, substantially as shown and described.

2. In combination with the gate as described mounted between two vertical posts, the rod L having an upturned vertical portion held to the rear side of the stile H, the latch F, the spring J, and the hook N connecting the latch and said upright portion of bar L, the rod O with the bent portion O', its other end having two arms bent at right angles to each other, one arm being connected to a weight S, and the other arm connected by a chain to the bent end of the rod L, substantially as shown and described.

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

JOHN W. COTTLE.

Witnesses:

T. J. BROWN,
GEO. W. MILES.