

United States Patent Office.

GORDON ALLEN MAY, OF CHICAGO, ILLINOIS.

Letters Patent No. 95,821, dated October 12, 1869.

IMPROVED GATE FOR DRAW-BRIDGES.

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, GORDON ALLEN MAY, of the city of Chicago, in the county of Cook, and State of Illinois, have invented certain new and useful Improvements in "Gate for Draw-Bridge;" and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, making part of this specification, and to the letters of reference marked thereon, like letters indicating like parts wherever they occur.

To enable others skilled in the art to construct and use my invention, I will proceed to describe it.

In the drawing—

Figure 1 is a view of my bridge in perspective, and Figure 2 is a side view of a part detached.

The object of my invention being a gate or barrier, affixed to draw-bridges, ferry-boats, and such like, for the purpose of preventing accidents when such bridges are opening or opened, or ferry-boats are putting to or off the shore or landing, its nature consists in a picket-fence or gate, so arranged and affixed to the end of a pier, abutment, or other structure, in the place where the ends of the draw-bridge come to and form a continuous roadway with the said pier, abutment, or other structure, that the said draw-bridge, by means of pin or pins, stops, or other similar projecting fixtures affixed at the ends or corners of the same, when opening or closing, drag the said picket-fence or gate across or from the passage or approach-way of the said structures.

The invention consists, also, in the particular construction of the said picket-fence or gate, rendering it pliable, and well adapted to be applied both to straight and curved surfaces or lines, as also rendering it light and movable.

A is the draw-bridge.

B, the abutment or pier.

C, the fence or gate. This consists of pickets D D, wooden or metallic, each provided with two or more rollers, *d d*, as represented on the accompanying drawing. Also, each of said pickets is provided with lips *f f*, coming over and extending below the said rollers, the rows of the rollers and lips forming continuous lines, when the said pickets are jointed.

The pickets are connected, each to the other, by two or more loose joints, *g g*, consisting of loops, hooks, or other suitable loose joints, which are always so arranged as to make the fence or gate C pliable.

To the abutment B, in front and extending on its

sides in a straight or curved line, are affixed bars or plates E E, being secured to the said structure by suitable fixtures, and so spaced as to correspond with the distance at which rollers *d d* are affixed on the pickets, said bars or plates serving as tracks for the said rollers to set and move on.

The gate C is set on these tracks, so that when moved, the rollers would travel on the tracks, while the lips *f f*, lapping over the said tracks, would keep the fence in proper position.

To each of the ends or corners of the bridge A are affixed pins, catches, stops, or other suitable projecting fixtures, F F, of such length and shape as to catch the end picket of the gate C every time the bridge is opening or closing, and draw or push the said fence across the abutments B, thereby closing or opening the approach to the bridge A.

The above-described device, with proper modifications, can readily be applied to ferries, canals, &c.

The operation consists in the following:

When the bridge is on a line with the roadway, the gates are along the opposite sides of the opposite abutment, and as the bridge is turned in the directions of the arrows, the pins F F catch into the outer pickets of the gates, and the gates are drawn round in front of the abutments, and are then left, enclosing the space between, and guarding the abutments from injury.

When the bridge is being returned to its original position, the pins F F again engage with the pickets, and the gates are carried back to their original position.

Having thus fully described my invention,

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

1. The gate or fence C, consisting of pickets provided with rollers to run upon, and the lips or projections, to keep the same on the tracks, said pickets connected by suitable loose joints, so as to make the gate pliable, and adapted as a barrier for draw-bridges and other structures, substantially as herein set forth and specified.

2. In combination with the above, the bars, plates, or tracks E E, and pins, catches, stops, or other suitable projecting fixtures F F, substantially as and for the purposes herein set forth and specified.

GORDON ALLEN MAY.

Witnesses:

J. B. TURCHIN,
JOHN MCINTOSH.