

Geo. W. Bishop Imp^d Gate.

PATENTED

MAR 3 1868

75.116

Fig. 1

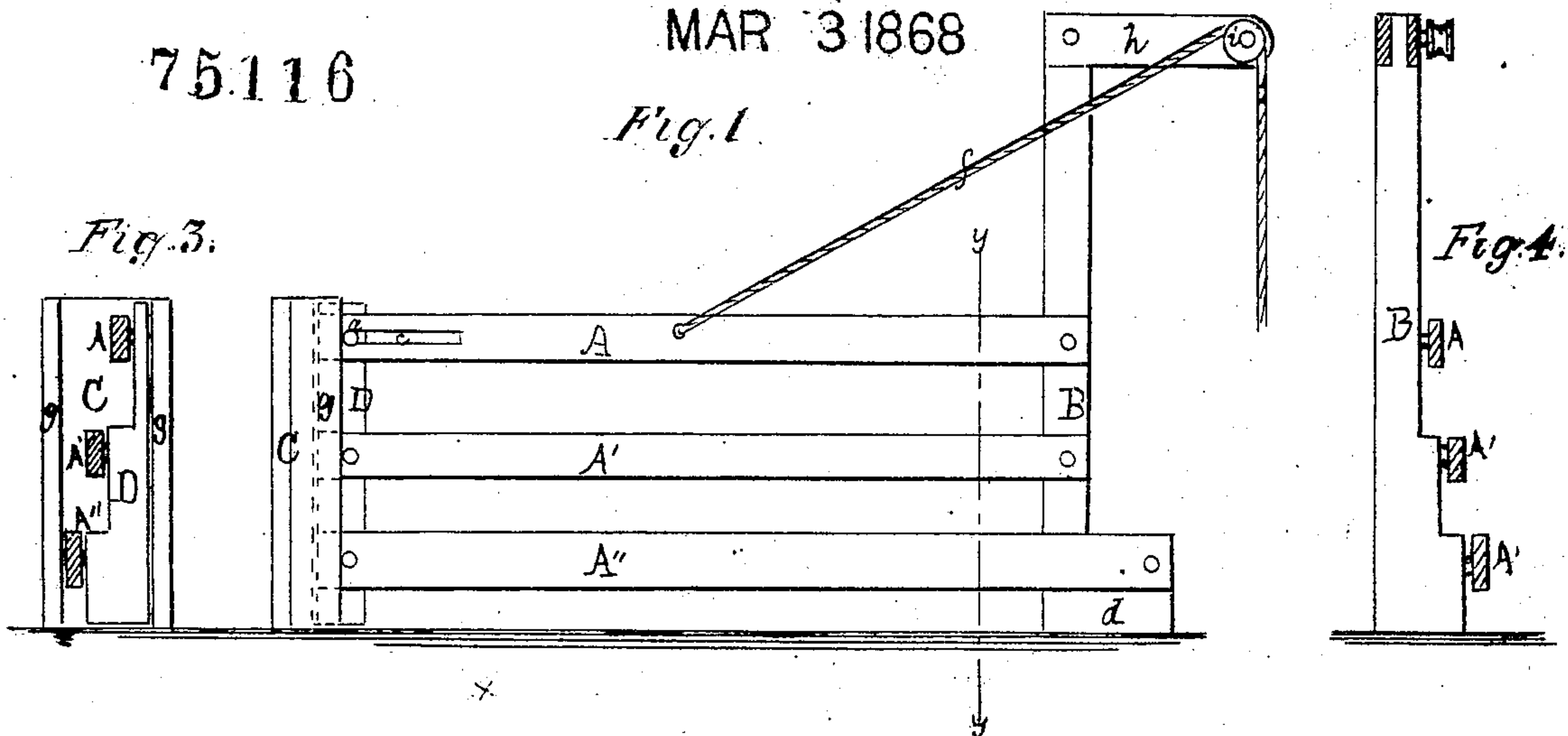
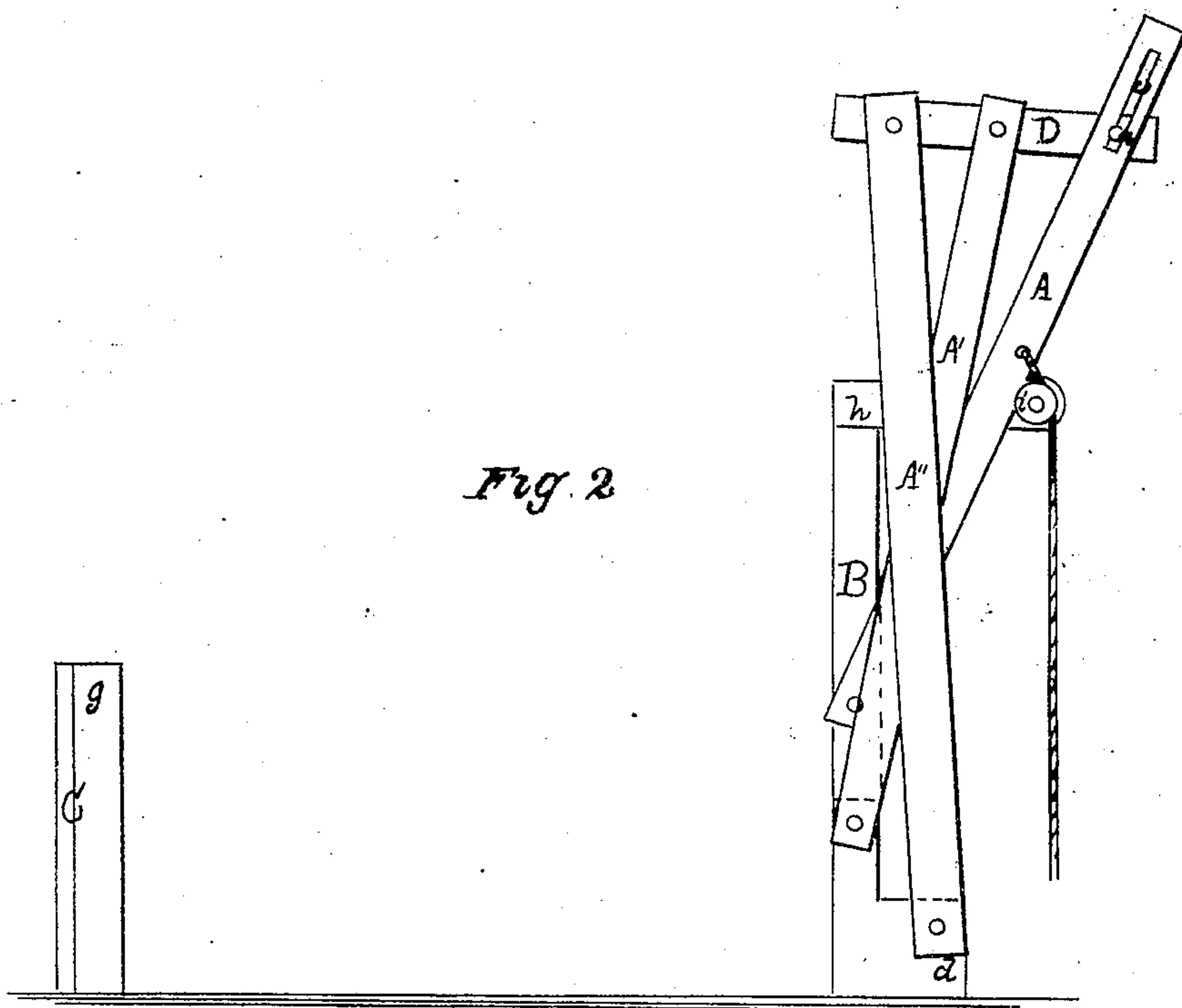


Fig. 2



Witnesses.

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Letters Patent No. 75,116, dated March 3, 1868.

IMPROVEMENT IN GATES.

The Schedule referred to in these Letters Patent and making part of the same.

TO ALL WHOM IT MAY CONCERN:

Be it known that I, GEORGE W. BISHOP, of Stamford, in the county of Fairfield, and State of Connecticut, 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 annexed drawing, forming part of this specification, in which—

Figure 1 is a front elevation of my improved gate when closed.

Figure 2 is also a front elevation of the gate when opened to its furthest extent.

Figure 3 is a transverse vertical section thereof, taken on the line *x x*, fig. 1, in the direction indicated by the red arrows marked thereon.

Figure 4 is also a transverse section thereof, taken on the line *y y*, fig. 1, in the direction of the red arrows marked thereon.

Similar letters refer to like parts in the several figures.

This invention relates to that class of gates in which a number of horizontal bars or rails are pivoted directly to the rear post of the gateway and to a front post or batten, in such manner that each succeeding rail from the top shall be in advance laterally of that preceding it, so that when the gate is elevated the several rails will pass each other, and permit the gate to be thrown open; and my invention consists in forming a slot in the top rail of a gate of this class, whereby the rail is permitted to slide on a pin secured to the front post, and passing through said slot, thereby greatly facilitating the operation of elevating or opening the gate, and in combining such slotted top rail with a pulley, secured to the rear post, over which passes a cord for elevating the gate, and which pulley also serves as a stop for holding the gate in an elevated position.

A A' A'' designate the rails of the gate, B the rear post of the gateway, C the front post thereof, and D the batten for connecting together the front ends of the rails. The rail A is secured to the batten D by a pin or bolt, *a*, which passes through a slot, *c*, cut through the said rail in the direction of its length for a short distance, the said pin being, of course, provided with a head to keep the rail from dropping off. The rear end of this rail A is pivoted to the rear post B of the gateway. The rail A' is pivoted at its front end to the batten D, and at its rear end to the post B, but both the post B and this batten D are so formed or made that the rail A' is laterally in advance of the preceding rail A, and the rail A'' is pivoted in like manner at its front end to the batten D, and its rear end is pivoted to a portion of the post extending rearward of the rest of the post, as shown at *d*, in fig. 1, so that when the gate is elevated this rail will stand nearly vertically.

If more rails be used between the top rail A and the bottom rail A'', they are to be placed in advance of those preceding, as already shown. The manner in which the rails are pivoted, one in advance of the other, is shown clearly in figs. 3 and 4. The front post is provided with a guard-strip, *g*, on each side, which effectually prevents the gate being moved laterally, and thus latches or the like may be dispensed with. Secured to the top of the rear post B, I have shown an arm, *h*, carrying a pulley, *i*, over which passes a cord or rope, *f*, one end of which is secured to the top rail of the gate, and the other hangs down, so as to be reached by hand. The gate is opened by drawing on the cord or rope *f*, and, when open, it assumes the position shown in fig. 2. To close it, a slight push downward with the hand will suffice.

A gate of this construction can be very cheaply made, and will operate efficiently, and can be opened in snowy weather without hindrance.

What I claim as my invention, and desire to secure by Letters Patent, is—

The combination, with a gate whose horizontal rails are pivoted in advance of each other, substantially as herein described, of a slotted top rail and pulley, all constructed, arranged, and operating substantially as herein specified.

Witnesses:

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