(Model.)

D. M. BRIDGES.

GATE.

No. 273,452. Patented Mar. 6, 1883.

Fig: 1.

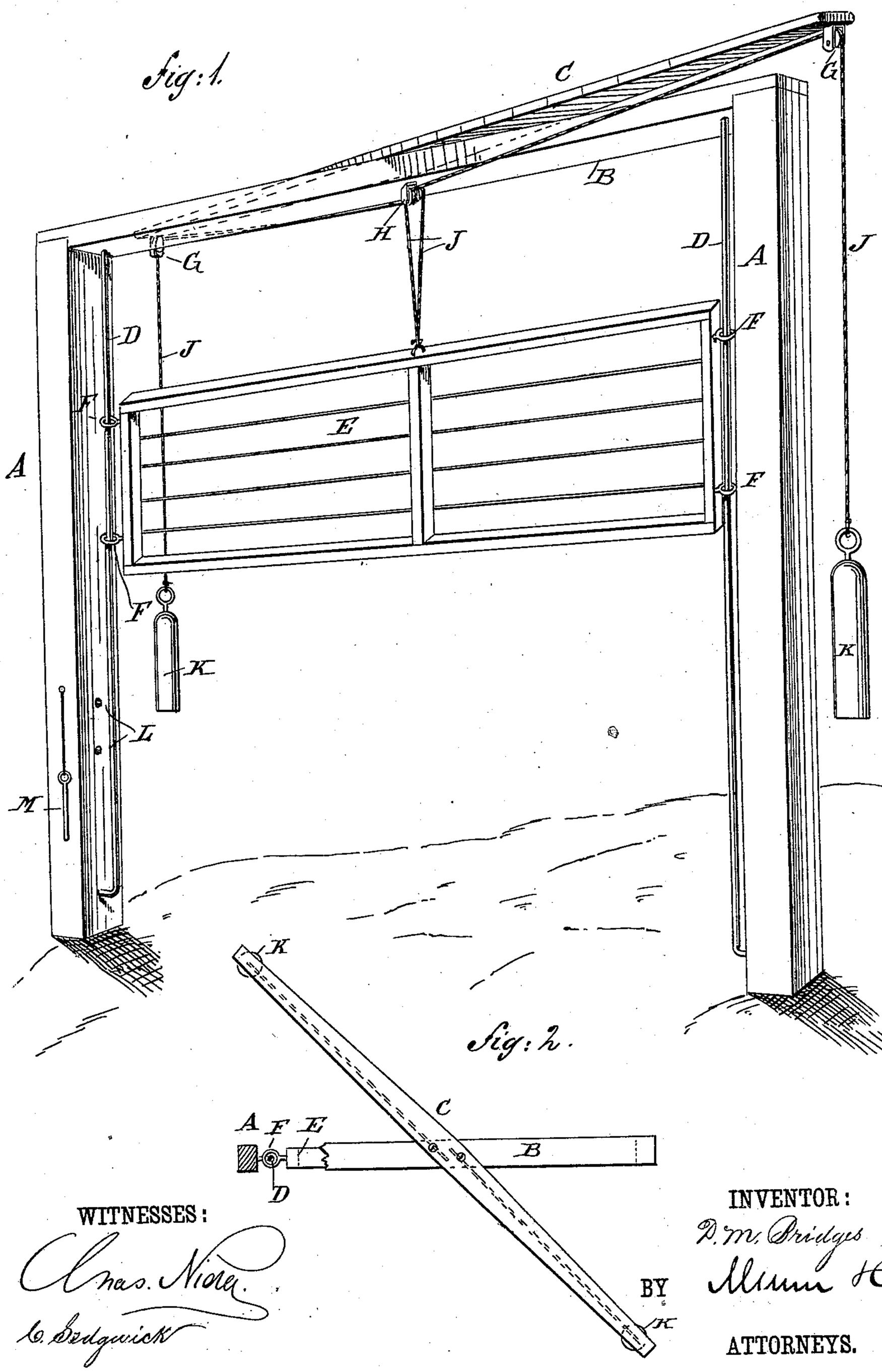

Fig: 2.

WITNESSES:

Chas. Nichols.

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INVENTOR:

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UNITED STATES PATENT OFFICE.

DENNIS M. BRIDGES, OF WOODSTOCK, ILLINOIS.

GATE.

SPECIFICATION forming part of Letters Patent No. 273,452, dated March 6, 1883.

Application filed September 8, 1882. (Model.)

To all whom it may concern:

Be it known that I, DENNIS M. BRIDGES, of Woodstock, in the county of McHenry and State of Illinois, have invented a new and Improved Gate, of which the following is a full, clear, and exact description.

The invention consists in a gate held to move vertically on guide-rods held on standards connected by a top beam, on which a diagonal piece is secured, on the ends of which pulleys are secured, over which and over pulleys on the middle of the top beam ropes pass, which are secured to the gate and have weights to balance the gate attached to the opposite ends.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar letters of reference indicate corresponding parts in both the figures.

Figure 1 is a perspective view of my improved gate, showing the same partly raised. Fig. 2 is a plan view of the same, showing parts broken out and others in section.

Two standards, A, are united by a top piece, B, on the top of which a diagonal cross-piece, C, is secured, the ends of which will be at the sides of the roadway.

On the inner surface of the standards A guide-rods D are secured, which extend from the top piece, B, to within a short distance from the ground, the lower ends of the guide-rods passing into the standards to form a check to prevent the gate from being lowered too far.

The gate E is provided at each end with two or more horizontal eyes, F, through which the guide-rods D pass. A pulley, G, is secured on the under side of each end of the diagonal cross-piece C, and a double pulley, H, is secured to the middle of the under side of the top beam, B. Ropes J, secured to the middle of the top rail of the gate E, pass over the double pulley H and over the end pulleys, G, and have weights K attached to their free ends, which weights K balance the gate.

Transverse apertures L, extending from the inner to the outer side, are formed in one of the standards A, in the lower part of the same. A pin, M, is adapted to be passed through the said apertures. As the ends of the cross-piece C are at the side of the roadway, the weights K, which are suspended from the ends of the cross-piece, will also be at the side of the roadway.

If a person in a vehicle arrives at the gate, he can open the same by pulling down the weight, whereby the gate will be raised. After having passed the gate he can lower the same by raising the weight K on the other side of the gate. All this can be done without leaving the vehicle or alighting from a horse. If the gate is to be locked, the pin M is passed through an aperture, L, so that the end of the pin will project from the inner surface of the standards, and thus prevent raising the gate.

The gate can be made very light, as it is guided on each side, and is not subjected to the great strains a swinging gate is subjected to.

I am aware that the middle pivoted bar, C, having end pulleys and cords passing over said pulleys, for lifting the gate, is not new; but

What I do claim as new and of my invention is—

The combination, with a gate connected at each end by eyes to the perpendicular rods D D, on which it plays, of the beam B, carrying a double pulley, H, over the middle of the gate, the diagonal cross-pin C, carrying a pulley, G, at each end, and the ropes J J, running over said pulleys, the ropes being each attached at one end to the top of the gate, at the middle thereof, and provided at their outer ends with weights which together exactly balance it.

DENNIS M. BRIDGES.

Witnesses:

JOEL H. JOHNSON,

C. H. DONNELLY.