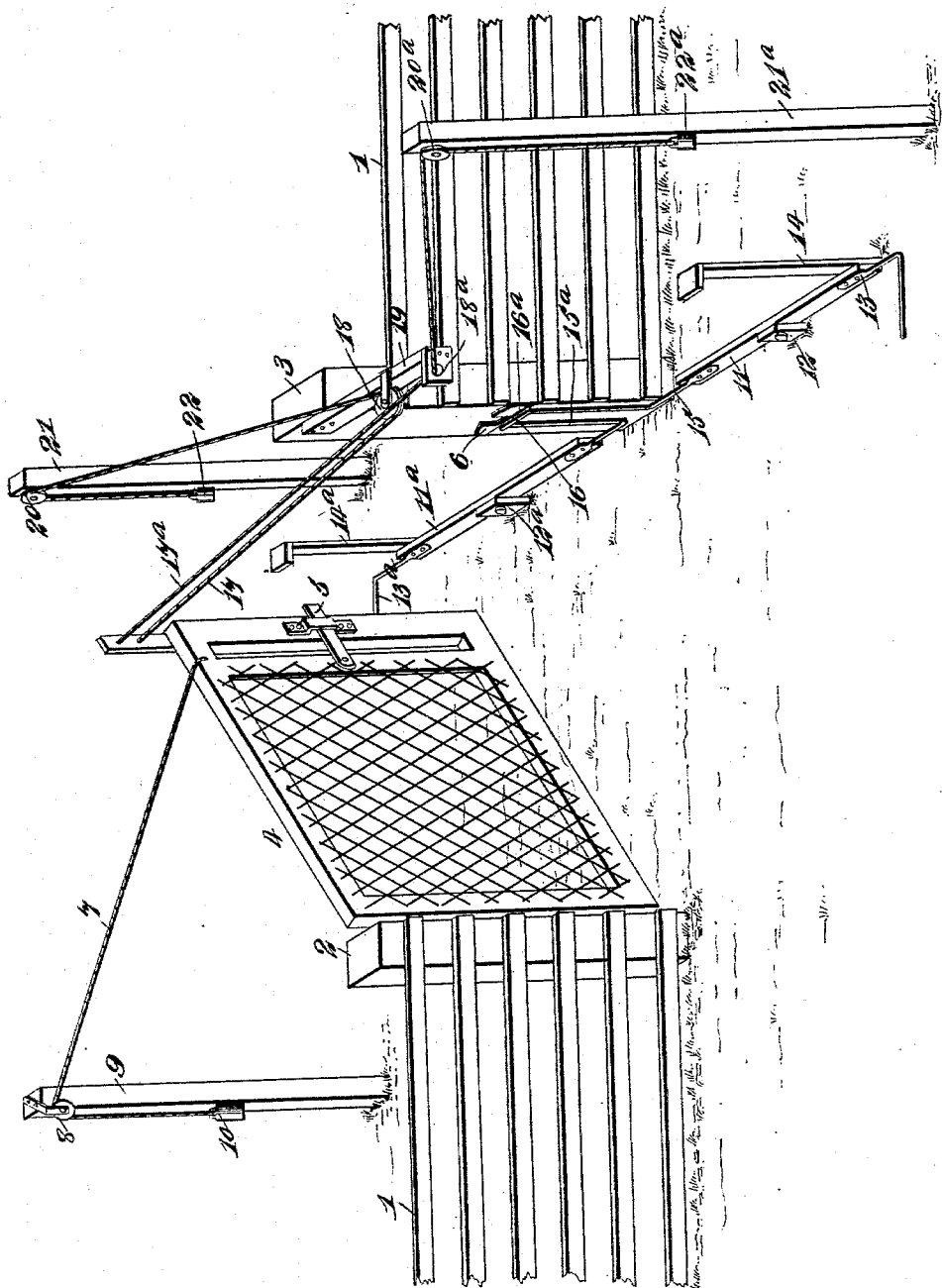


(No Model.)

A. YATES.
GATE.

No. 551,245.

Patented Dec. 10, 1895.



WITNESSES:

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UNITED STATES PATENT OFFICE.

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GATE.

SPECIFICATION forming part of Letters Patent No. 551,245, dated December 10, 1895.

Application filed September 12, 1895. Serial No. 562,343. (No model.)

To all whom it may concern:

Be it known that I, ABNER YATES, of Yates Center, in the county of Woodson and State of Kansas, have invented a new and Improved Gate, of which the following is a full, clear, and exact description.

This invention relates to certain improvements in gates, and especially such gates as are employed on farms and elsewhere for closing carriage-roadways, and the object of the invention is to provide a gate of this character of a simple and inexpensive construction, adapted to be conveniently operated by persons on horseback or in a carriage or wagon, without requiring such persons to alight, thereby saving time and annoyance.

The invention consists in a gate having a latch-bar to engage a latch-plate on the gate-post, a weight arranged to open the gate when the latch-bar is disengaged from its plate, and levers arranged to engage the latch-bar when the gate is closed, and adapted to be operated by the wheel of a vehicle or by pressure of the hand or foot of a person seated therein, or on horseback.

The invention also contemplates certain novel features of the construction, combination and arrangement of the various parts of the improved gate, whereby certain important advantages are attained, and the device is made simpler, cheaper, more durable and otherwise better adapted and more convenient for use than various other gates heretofore employed, all as will be hereinafter fully set forth.

In order that my improvements may be the better understood, I have shown in the accompanying drawing a perspective view of a gate constructed according to my invention.

In said drawing, 1 indicates the fence and 2 and 3 represent the gate-posts located at opposite sides of the carriage-road, the gate 4 being hinged to the post 2 and provided with a pivoted latch-bar 5, arranged to project beyond the end of the gate, as clearly shown, in position to engage a latch-plate 6 on the other gate-post 3. A cord 7 or equivalent flexible connector is secured at one end to the free end of the gate 4, and has its opposite end arranged to pass over a sheave or pulley 8 on a post 9 at one side of the roadway, the end of said cord 7 being provided

with a weight 10, adapted to hold the gate normally open when the latch-bar 5 is disengaged from the latch-plate 6, as will be hereinafter described.

To operate the gate, levers 11 and 11^a of similar construction, located on opposite sides of the gate, as clearly seen in the drawing, are employed, said levers being fulcrumed, as seen at 12 12^a, and having their ends provided with shoes 13 13^a, each consisting of a bar of iron, bent to an L shape, having one arm flattened and bolted or otherwise secured to the end of the corresponding lever farthest from the gate 4, and its other end arranged to project at right angles across the roadway in position to be engaged and depressed by the wheel of a carriage or other vehicle passing along the same. The levers 11 and 11^a are also provided at their outer ends with upwardly-projecting posts or standards 14 14^a, having flattened upper ends adapted to be conveniently pressed by the hand of a person on horseback, or seated in a vehicle in case the wheel of the vehicle should not strike the adjacent shoe 13 or 13^a.

The inner adjacent ends of the levers 11 11^a are provided with upturned angle-rods 15 15^a secured at their lower ends to said levers along the inner side of the gate-post 3, and having their upper ends 16 16^a bent toward each other and arranged to stand normally just beneath the notch in the latch-plate 6 on said post 3, wherewith engages the latch-bar 5.

The free end of the gate 4 is also connected to cords 17 17^a or equivalent flexible connections, the cord 17 passing over a pulley or sheave 18 on a bar 19 secured to gate-post 3 and thence over a sheave 20 on a post 21, adjacent to the roadway on one side of fence 1, and being provided with a weight 22 at its lower end, and the cord 17^a is carried through an apertured block 18^a on bar 19 and thence over a sheave 20^a on a post 21^a adjacent to the roadway on the side of the fence opposite post 20 and being also provided with a weight 22^a.

In operation, when a vehicle or horseman approaches the gate, the adjacent lever 11 or 11^a is manipulated by the hand of the rider or by the vehicle-wheel, so as to lift the inner end thereof and cause the upper end 16 or 16^a of the rod 15 or 15^a to engage under and lift the latch-bar 5 so as to permit the weight

10 to act to open the gate, said weight being of sufficient weight to overbalance the gate and weights 22 and 22^a, as will be readily understood. The gate being opened, the horse-
 5 man or vehicle will pass through to the other side of the fence, and the rider in order to close the gate will then draw on the end of the cord 17 or 17^a on that side of the fence, so as to close the gate, permitting the latch-bar to slip into the notch of the latch-plate 6, where-
 10 by the gate will be held closed until said latch-bar is next again operated.

The gate constructed as above described is of an extremely simple and inexpensive construction, and is well adapted for the purposes for which it is intended, since it is not
 15 only of a strong and durable construction, but is adapted to be operated as well by the hand of a rider as by the vehicle-wheel. It is also obvious that considerable modification may be made in the form and arrangement
 20 of the various parts without material departure from the principles and spirit of my invention, and for this reason I do not wish to be understood as limiting myself to the special
 25 form of the various parts herein shown.

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

1. The combination of gate posts, a gate pivoted to one of said posts, a latch plate on the other post, a latch bar on the gate to en-
 35 gage said latch plate, and levers arranged on opposite sides of the fence, with their opposite ends arranged to be depressed and their adjacent inner ends arranged to engage under and lift said latch bar, substantially as set forth.

2. The combination of gate posts, a gate

pivoted to one of said posts, a latch plate on 40 the other post, a latch bar on the gate to engage said latch plate, levers arranged on opposite sides of the fence, with their outer ends arranged to be depressed, and angle rods secured to the adjacent ends of said levers, 45 with their upper ends carried up alongside the gate post and bent toward one another in position to engage under and lift the latch bar when said levers are operated, substantially as set forth. 50

3. The combination of gate posts, a gate pivoted to one of said posts, a latch plate on the other post, a latch bar on the gate to en-
 55 gage said latch plate, levers arranged on opposite sides of the fence, having their inner ends arranged to engage and operate the latch bar to disengage the same from the latch plate, and standards on the outer ends of said levers, arranged to be pressed by the hand of a horseman, substantially as set forth. 60

4. The combination of gate posts, a gate pivoted to one of said posts, a latch plate on the other post, a latch bar on the gate to en-
 65 gage said latch plate, levers arranged on opposite sides of the fence, with their inner ends arranged to engage and operate said latch bar to disengage the same from the latch plate, shoes projecting longitudinally from the outer ends of said levers, in position to be engaged by a vehicle wheel, and standards on the outer 70 ends of said levers, extending up in position to be pressed by the hand of a person on horseback, substantially as set forth.

ABNER YATES.

Witnesses:

WILLIAM JENNINGS,
 G. S. WHATNEY.