

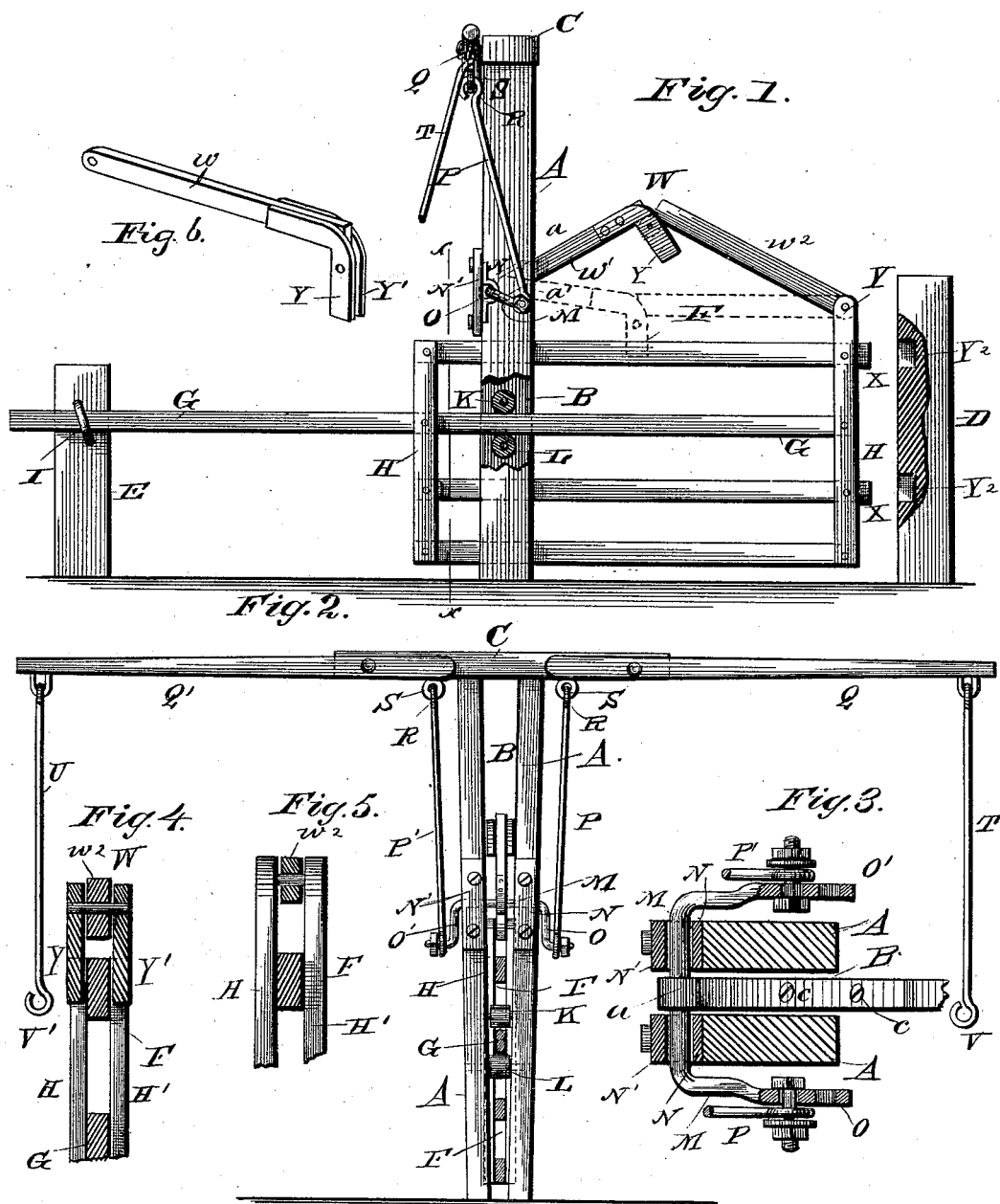
(No Model.)

M. M. ROBERTS.

GATE.

No. 347,740.

Patented Aug. 17, 1886.



WITNESSES

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UNITED STATES PATENT OFFICE.

MARION M. ROBERTS, OF NORRIS CITY, ILLINOIS, ASSIGNOR OF ONE-HALF
TO JACOB E. RAMSEY, OF SAME PLACE.

GATE.

SPECIFICATION forming part of Letters Patent No. 347,740, dated August 17, 1886.

Application filed March 18, 1886. Serial No. 195,710. (No model.)

To all whom it may concern:

Be it known that I, MARION M. ROBERTS, a citizen of the United States, residing at Norris City, in the county of White and State of Illinois, 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 letters or figures of reference marked thereon, which form a part of this specification.

Figure 1 of the drawings is a side elevation, partly in section. Fig. 2 is a vertical section on line *xx*, Fig. 1. Fig. 3 is an enlarged horizontal sectional detail. Figs. 4 and 5 are detail sectional views. Fig. 6 is a perspective view of the lever W.

My invention has relation to farm-gates; and it consists in the construction and novel arrangement of parts, as hereinafter set forth, and pointed out in the claim.

Referring by letter to the accompanying drawings, A is a double heel-post which is composed of two similar parts inclining from the ground upwardly. The post A is provided at its upper end with a horizontal arm, C, which extends transversely to the line of the gate and is secured in place by mortises, tenons, and pins, after the usual manner of framing timbers.

D designates the latch-post, and E is a guide-post located at a distance about equal to the length of the sliding or rolling gate F to the rear of post A. The longer rail or bar, G, of the gate extends from between the front battens or vertical rails, H H', of the gate back through the interspace B of the post A, and through a staple, I, on the face of the guide-post E. This longer rail, G, is the guide-rail of the gate, and works between friction-rolls K L, journaled above it and below it in the post A.

A double crank, M, is journaled in bearings N N', secured to the rear edges of the arms of the post A, and the arms O O' of this double crank M are connected by rods P P' to the inner ends of the shifting-levers Q Q' by hooks

R and eyes S. The shifting-levers Q Q' are fulcrumed to the horizontal transverse arm C, and are provided at their outer or power ends with link-rods T U, having rings or handles V V', by which the gate can be operated to roll it back and forth, to open and close it, by the person desiring to operate it without his being required to dismount, if on horseback, or alight, if in a wagon or other vehicle, for the reason that the top rail or bar of the gate is a hinged or jointed bar, W, the rear half, *w'*, of said top rail being rigidly connected at its rear end to the double crank M. The front half or section, W², of said top rail being pivoted between downwardly-bent bifurcated arms Y Y' at the front end of the rear section. The forward section, W², is pivoted at its front end between the upper ends of the front battens or vertical rails, H H'. When the gate is closed, the bifurcated arms Y Y' of the lever W, which serves as a latch or locking-lever, hold the gate closed, and when the said arms engage the top rail, E, the gate cannot be rolled open without raising this locking-latch. It will be seen that by having the forked end of the lock-bar stride the top rail of the gate the said lock-joint will be guarded from injury or breakage by lateral engagement—such, for instance, as might result from the rubbing of animals against the gate. I therefore attach importance to the employment of this fork at the joint.

To close the gate it is only necessary to push up on either of the link-rods T, and the gate will roll or slide to the shut position. Two of the horizontal rails of the gate project beyond the front battens, as at X, and enter mortises Y² in the inner face of the latch-post, to prevent the gate from being pushed out of place when closed by stock running against it.

The double crank is provided with two arms, *a a'*, between which the rear end of the rear half of the upper gate-rail is securely bolted, the upper and lower edges of said rail being in contact with said arms *a a'*, said arms being secured to the rear end of said half rail by bolts *c*, passed into the edges of said rail from above and below.

The friction-rolls render it comparatively

easy to open and close a gate of this construction, owing to the ample leverage that is provided, while at the same time, unless the levers are used, the lock will hold the gate securely closed.

5 I am aware that it is not new to hinge the top rail of a gate and carry from the same operating cords or levers, whereby the said top or hinged rail may serve as a lock-bar for the gate, and therefore do not claim such devices, when broadly considered.

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

15 The combination, in a gate, of the double

post, the crank journaled therein, the hinged lock-bar above the gate, having the forward end of its front section pivoted to the gate, the forward end of its rear branch bifurcated and turned downwardly to engage the gate, and its opposite end secured to the said crank, and the pivoted levers and rods connecting the same with the arms of the crank.

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

MARION M. ROBERTS.

Witnesses:

THERON W. HOBBS,

MARION N. THOMPSON.