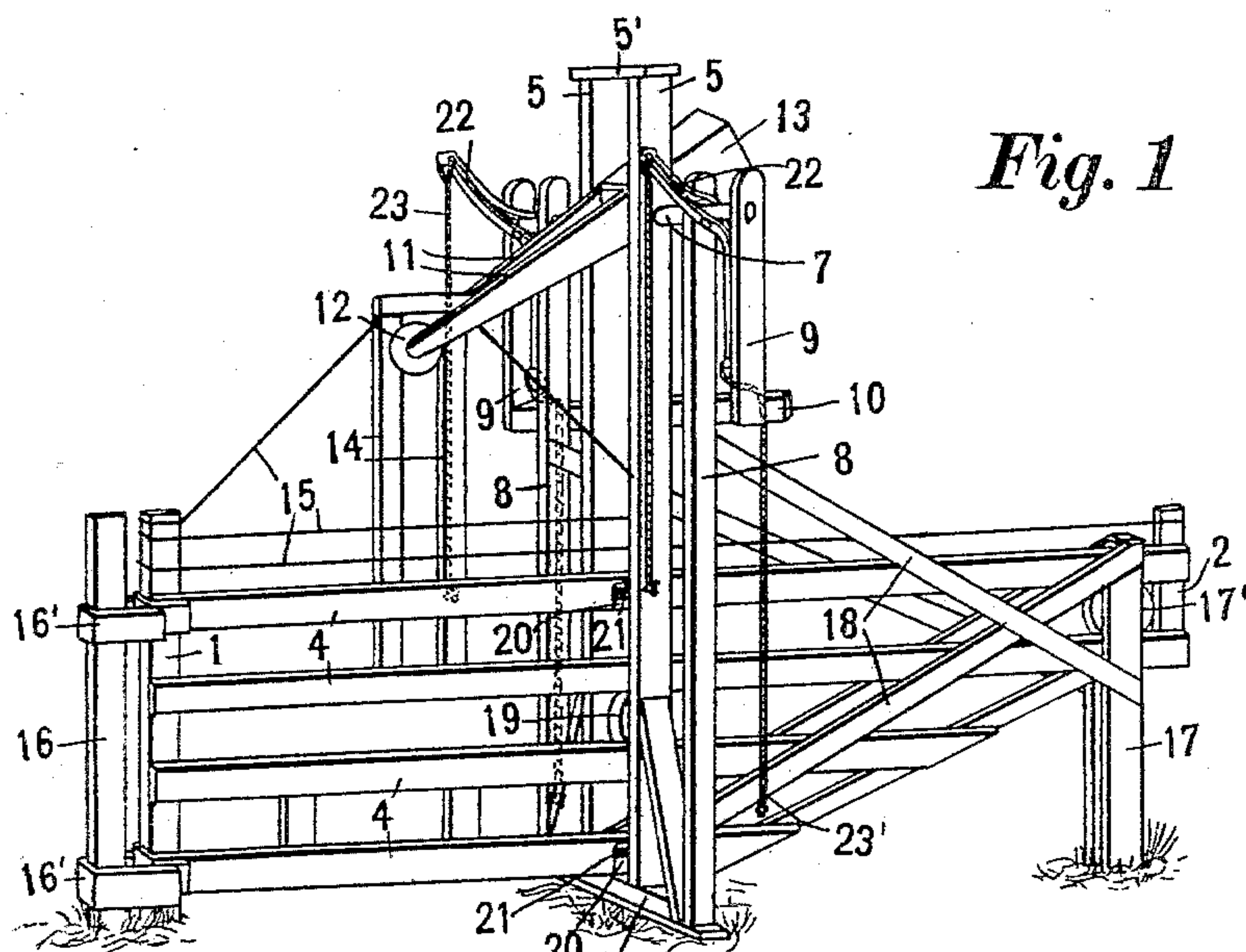


(No Model.)

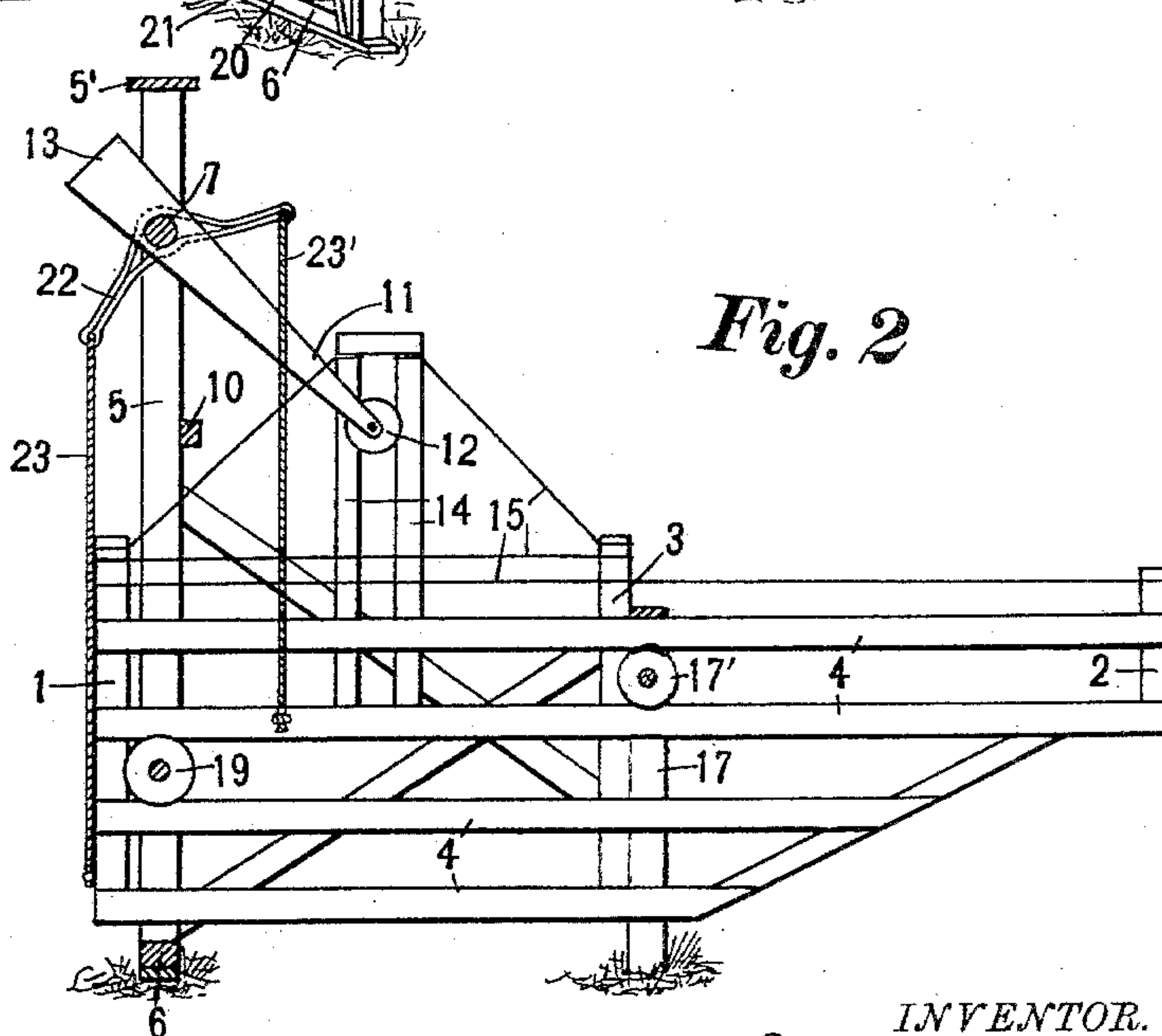
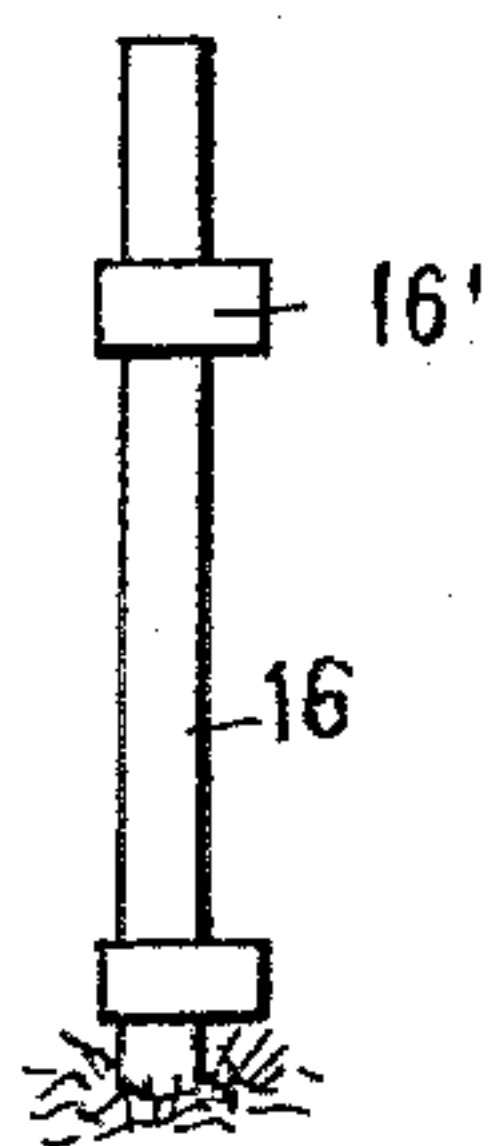
G. H. MOTT.  
FARM GATE.

No. 597,169.

Patented Jan. 11, 1898.



*Fig. 1*



*Fig. 2*

WITNESSES.

*Frank Wheeler*  
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# UNITED STATES PATENT OFFICE.

GEORGE H. MOTT, OF WEST UNION, IOWA, ASSIGNOR OF ONE-HALF TO  
OMAR A. ROGERS, OF FAYETTE COUNTY, IOWA.

## FARM-GATE.

SPECIFICATION forming part of Letters Patent No. 597,169, dated January 11, 1898.

Application filed May 17, 1897. Serial No. 636,851. (No model.)

*To all whom it may concern:*

Be it known that I, GEORGE H. MOTT, a citizen of the United States, residing at West Union, in the county of Fayette and State of Iowa, have invented certain new and useful Improvements in Farm-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, reference being had to the accompanying drawings, forming a part of this specification.

This invention relates to new and useful improvements in farm-gates; and it consists in the construction and arrangement of parts, as hereinafter fully set forth, and pointed out particularly in the claims.

The object of the invention is to provide a gate of the character set forth that shall be cheap and simple of construction, and that shall be opened by a longitudinal movement thereof, such movement being accomplished by a shaft, roller, and operating-cables. This object is attained by the construction illustrated in the accompanying drawings, in which—

Figure 1 is a general perspective view of a gate as made in accordance with my invention. Fig. 2 is a side elevation thereof, certain of the parts being shown in section to show more fully the operation of the gate.

In the accompanying drawings the gate is shown as composed of end pieces 1 and 2, an intermediate vertical piece 3, and parallel longitudinal rails 4.

The rear end of the gate is beveled off to lighten its construction, save material, and better to enable it to be moved lengthwise through snow.

The gate-frame consists of parallel uprights 5, which rest upon a suitable base 6 and which are united at their upper ends by means of a suitable tie 5'. Extending transversely through said uprights, near their upper ends, is a shaft 7, said shaft also extending through additional upright supports 8 and into vertical strips 9, the horizontal strips 10 being secured to uprights 5 and 8.

Mounted rigidly on shaft 7, between up-

rights 5, is a pair of diverging arms 11, said arms being tapered and having a grooved roller 12 pivoted therein. Between the rear ends of said arms is a casing 13, in which a counterbalance-weight (not shown) may be securely held.

Rising from the two upper rails of the gate is a guideway formed of strips 14, in which guideway roller 12 is adapted to travel and operate the gate, as hereinafter described.

To hold the guideway more rigidly in position and to take the strain in the operation of the gate, I run wires or cables 15 from strip 1 to strips 3 and 2 and also up to the top of said guideway.

16 designates the abutting post, which is placed at the opposite side of the roadway from the upright frame 5, said post having receivers 16', between which the forward end of the gate may enter.

17 represents the rear guide-post, which has a roller 17' journaled therein in such position as to lie between the upper rails of the gate, said post 17 being braced and tied to uprights 8 by means of strips 18.

Journaled in the uprights 5 is a main roller 19, which supports the greater portion of the weight of the gate.

20 indicates wheels journaled upon brackets 21, (one only of such brackets and wheels being shown,) which are so located as to revolve horizontally against the upper rail of the gate to guide it in its movements.

Rigidly secured to shaft 7, between uprights 8 and the vertical strips 9, are the double operating-levers 22, from the extremities of which depend operating-cables 23 and 23'.

It will now be seen that with the gate in the position shown in Fig. 1, if operating-cable 23 be drawn upon the motion and power thereof will be communicated to lever 22, thus rotating shaft 7 and causing arms 11 to move downward, and as said arms 11 move downward and backward in the direction of a vertical circle roller 12 will descend in guideway 14, and by operating against the rear side thereof will carry the gate backward into the position shown in Fig. 2. By drawing upon cable 23' a corresponding reverse operation



of parts will take place, and thus close the gate, as will be readily understood.

Having thus fully set forth my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. In a farm-gate, the combination of the main and supplemental uprights rising from a suitable base, the gate, said gate consisting of vertical strips and horizontal rails, the rear end of said gate being beveled upward, the abutting post having receivers mounted thereon, said receivers being adapted to receive the forward end of the gate, the rear guide-post having a wheel journaled therein and the tie-strips leading therefrom to said supplemental uprights, the shaft journaled in said main and supplemental uprights, the diverging arms secured to said shaft, the roller journaled in one end thereof and the counterbalance-weight at the other, the guideway for the roller on said diverging arms, the double operating-levers also secured to said shaft and the operating-cables depending from said

levers, all substantially as shown and described.

2. In a farm-gate, the combination of the uprights 5, the shaft 7 journaled therein, the diverging arms 11 rigidly secured to said shaft, the roller 12 pivoted in one end of said arms and the counterbalance-weight at the other, the main roller 19 upon which the gate is supported, the guideway formed by strips 14 rising from said gate and adapted to receive said roller 12, the abutting post and the rear guide-post, brackets 20 so arranged that wheels 21 journaled thereon, will operate against one of the rails of said gate, the double operating-levers 22 also secured to said shaft 7 and the operating-cables depending therefrom, all substantially as shown and described.

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

GEORGE H. MOTT.

Witnesses:

JACOB W. ROGERS,

OMAR A. ROGERS.