(No Model.)

J. W. KELLEY.

GATE.

No. 601,078. Patented Mar. 22, 1898.

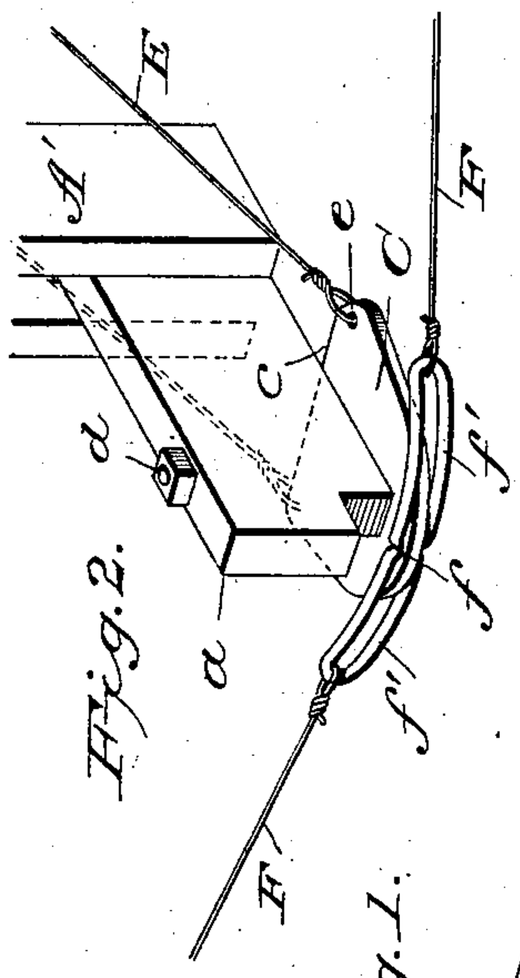

Fig. 2.

Fig. 1.

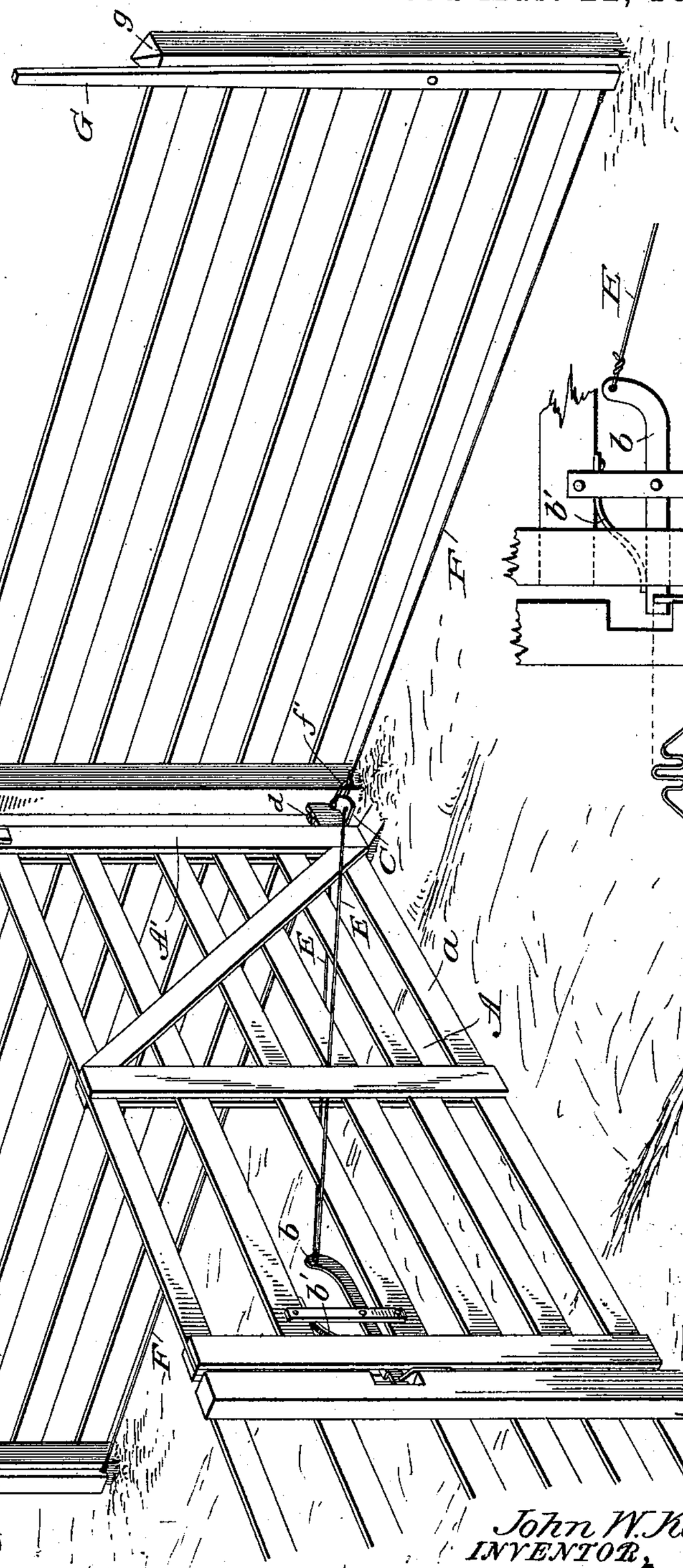

Fig. 3.

WITNESSES
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JOHN W. KELLEY, OF McDONALD, TENNESSEE.

GATE.

SPECIFICATION forming part of Letters Patent No. 601,078, dated March 22, 1898.

Application filed November 11, 1897. Serial No. 658,197. (No model.)

To all whom it may concern:

Be it known that I, JOHN W. KELLEY, a citizen of the United States of America, residing at McDonald, in the county of Bradley and State of Tennessee, have invented certain new and useful Improvements in 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, and to letters of reference marked thereon, which form a part of this specification.

This invention relates to certain new and useful improvements in that class of gates which are opened and closed at a distance therefrom by hand-levers; and my present improvement consists in the construction and combination of the parts, as will be hereinafter set forth.

In the accompanying drawings, which illustrate my invention, Figure 1 is a perspective view. Fig. 2 is a detail perspective view, and Fig. 3 a side elevation showing the style of latch.

A refers to a gate made up in the usual manner and preferably consisting of horizontal rails which are secured to stiles, the rear stile A′ having pins which engage with suitable supports for the gate. The gate proper may be of any suitable type and the only peculiarity in its construction is that the lower rail *a* projects or extends beyond the rear stile A′.

The gate carries a latch *b*, which comprises a pivoted bar having its rear end upturned, said bar being journaled between straps, its forward end being depressed by a suitable spring *b′*, and said end is adapted to engage with a catch b^2, carried by the gate-post. To the end of the lower rail, which projects beyond the rear stile of the gate, is pivotally secured a plate C, which is constructed to present on one side a straight edge *c*, the other perimeter being curved, so as to be either semi-elliptical or semicircular. The plate C is secured by a bolt or pivot-pin *d*, which passes through the rail vertically and engages with the plate C, so as to maintain it in a horizontal position. The plate C, near its ends adjacent to the straight edge and junction therewith of the curved edge, has apertures *e e*, with which engage wires or flexible connections E, which extend therefrom to the upturned end of the latch, these wires or flexible connections preferably passing between the central stiles of the gate.

The central portion of the plate C farthest from the stile A′ has a perforation *f*, through which pass the ends of a pair of links *f′*, which are slightly curved, so that a considerable portion thereof will engage with the plate, so that the links will be maintained in a horizontal position, and these links are connected by means of bars or flexible connections F with the lower ends of the hand-levers G G, which are pivoted to the posts *g g*.

In operation when it is desired to open the gate a person in a wagon grasps the upper end of one of the hand-levers and moves it toward the supporting-post of the gate. This movement, through the bar or flexible connection F, turns the plate C upon its pivot and such movement draws upon the connection E between the plate and latch, which disengages the latch from the catch, and when the latch is so disengaged the gate will be swung toward the opposite hand-lever. When the vehicle has passed through the gate, the operator will move the other hand-lever, which will swing the gate closed. If desirable, the pivoted plate C may be attached to a projection attached to the rear stile of the gate.

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

1. In combination with a swinging gate, having a lower rail which projects beyond the rear stile of the gate and a latch held in pivotal engagement with the forward portion of the gate, said latch being spring-actuated in one direction, of a plate pivotally attached to the projecting end of the lower rail, connections extending from the lateral-projecting portions of the plate to the normally-raised end of the latch-bar and connections which extend directly from the rear of the plate to the lower ends of hand-levers, substantially as shown and for the purpose set forth.

2. The combination in a swinging gate, the lower rail thereof projecting beyond the rear stile of the gate, of a plate pivotally attached

to the under side of the rail, said plate having its rear portion curved, bent links which engage centrally with the plate and are maintained in a horizontal position thereby, bars extending from the links to the lower ends of hand-levers and connections extending from the part of the plate forward of and to the sides of the pivot, to the normally-raised end of the latch, so that when the plate is turned on its pivot it will raise the latch out of engagement with its catch, substantially as shown and for the purpose set forth.

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

JOHN W. KELLEY.

Witnesses:
O. T. GABBERT,
W. P. LEA.