G. W. CALKINS.

GATES.

No. 181,636. Patented Aug. 29, 1876.

Fig. 1.

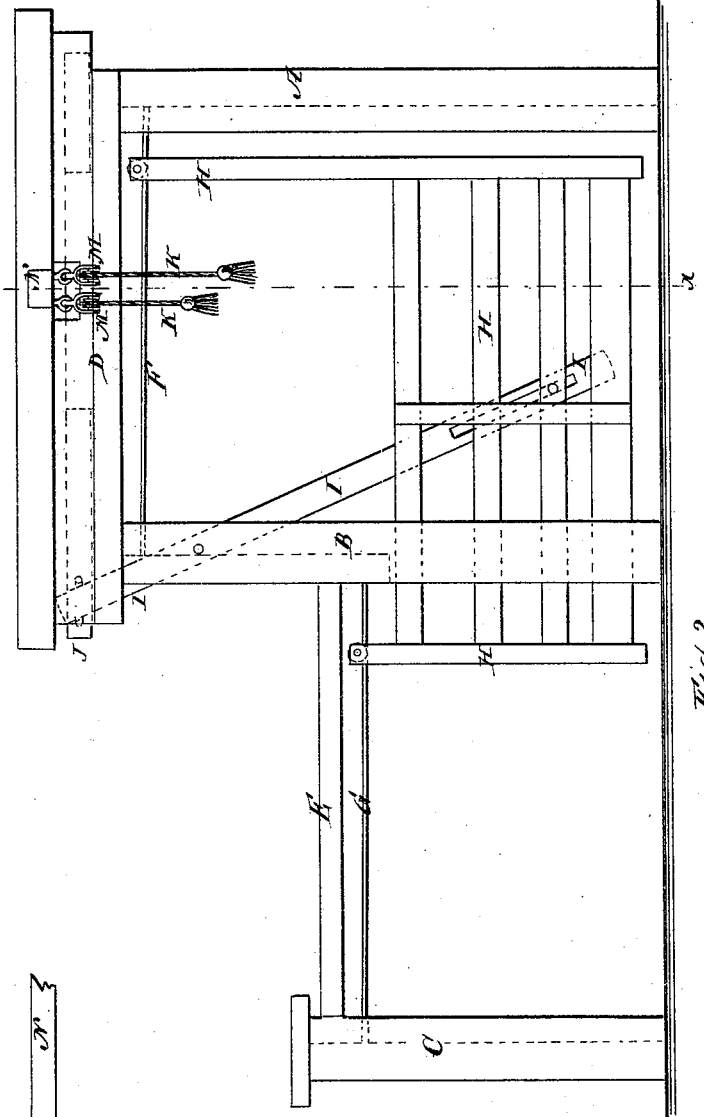


Fig. 2.

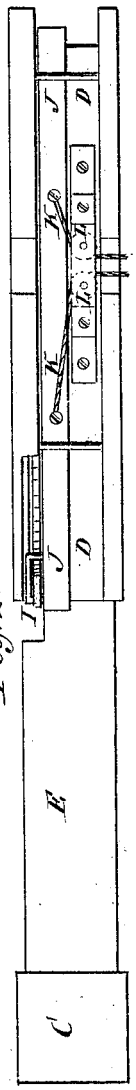
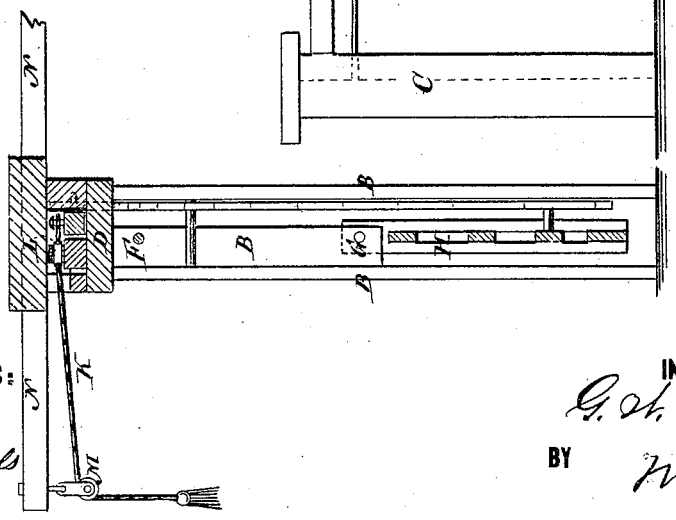


Fig. 3.



WITNESSES:

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UNITED STATES PATENT OFFICE.

GEORGE W. CALKINS, OF MILTON, WISCONSIN.

IMPROVEMENT IN GATES.

Specification forming part of Letters Patent No. **181,636**, dated August 29, 1876; application filed March 13, 1876.

To all whom it may concern:

Be it known that I, GEORGE W. CALKINS, of Milton, in the county of Rock and State of Wisconsin, have invented a new and useful Improvement in Gates, of which the following is a specification:

Figure 1 is a front view of my improved gate. Fig. 2 is a top view of the same, the cap of the frame being removed. Fig. 3 is a vertical cross-section of the same, taken through the line *x x*, Fig. 1.

Similar letters of reference indicate corresponding parts.

The object of this invention is to furnish an improved gate, simple in construction, and easily operated, and which shall be so constructed that it may be opened and closed by a driver without leaving his seat in the vehicle.

The invention consists in the pivoted lever, the sliding bar, and the cords, in combination with the suspended gate and its frame, as hereinafter fully described.

The frame of the gate consists of three posts, A B C, connected by horizontal bars D E. The posts A B upon the opposite sides of the gateway are made of such a height that vehicles may pass beneath their cross-bar D. To the posts A B and B C, just below the bars D E, are attached bars or rods F, upon which roll pulleys attached to the upper ends of the front and rear bars of the gate H, to suspend the gate, said front and rear bars being made of such a length as to reach up to the bars or rods F G. The post B is made in two parts, placed at such a distance apart that the gate H may pass between them. I is a lever, the lower end of which is slotted to receive a pin attached to the lower middle part of the gate H. The lever I passes through the space between the parts of the post B, and is pivoted to said post. The upper end of the lever I passes through a slot in the bar D of the gate-frame, and is pivoted to a bar, J, that slides upon the said bar D. To the sliding bar J, toward its ends, are attached the ends of two cords, K, which pass around two pulleys, L, attached to the bar D, or to a support attached to said bar. The cords K pass over pulleys M, pivoted to the outer end of a horizontal bar, N, that projects to such a distance that the pendent end of the cords K may be conveniently reached by the driver without leaving his seat.

A similar arrangement of cords, pulleys, and bar must be placed at each side of the gate. The ends of the cords K must be weighted to keep them always taut. By this arrangement, by pulling upon one of the cords K the gate will be opened, and by pulling upon the other the gate will be closed.

If desired, the cords K may be carried down along one of the posts A B, and connected with a mechanism to be operated by the wheels of the vehicle.

The operating mechanism and the space between the posts B C may be inclosed, to protect the said mechanism from the weather, and to prevent the operation of the gate from being impeded or prevented by ice and snow.

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

The lever I, the sliding bar J, and the cords K, in combination with the suspended gate H, and its frame, consisting of posts A B C and bars F G, substantially as herein shown and described.

GEORGE W. CALKINS.

Witnesses:

W. P. CLARKE,

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