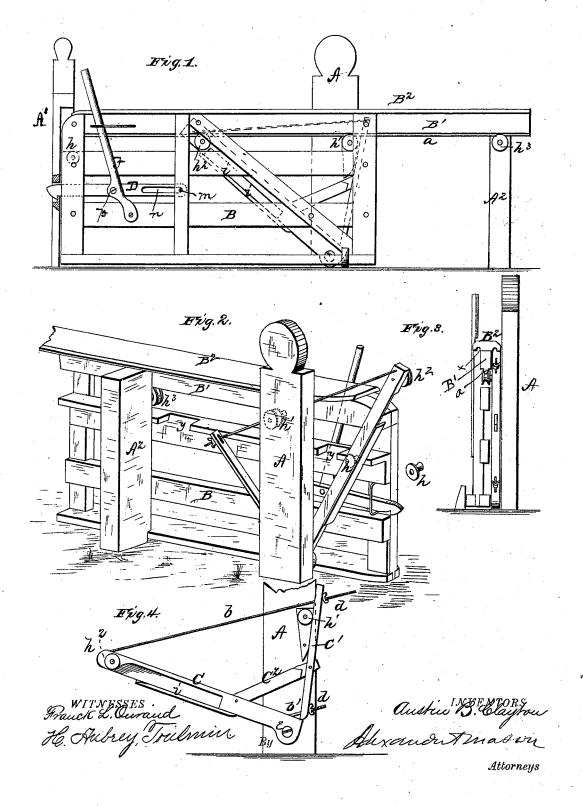
A. B. CLAYTON. Gate.

No. 204,005.

Patented May 21, 1878.



UNITED STATES PATENT OFFICE.

AUSTIN B. CLAYTON, OF DOVER, MISSOURI.

IMPROVEMENT IN GATES.

Specification forming part of Letters Patent No. 204,005, dated May 21, 1878; application filed April 8, 1878.

To all whom it may concern:

Be it known that I, Austin B. Clayton, of Dover, in the county of La Fayette, and in the State of Missouri, have invented certain new and useful Improvements in Gates; and do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon, making a part of this specification.

The nature of my invention consists in the construction and arrangement of a gate, as will be hereinafter more fully set forth.

In order to enable others skilled in the art to which my invention appertains to make and use the same, I will now proceed to describe its construction and operation, referring to the annexed drawing, in which—

Figure 1 is a front elevation of my gate. Fig. 2 is a perspective view of the same, and Fig. 3 is an end view thereof. Fig. 4 is a de-

tailed view of a part of the gate.

A represents the main or inner post of the gate. A¹ is the post against which the gate closes, and A² is a third post a suitable distance from the main post A. B is the gate, having its upper rail B' extended a suitable distance beyond the inner end, and it has a tongue, a, along its entire lower edge. In connection with the gate I use a derrick, consisting of three pieces of timber, C, C¹, and C², framed together, as shown in Fig. 4, in such a manner that the bar C¹ is pivoted to and can turn on the central or connecting bar C². A rod, b, passes through the upper ends of the bars C C¹, and another rod, b', through their lower ends, and a nut, d, is screwed on the rear end of each rod, for the purpose of adjusting the derrick—that is, raising or lowering the same—by simply loosening or tightening the nuts. The derrick works on a bolt, e, in the bottom of the post A.

I further use three grooved rollers, $h^1 h^2 h^3$, and one ungrooved roller, h. The roller h^1 is on the main post A, the roller h^2 on the upper end of the derrick—that is, in the end of the arm C—and the roller h^3 on the post A^2 . The roller h is at the outer end of the gate.

The tongued top rail B' of the gate rests in the rollers $h^1 h^2 h^3$.

The main piece C of the derrick has a groove, i, in order to receive the small wheel h on the side of the gate. This wheel enters this groove in the derrick to raise the same when the gate is pushed back.

The second slat or rail of the gate is immediately below the wheels or rollers, and prevents the gate from being thrown from the

wheels.

The cap B^2 on the top of the gate is grooved on the under side, as shown at x in Fig. 3, at each edge, and protects it from ice and snow.

The latch of this gate is composed of a slat, D, having a slot, n, working over a pin, m, and the slat connected to a lever, F, which is pivoted to the gate at its lower end, and has an offset at p, where it connects with the lever, in order to raise the latch before it starts to slide back.

When this gate is pushed open the derrick stands perpendicular with the post and passes the edge of the post, so as not to come in contact with the wheels or load. In order to take this gate from the wheels, it is pushed back until the wheels h^1 h^2 h^3 are opposite notches y, made in second rail or slat of the gate, when it can be lifted off, and replaced in the same manner.

Having thus fully described my invention, what I claim as new, and desire to secure by

Letters Patent, is—

The derrick C C¹ C², pivoted at e, and provided with the adjusting-rods b b', and nuts d, in combination with the gate B B', posts A A¹ A², wheels h^1 h^2 h^3 , and the wheel h, taking into a groove, i, on the derrick, all substantially as herein set forth.

In testimony that I claim the foregoing I have hereunto set my hand this 13th day of

March, 1878.

AUSTIN B. CLAYTON.

Witnesses: L. W. WANWAY, JOHN HODGES.