O. L. TAYLOR.

Gate.

No. 199,480. Patented Jan. 22, 1878.

Fig. 1.

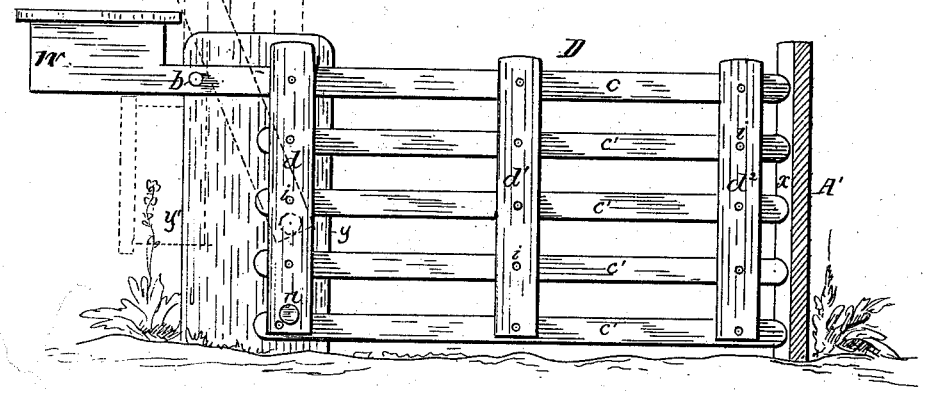


Fig. 2.

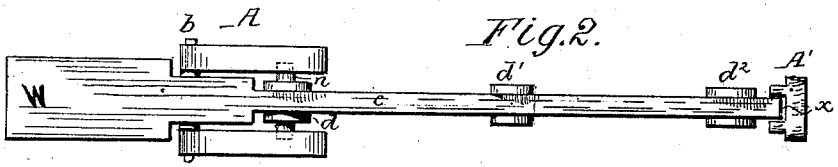
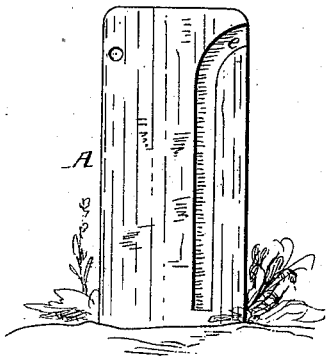


Fig. 3.



Attest:

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UNITED STATES PATENT OFFICE.

OLIVER L. TAYLOR, OF FAYETTEVILLE, NEW YORK.

IMPROVEMENT IN GATES.

Specification forming part of Letters Patent No. **199,480**, dated January 22, 1878; application filed December 11, 1877.

To all whom it may concern:

Be it known that I, OLIVER L. TAYLOR, of Fayetteville, Onondaga county, New York, have invented an Improved Gate, of which the following is a specification:

The object of my invention is a gate constructed, as fully described hereinafter, to be readily opened, expose the full roadway, remain firmly between the posts when shut, and simple in its construction and operation, and cheap to erect.

In the drawings, Figure 1 is a side sectional elevation of my improved gate; Fig. 2, a plan; and Fig. 3, a detached view.

A and A′ are the posts, and B is the gate.

The post A consists of two side pieces, *a a*, between which is hung, on a pivot, *b*, the upper bar *c* of the gate D; and at the inner face of each side piece is a groove or slot, *e*, for a purpose described hereinafter.

The gate consists of bars *c′*, parallel to the bar *c*, and pickets *d d*^{1} *d*^{2}, all secured by bolts *i*, so as to permit the movements hereinafter described.

At each side of the picket *d*, near the lower end, is a pin or lug, *n*, which extends into the adjacent groove *e*, and on the inner face of the post A′ is a groove, *x*, into which project the ends of the bars *c c′*. The end of the upper bar projects to the rear, and carries a weight, W, which facilitates the depression of this end, thereby elevating the gate to the position shown in dotted lines, Fig. 1.

As the gate is raised the lugs *n* are guided in the slots *e*, so as to insure the folding of the bars of the gate together, and direct the lower bar *c′* inward; and when the gate is lowered the said lugs and grooves act to separate the bars, the ends of which enter the slot *x*, and are held therein, securing the gate immovably in place, except when the upper bar is depressed at the end.

It will be seen that the lower bar *c′* is so guided by the pins and slots that it passes completely beyond the inner edge *y* of the post A, thereby opening the whole roadway for the free passage of vehicles; and that the bars and inner picket, when the gate is raised, are completely within the outer edge *y′* of said post. The gate when elevated, therefore, occupies no more room than does the post, while the sides of the latter support laterally the gate in its elevated position.

It will further be seen that this construction, permitting the gate to be brought to a vertical position, insures its retention in place when elevated without any tendency to fall forward, and without the need of any fastenings; and that the extension of the grooves *e* to the edge of the post permits the gate to be swung or removed without displacing the post or any part thereof.

I am aware that elevating swinging gates have been made of two cross-bars and a series of pickets; but this construction does not permit the gate to be brought to a true vertical position, nor does it fully clear the roadway.

I claim—

A gate-post provided with continuous slots *e* extending upward and to the edges, and adapted to receive and guide the lugs *n* of the pivoted folding gate D, as set forth.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

OLIVER L. TAYLOR.

Witnesses:

J. L. JEWELL,

DAVID DONALDSON.