

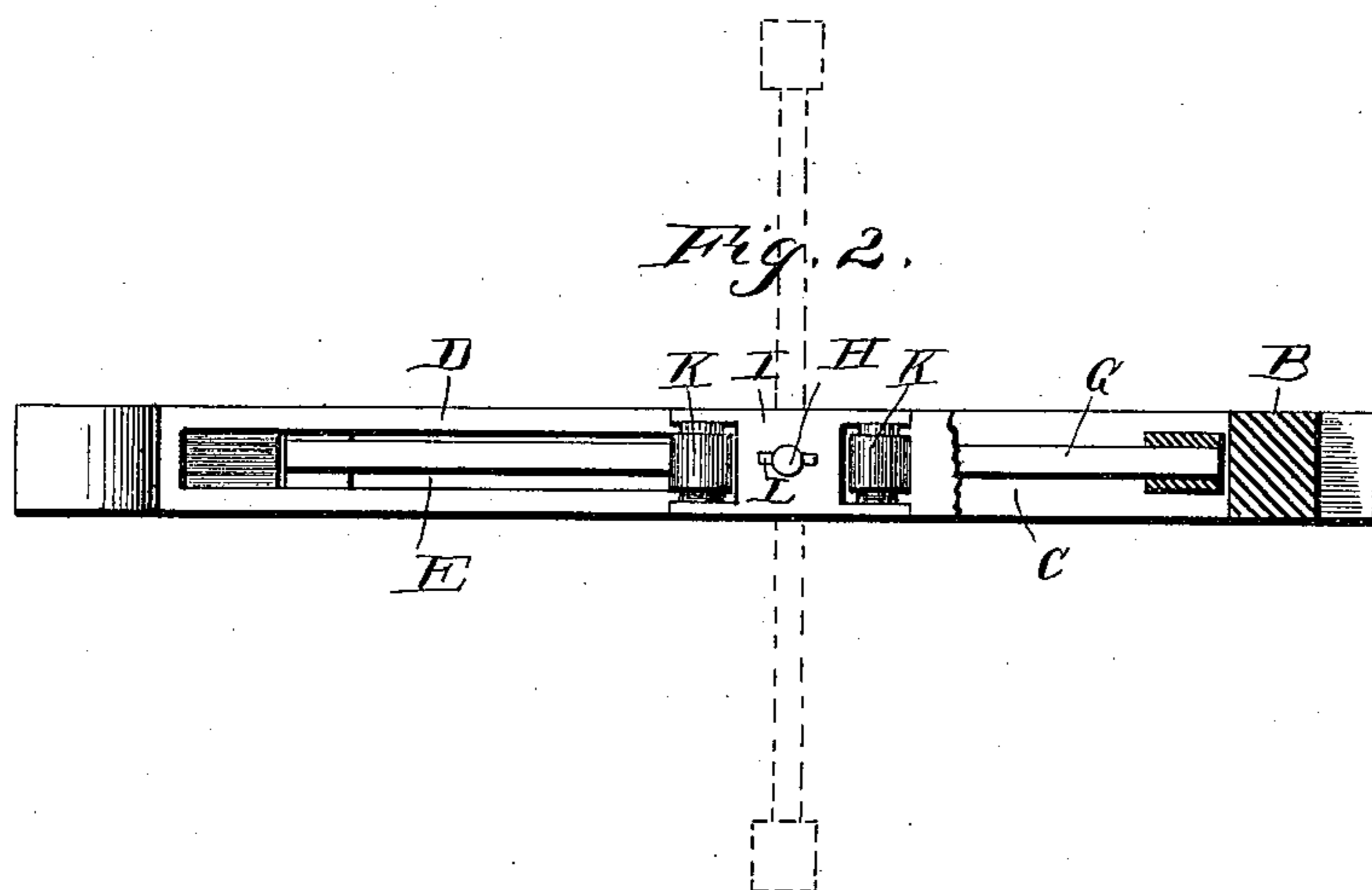
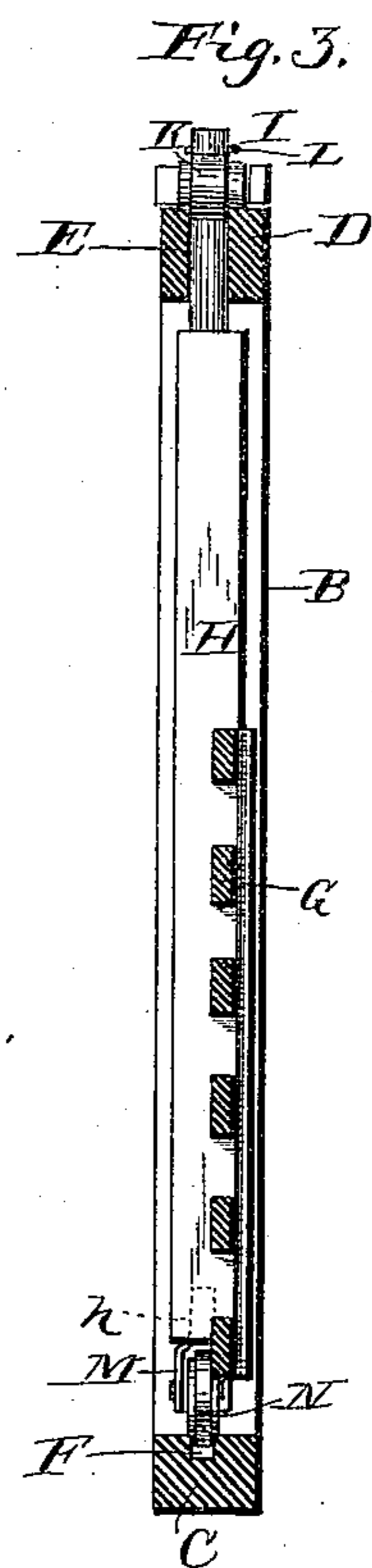
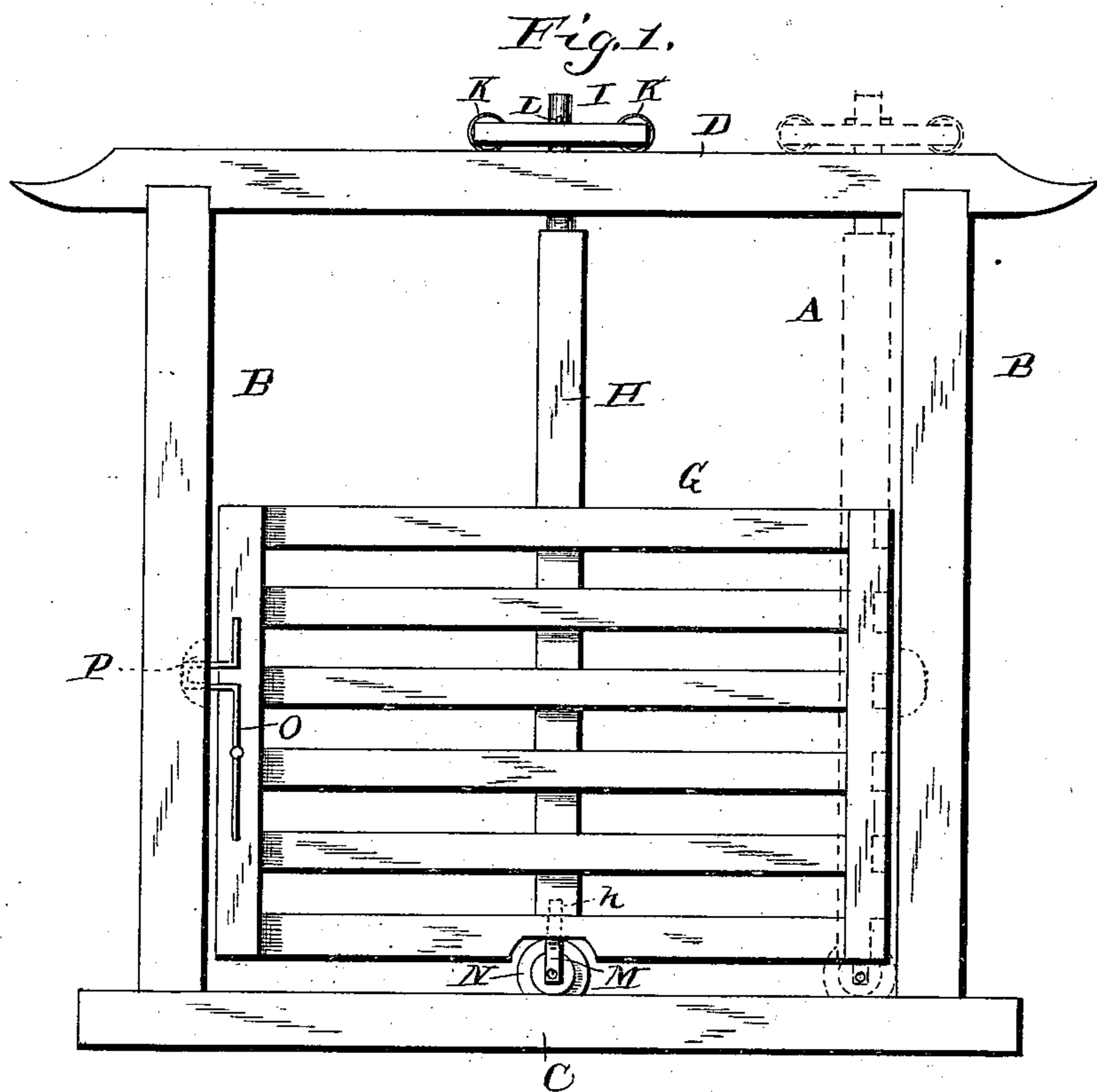
(No Model.)

J. A. ROGERS & J. W. ROAN.

GATE.

No. 352,933.

Patented Nov. 23, 1886.



Witnesses.

Chas. L. Taylor  
John H. Siggers

Inventors  
J. A. Rogers  
J. W. Roan  
By their Attorneys

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# UNITED STATES PATENT OFFICE.

JOHN ALLEN ROGERS AND JACKSON W. ROAN, OF HARTSELL'S, ALABAMA,  
ASSIGNORS OF ONE-HALF TO THOMAS M. WARD AND JAMES E. ROAN,  
BOTH OF SAME PLACE.

## GATE.

SPECIFICATION forming part of Letters Patent No. 352,933, dated November 23, 1886.

Application filed August 27, 1886. Serial No. 212,003. (No model.)

*To all whom it may concern:*

Be it known that we, JOHN ALLEN ROGERS and JACKSON W. ROAN, citizens of the United States, residing at Hartsell's, in the county of Morgan and State of Alabama, have invented a new and useful Improvement in Gates, of which the following is a specification.

Our invention relates to an improvement in gates; and it consists in the peculiar construction and combination of devices that will be more fully hereinafter set forth, and particularly pointed out in the claim.

In the drawings, Figure 1 is a side elevation of a gate embodying our improvement. Fig. 2 is partly a top plan view and partly a horizontal section of the same; and Fig. 3 is a vertical transverse sectional view of the same.

A represents a vertical gate-frame comprising the vertical posts B, the horizontal sill C, and the horizontal connecting-beam D, at the upper ends of the posts. The said beam is provided with a vertical longitudinal slot, E, which extends from one of the posts slightly beyond the center of the beam, and in the upper side of the sill C is a vertical groove, F, which is directly under the slot E, and corresponds with the latter in length.

G represents the gate, which may be of any suitable construction, and the length of which corresponds to the width of the space between the posts B. This gate is provided with a vertical central beam or shaft, H, the upper end of which is reduced and extends upwardly through the slot E. This shaft H forms the pivot for the gate, on which the latter is turned.

I represents a carriage which is provided with anti-friction rollers K, the said rollers being provided with shoulders at their ends, which bear upon the upper side of the beam D on opposite sides of the slot, and the central portions of the said rollers form annular flanges which enter the said slot and guide the carriage thereby. The upper end of the shaft H is pivoted in the center of the carriage, and a transverse pin, L, passes through the upper end of the shaft and bears against the upper side of the carriage, and the gate is thus suspended therefrom. In the lower end of the shaft H is formed a socket, h, to receive the vertical spindle of a caster, M.

In the said caster is journaled an anti-friction roller, N, which works in the groove or guideway F of the sill.

The gate is provided with a suitable catch, O, adapted to engage recesses P, that are made on the inner sides of the posts.

The operation of our invention is as follows: When a pedestrian or mounted horse-man approaches the gate, in order to pass through, he simply unlatches the same and partly turns the gate by swinging its extremities at right angles to the gate-frame, in the position shown in dotted lines in Fig. 2. In order to permit a vehicle to pass through the gateway, the gate, after being turned at right angles on its pivot, is moved toward one of the posts and closed against the latter, as shown in dotted lines in Fig. 1. As the carriage slides freely on the upper side of the beam B, and as the caster works freely on the sill, the gate may be opened to the full width of the gateway with very little exertion, as will be very readily understood.

We are aware that it has been heretofore proposed to suspend a horizontally-turning gate by means of rollers from an overhead beam having a longitudinal slot through which the upper end of the vertical suspending gate-bar passes, and this, broadly, we disclaim.

Having thus described our invention, we claim—

The combination, with the gate-frame having the sill provided with the groove or guideway F, and the horizontal beam D, provided with the slot E, of the carriage supported on the said beam and having the rollers to bear thereon, the gate provided with a vertical central shaft having its upper end pivoted in the carriage and suspended therefrom, and the caster attached to the gate, in line with the center of the said shaft and having the roller working in the guideway F, for the purpose set forth, substantially as described.

In testimony that we claim the foregoing as our own we have hereto affixed our signatures in presence of two witnesses.

JOHN ALLEN ROGERS.  
JACKSON W. ROAN.

Witnesses:

J. W. RIGGS,  
PHIL. G. ORR.