A. T. & A. D. McCOMB.

FARM-GATE.

No. 193,530. Patented July 24, 1877.

Fig. 1.

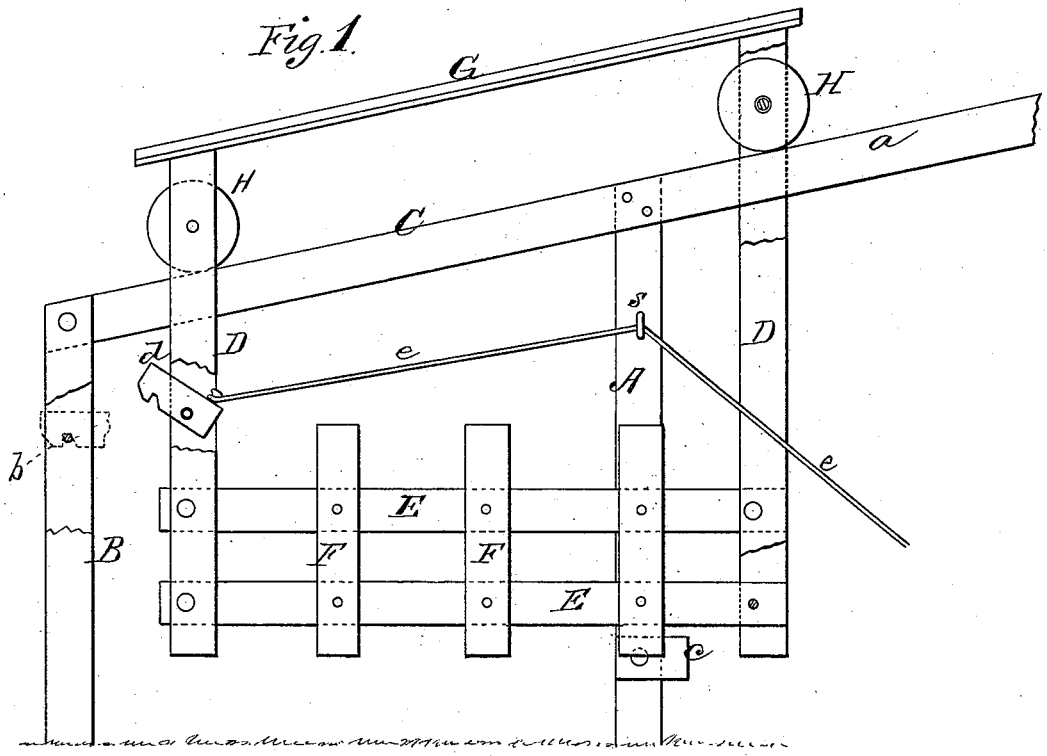
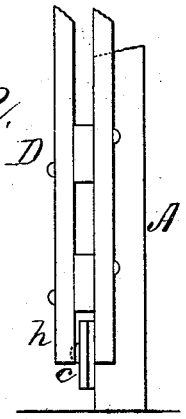


Fig. 2.



WITNESSES

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ANDREW T. McCOMB AND ANDREW D. McCOMB, OF OXFORD, ALABAMA.

IMPROVEMENT IN FARM-GATES.

Specification forming part of Letters Patent No. **193,530**, dated July 24, 1877; application filed February 10, 1877.

To all whom it may concern:

Be it known that we, ANDREW T. McCOMB and ANDREW D. McCOMB, of Oxford, in the county of Calhoun and State of Alabama, have invented a new and valuable Improvement in Farm-Gates; and we do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a representation of a front view of this invention; and Fig. 2 is a detail view of the same, showing the rear catch in its locking position.

This invention has relation to farm-gates; and it consists in the construction and novel arrangement of the inclined track over the gateway, the vertically-elongated double front and rear gate-bars, extending on both sides of said track above the same, track-rollers pivoted between said gate-bars, the brace-cap connecting the latter, and the automatic latching devices, as hereinafter fully shown and described.

The object of the present invention is to provide a gate of the simplest construction, which can be opened by the traveler without dismounting, and kept open by him until he has passed through, after which it will automatically close and relatch itself.

In the accompanying drawings, the letter A designates the rear gate-post, and B the front post, the latter being double. C represents the inclined track or beam, one end of which is secured between the upper ends of the front post D, while the middle portion is attached to that side of the rear post A on which the gate is arranged. This track-beam is inclined upward and rearward, and has an extension, *a*, to the rear, beyond the post A, about equal to the space of the gateway. Between the walls of the post B a latching-pin, *b*, is transversely arranged, and to the lower end of the rear post A, on the gate, is secured a latching block or stop, *c*, which projects toward the rear.

The gate is of the simplest construction, consisting of double end uprights D, connected by longitudinal rails E, secured between the same, and carrying the pickets F. The latter are of ordinary height, while the end uprights D are extended upward above the track-rail, and on each side of the same, and are connected by the capping-brace G, running parallel with the track-beam. Between the bars of each upright, above the track, is pivoted a roller, H, of sufficient size to carry the gate rapidly when set in motion. Between the bars of the forward upright is pivoted a latch, *d*, the pivot being near the lower edge of the latter, and to the upper edge of the same a cord, *e*, being attached and passed through a loop or staple, *s*, of the rear post, for the manipulation of the traveler in operating the gate as follows: By pulling the free end of the cord the latch is thrown upward, and disengaged from the pin *b*, and then the strain of the cord comes directly on the body of the gate, which is pulled to the rear, and runs upon its rollers up the inclined track until sufficiently open for the passage of the traveler. In this position the gate is retained by the traveler holding the end of the cord in his hand until he has passed through the gateway. Then the cord is released, and the gate travels down the inclined track until it reaches its normal position across the gateway, the latch *d* automatically engaging itself with its pin *b*. At the same time the lower ends of the bars of the rear upright of the gate, which are extended to form a fork, *h*, below the lower rail of the gate, embrace the locking block or projection *c* of said post. By this means the gate is prevented from being swung outward or away from the posts, so that it can only be opened in the manner intended, and above described. This block also serves as a rest to take the strain somewhat off the pivots of the hanger-uprights when the gate is closed.

The gate-posts act as double stops to the forward movement of the gate on its track, as the rear hanger abuts against the rear face of the rear gate-post A at the same time that the front hanger engages with the latching-post B. The position of the rollers is such that the weight of the gate is nearly vertically over the gate-posts when closed, and only when it is temporarily in the opened position is it upon the unsupported position of the track.

We are aware that it is not new to use rollers and inclined tracks for gates. Hence we do not broadly claim such invention.

What we claim as new, and desire to secure by Letters Patent, is—

A gate having the posts B A, inclined track C fixed thereon, and the vertically-extended posts D D, connected by rails E, and provided with pulleys H H, in combination with the vibrating latch *d* and operating-cord *e*, substantially as specified.

In testimony that we claim the above we have hereunto subscribed our names in the presence of two witnesses.

ANDREW THOMAS McCOMB.
ANDREW DAVIS McCOMB.

Witnesses:
J. E. FULLER,
JAS. A. GLADDEN.