

(No Model.)

B. BUELL.
GATE.

No. 423,308.

Patented Mar. 11, 1890.

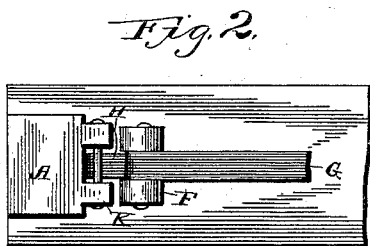
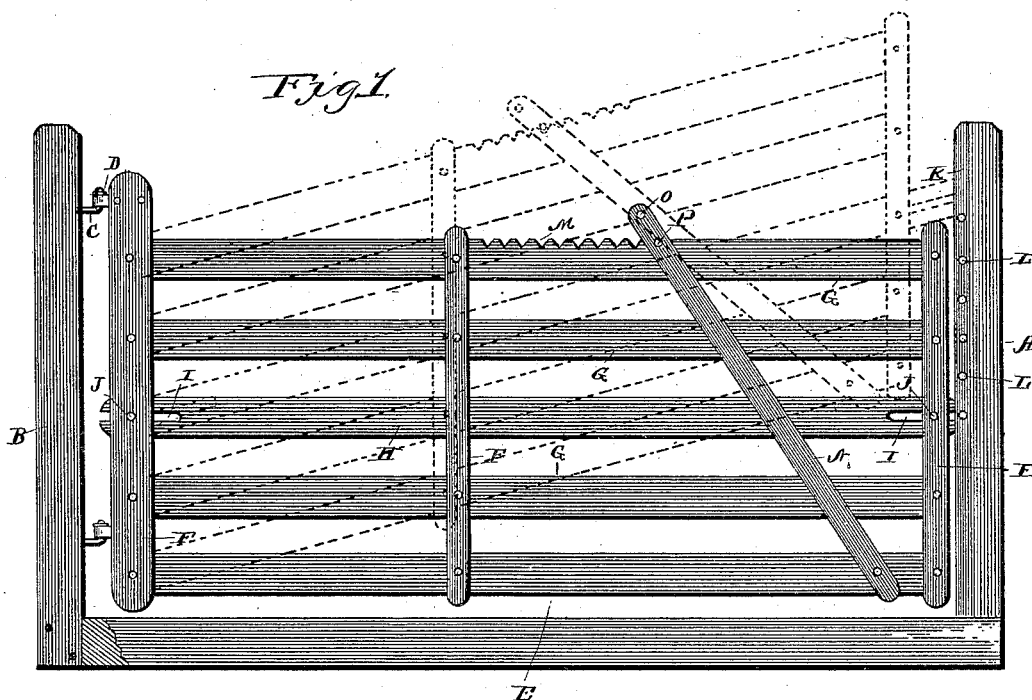


Fig. 3.

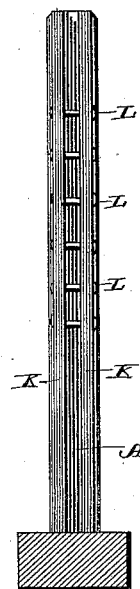
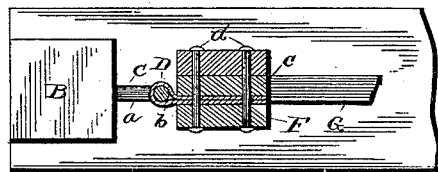


Fig. 4.



Witnesses

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BENJAMIN BUELL, OF BETHEL, MICHIGAN.

GATE.

SPECIFICATION forming part of Letters Patent No. 423,308, dated March 11, 1890.

Application filed September 27, 1889. Serial No. 325,239. (No model.)

To all whom it may concern:

Be it known that I, BENJAMIN BUELL, a citizen of the United States, residing at Bethel, in the county of Branch and State of Michigan, have invented a new and useful Gate, of which the following is a specification.

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

In the drawings, Figure 1 is a side view showing the gate closed and lowered in full lines, and showing it raised in dotted lines. Fig. 2 is an enlarged plan view of the latch-post and the end of the gate, and Fig. 3 is a side view of the latch-post. Fig. 4 is a detail view of the hinge.

In carrying out my invention I erect the latch-post A and the hinge-post B at opposite sides of the roadway, and I mount the gate on the hinge-post by means of hinges consisting of the hooks C and the straps or loops D, secured to the gate and engaging the said hooks.

The gate E consists of the vertical bars F and the rails G, pivotally secured to the said vertical bars, and the sliding bar H, provided at its ends with the longitudinal slots I, engaging the transverse pins or bolts J in the end vertical bars of the gate. This sliding rail H is somewhat longer than the gate, so that its end projects beyond the end of the gate, and thereby serves as a latch to engage the latch-post and lock the gate. The latch-post is provided on its inner side with vertical parallel ribs K, between which I secure a series of transverse pins or bolts L, which are engaged by the end of the sliding rail to lock the gate in its closed position, and the slot of the sliding latch-bar H is adapted to engage any one of the vertical series of pins or bolts L, to lock the gate at any desired elevation and prevent the same being accidentally raised or lowered.

The top rail of the gate is provided in its upper edge with a series of notches M, and a brace or locking-lever N is pivoted to the bottom rail of the gate and extends upward therefrom above the gate, and is provided at its upper end with a transverse pin O, adapted

to engage the notches M. This brace or locking-lever is also provided with a movable pin P below its upper end, which is adapted to engage the notches when it is desired to lift the gate very high.

The hinges consist of the pintles *a*, secured to the hinge-post along the central vertical line of the same, and the loops *b*, secured to the gate and engaging the pintles. The loops are composed of metallic straps doubled on themselves around the pintles and having their ends inserted between the end bars of the gate. Blocks *c* are arranged against the ends of the strap, and bolts *d* are inserted horizontally through the end bars of the gate, the ends of the hinge and the blocks *c* thus securing the loops to the gate. By arranging the pintles in the central vertical line of the hinge-post the gate is allowed to swing freely in both directions.

In practice the gate swings in the usual manner, so as to be opened or closed, and when it is closed the sliding rail or latch is moved so as to project its end between the ribs K and into engagement with one of the transverse pins L, thereby preventing movement of the gate either vertically or horizontally. When it is desired to open the gate, the sliding rail is disengaged from the said transverse pins, and the gate is then swung on its hinges in the ordinary manner. If it be desired to separate the small stock from the large stock, the front or latch end of the gate is lifted, as will be readily understood on reference to the dotted lines of Fig. 1, the brace sliding along the edge of the gate, so as to engage the proper notch therein, and thereby hold the gate in its adjusted position. This brace also prevents sagging of the gate, so that it will at all times hang true and swing evenly. The latch is very simple in its construction and can be easily operated, and when the gate is closed effectually prevents movement of the same.

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

The combination, with the gate and latch-post, of the vertical parallel ribs secured to

the latch-post, the series of transverse pins
secured in said ribs, and the sliding rail
mounted on the gate and provided at its ends
with slots, the end of one of the slots being
5 open, so as to engage any one of the trans-
verse pins, substantially as set forth.

In testimony that I claim the foregoing as

my own I have hereto affixed my signature in
presence of two witnesses.

BENJAMIN BUELL.

Witnesses:

D. D. WAGGOTT,

C. J. KEYES.