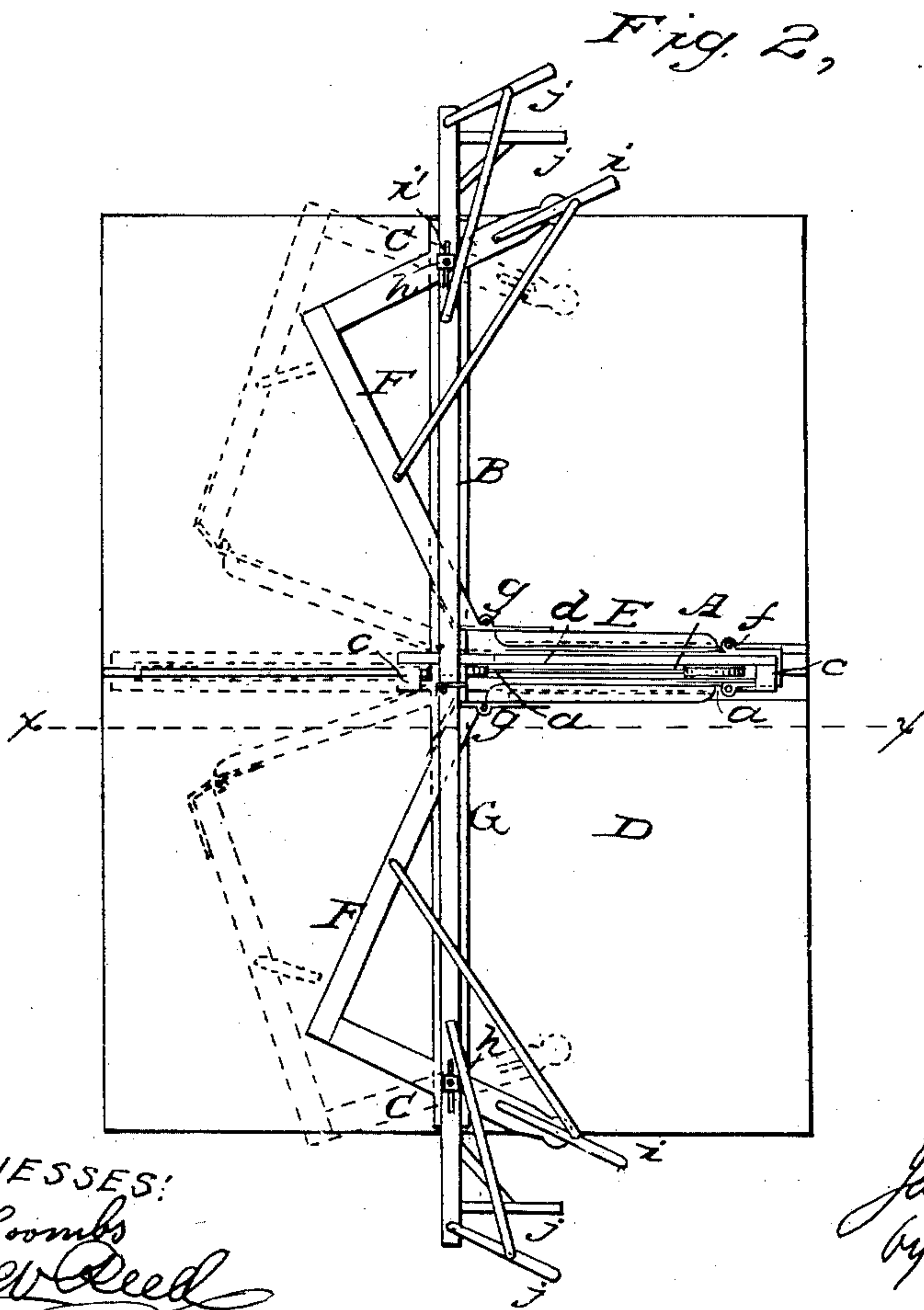
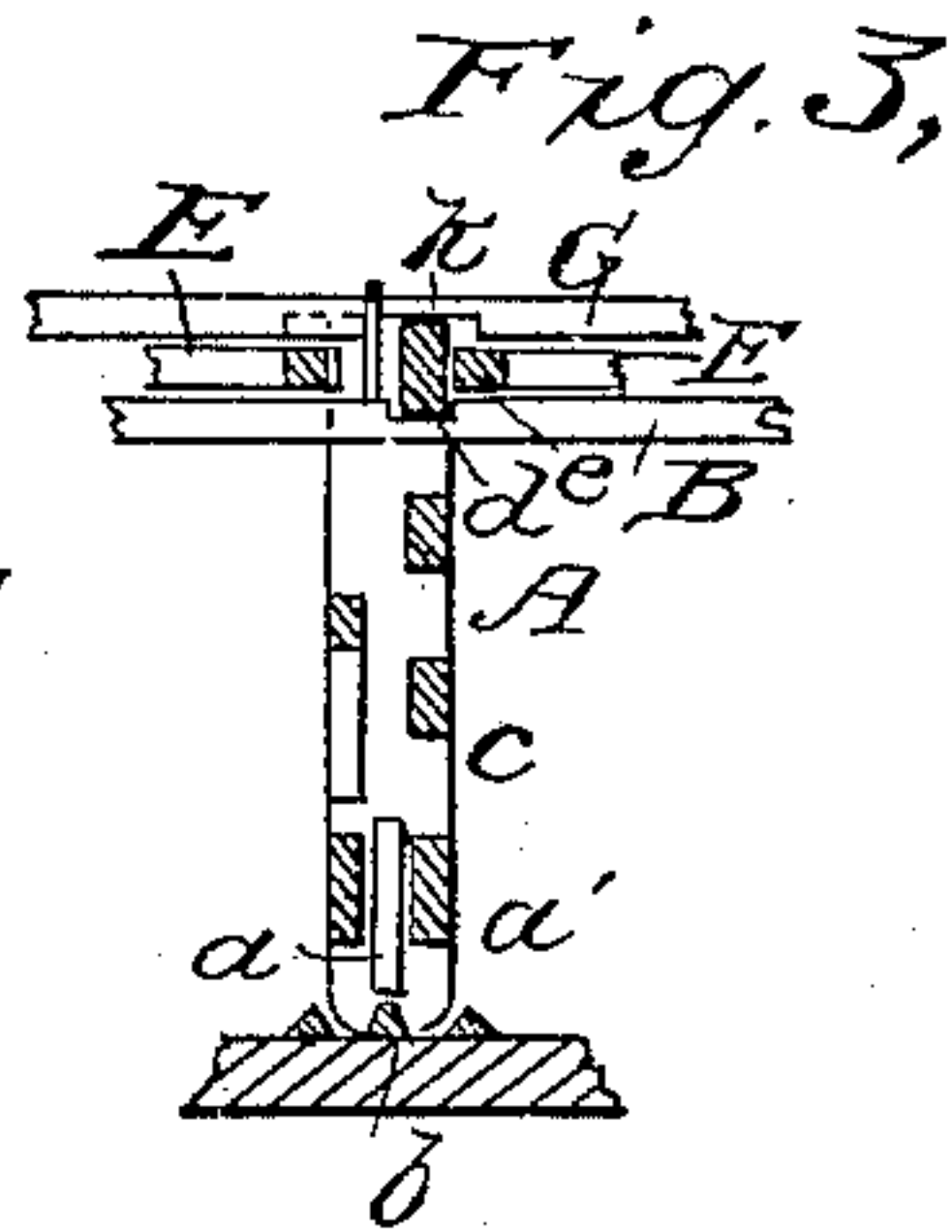
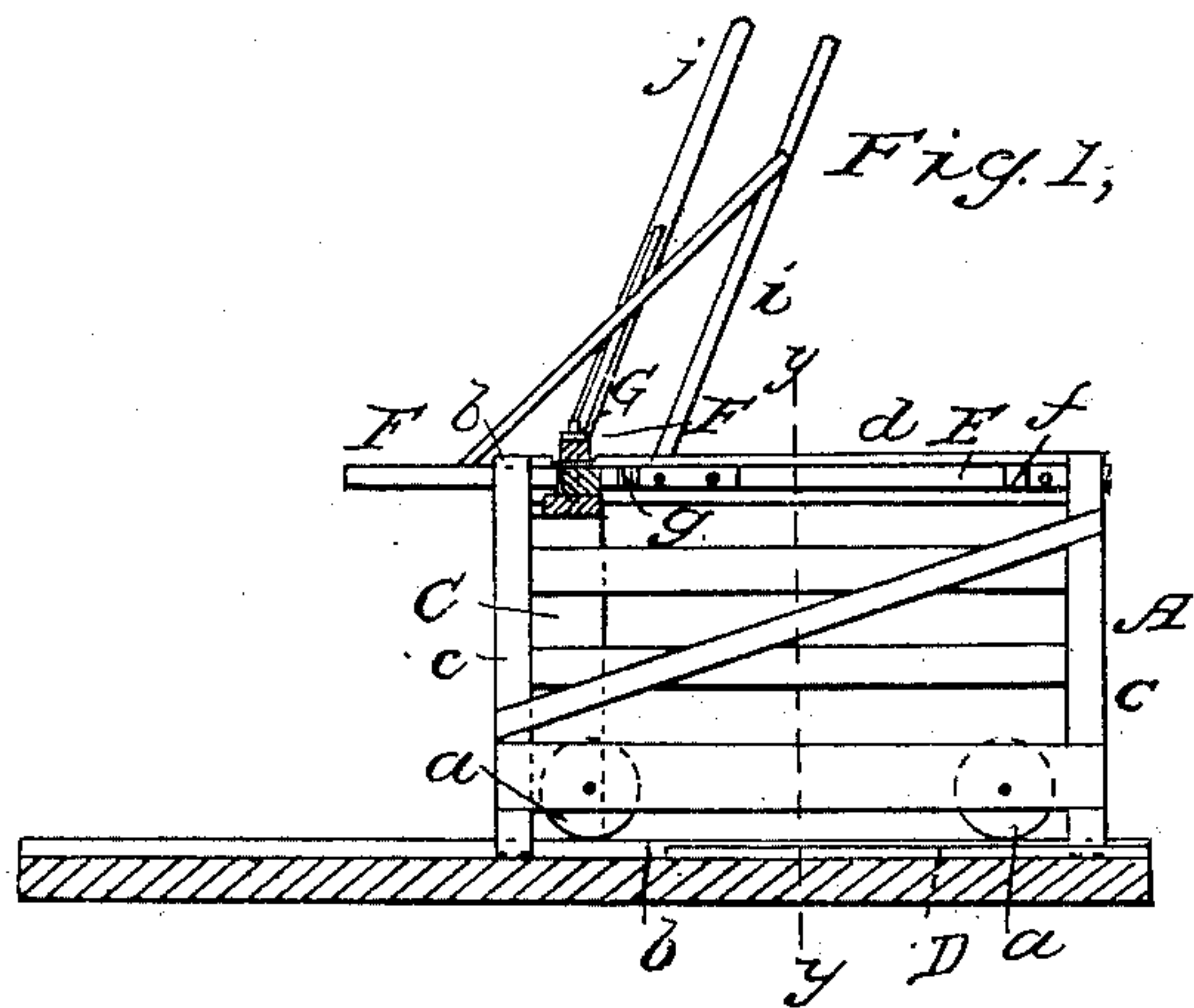


J. BICKHART.

Gate.

No. 37,083.

Patented Dec. 9, 1862.



WITNESSES:  
*J. W. Brown*  
*Geo. Reed*

INVENTOR.  
*Jacob Bickhart*  
*by Munn & Co*  
*attys*

# UNITED STATES PATENT OFFICE

JACOB BICKHART, OF HARLAN, INDIANA.

## IMPROVEMENT IN GATES.

Specification forming part of Letters Patent No. 37,083, dated December 9, 1862.

*To all whom it may concern:*

Be it known that I, JACOB BICKHART, of Harlan, in the county of Allen and State of Indiana, have invented a new and Improved Gate; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings, making a part of this specification, in which—

Figure 1 is a vertical section of my invention, taken in the line *x x*, Fig. 2. Fig. 2 is a plan or top view of the same. Fig. 3 is a vertical section of the same, taken in the line *y y*, Fig. 1.

Similar letters of reference indicate corresponding parts in the several figures.

This invention relates to an improvement in that class of gates which are designed to be opened by a person from a carriage or on horseback, so as to avoid the trouble and loss of time in alighting.

The object of the invention is to obtain a gate of the kind specified which may be firmly secured in a closed state and effectually prevented from being deranged or thrown out of proper position by cattle or swine.

To enable those skilled in the art to fully understand and construct my invention, I will proceed to describe it.

A represents the gate, which may be constructed in any proper manner. This gate is mounted on small wheels *a*, which run on a way or rail, *b*, placed transversely in the road on a suitable timber, which is embedded in the earth so that its upper surface will be flush with the road. The rail *b* is of dovetail form—that is to say, has inclined sides—and is fitted in corresponding recesses, *a'*, made in the lower ends of the posts C C of the gate, as shown clearly in Fig. 3. By this means the gate is prevented from being raised from the rail *b*. The gate is retained in a vertical position by having its upper bar, *d*, work in a recess, *e*, in a bar, B, which is attached to the upper ends of posts C C, at opposite sides of the gate and at one side of the road. (See Figs. 2 and 3.) The rail *b* extends sufficiently far at one side of the road to admit of the gate A being shoved aside to leave the road entirely unobstructed, as shown in red, Fig. 2, D representing the road.

E E are two arms, which are attached at one

end to opposite sides of the gate A by means of hinges *f f*. The opposite ends of these arms are connected by hinges *g g* to bent levers F F, the fulcrum-pins *h h* of which pass into the upper ends of the posts C C, as shown clearly in Fig. 2. By actuating these levers F F it will be seen that the gate A may be opened and closed—that is to say, moved across the road D, or shoved entirely to one side of it. The levers F F may be provided with handles *i*, so that they may be actuated from a considerable eminence—such as a load of hay, for instance.

The gate A is retained in a closed state by means of a sliding bar, G, which is placed directly over the bar B, and is retained in position by the fulcrum-pins *h h* of the levers F, said pins passing through oblong slots *i'* in the bar G, which slots admit of a certain degree of longitudinal play or movement of the bar G. The ends of the bar G are provided with handles *j*. The bar G, at about its center, has a recess, *k*, made in its under side, and a recess, *l*, is made in the upper edge of the top bar, *d*, of the gate, the bar G fitting in the recess *l* and preventing the gate A being shoved back when the recess *k* is not over the recess *l*. When the recess *k* of the bar G is over the recess *l* of the top bar, *d*, of the gate, the latter may be moved along on its way or rail *b*, for the bar G cannot in this case serve as a fastening; but when said bar is shoved along so that the recess *k* will be out of line with the recess *l*, the bar G serves as a stop, as the edges or sides of the recess *l* will catch against the sides of said bar.

It will be seen, therefore, that in order to open the gate the bar G must first be moved in order to bring its recess *k* over the recess *l* of the bar *d* of the gate, and the levers F F are then actuated and the gate opened or shoved to one side of the road D. In closing the gate, the bar G, after the gate has reached the termination of its closing movement, is shoved so that its recess *k* will be out of line with the recess *l* in the bar *d*.

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

1. The levers F F, connected to the gate A through the medium of the arms E E, the latter being connected to the gate and the levers



by means of hinges, and all arranged as shown, for the purpose of opening and closing the gate, as set forth.

2. The sliding bar G, provided with a recess, *k*, at its under side, in combination with the slot *l* in the top bar, *d*, of the gate, for the purpose of serving as a fastening for the latter, as set forth.

3. The combination of the sliding bar G,

levers F F, arms E E, and gate A, all arranged as and for the purpose specified.

JACOB BICKHART.

Witnesses:

JOHN D. <sup>his</sup> × RHEICHELDAUFER,  
<sub>mark.</sub>  
CHARLES H. WILKINSON.