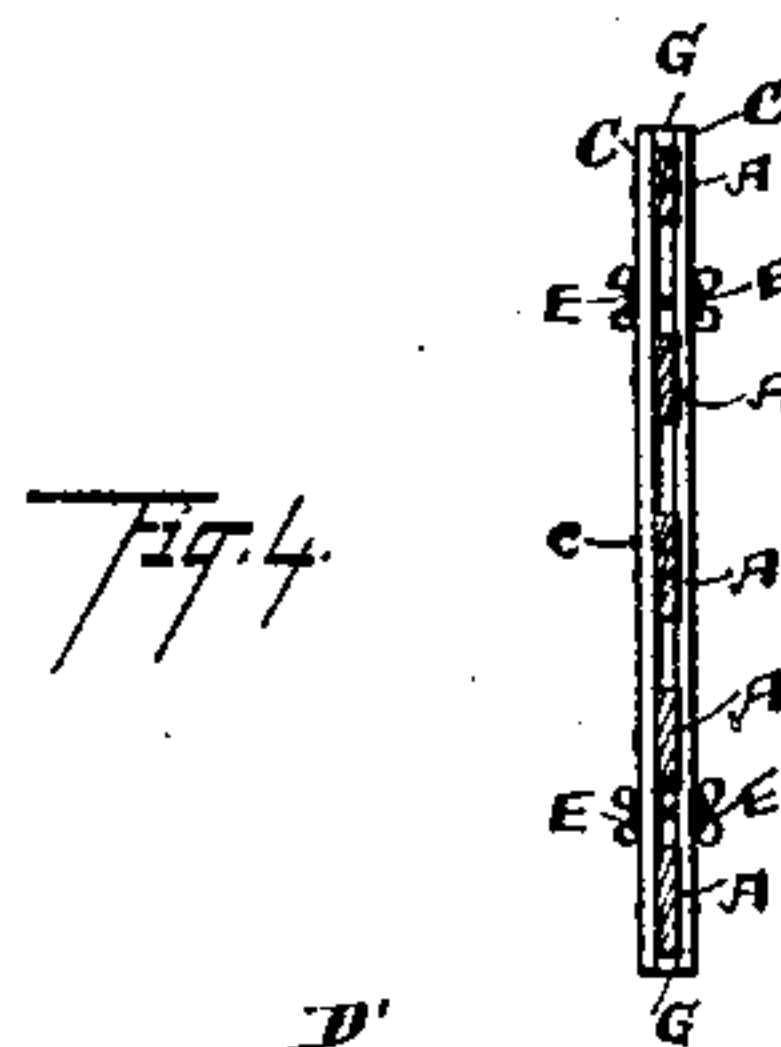
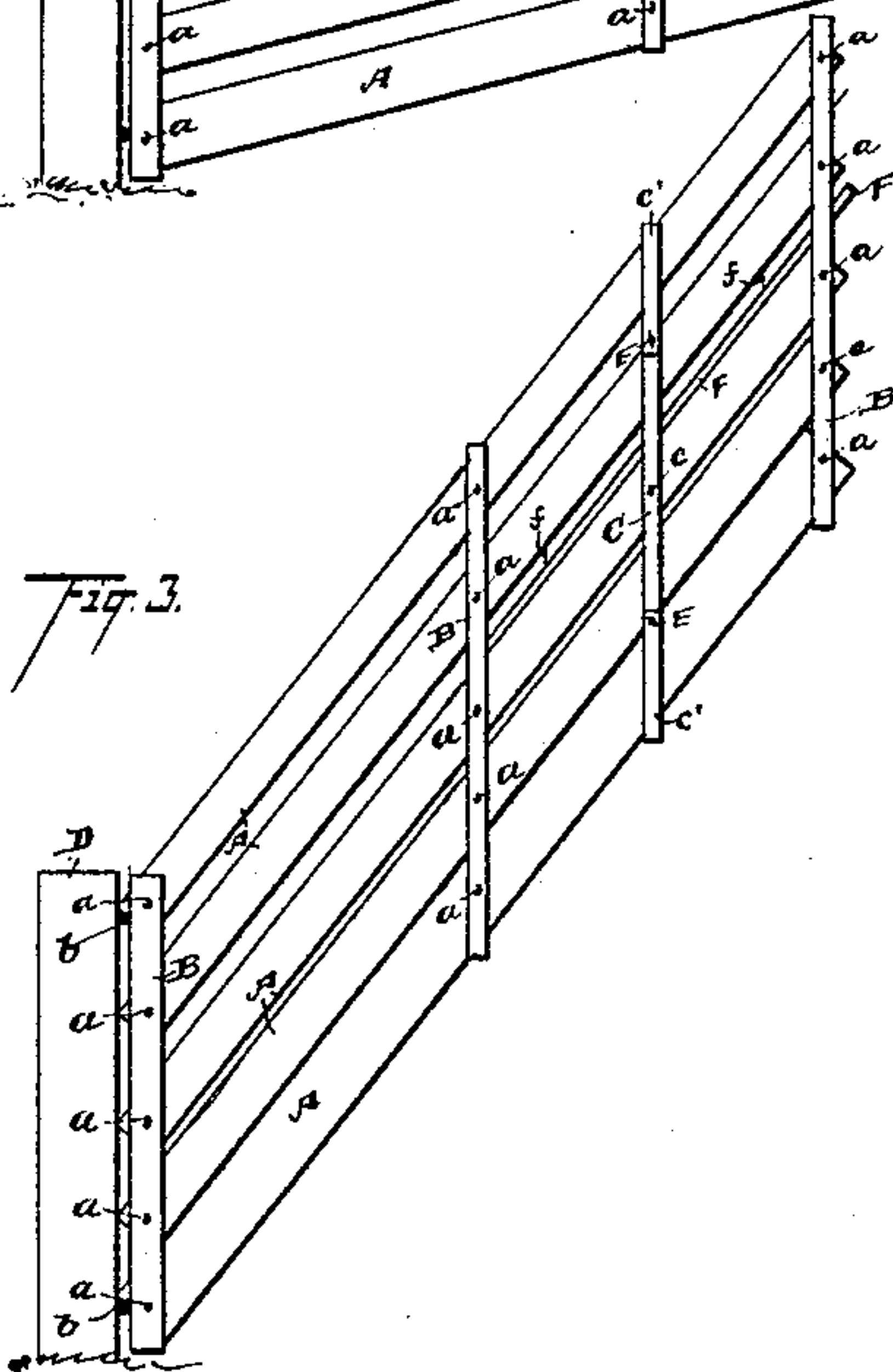
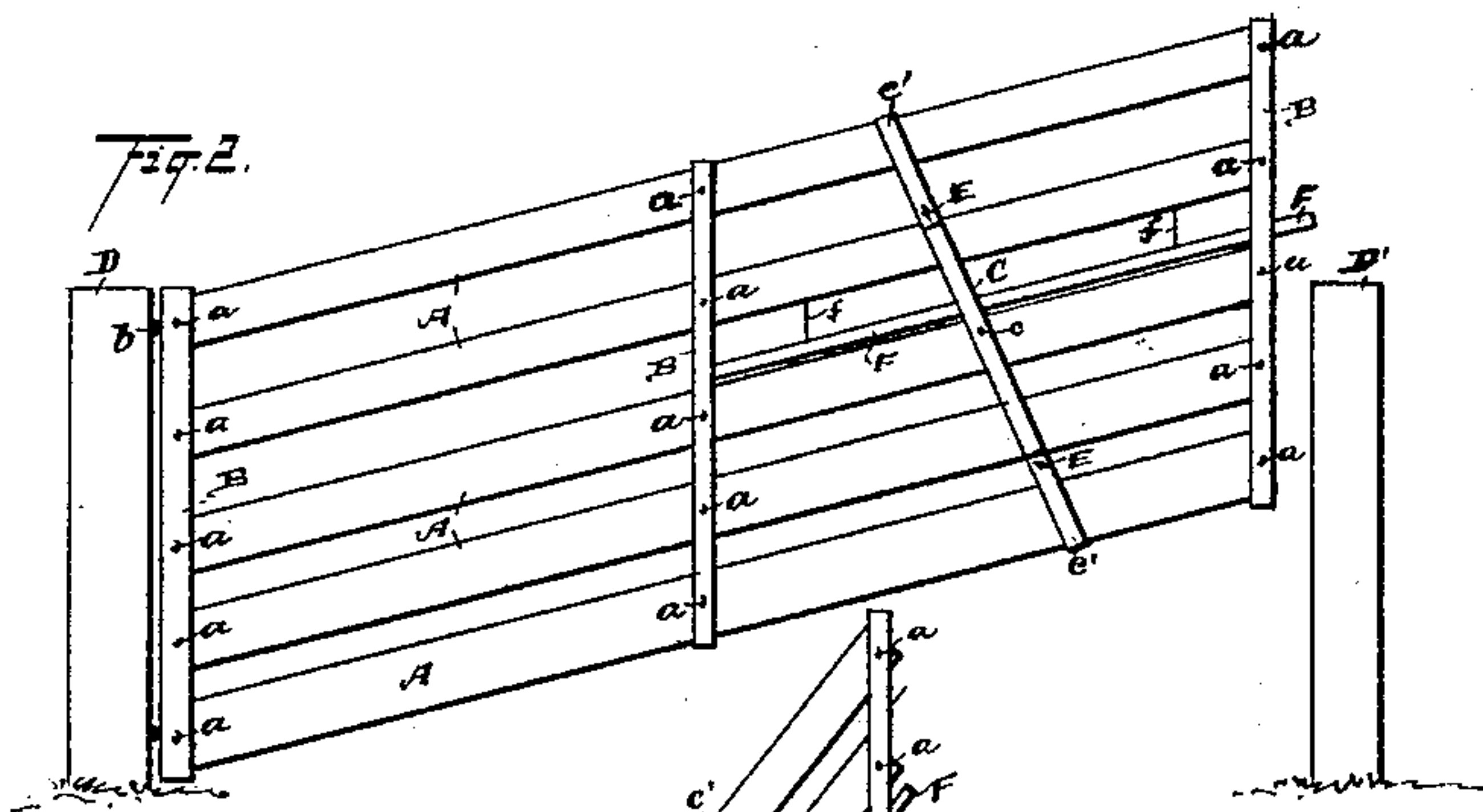
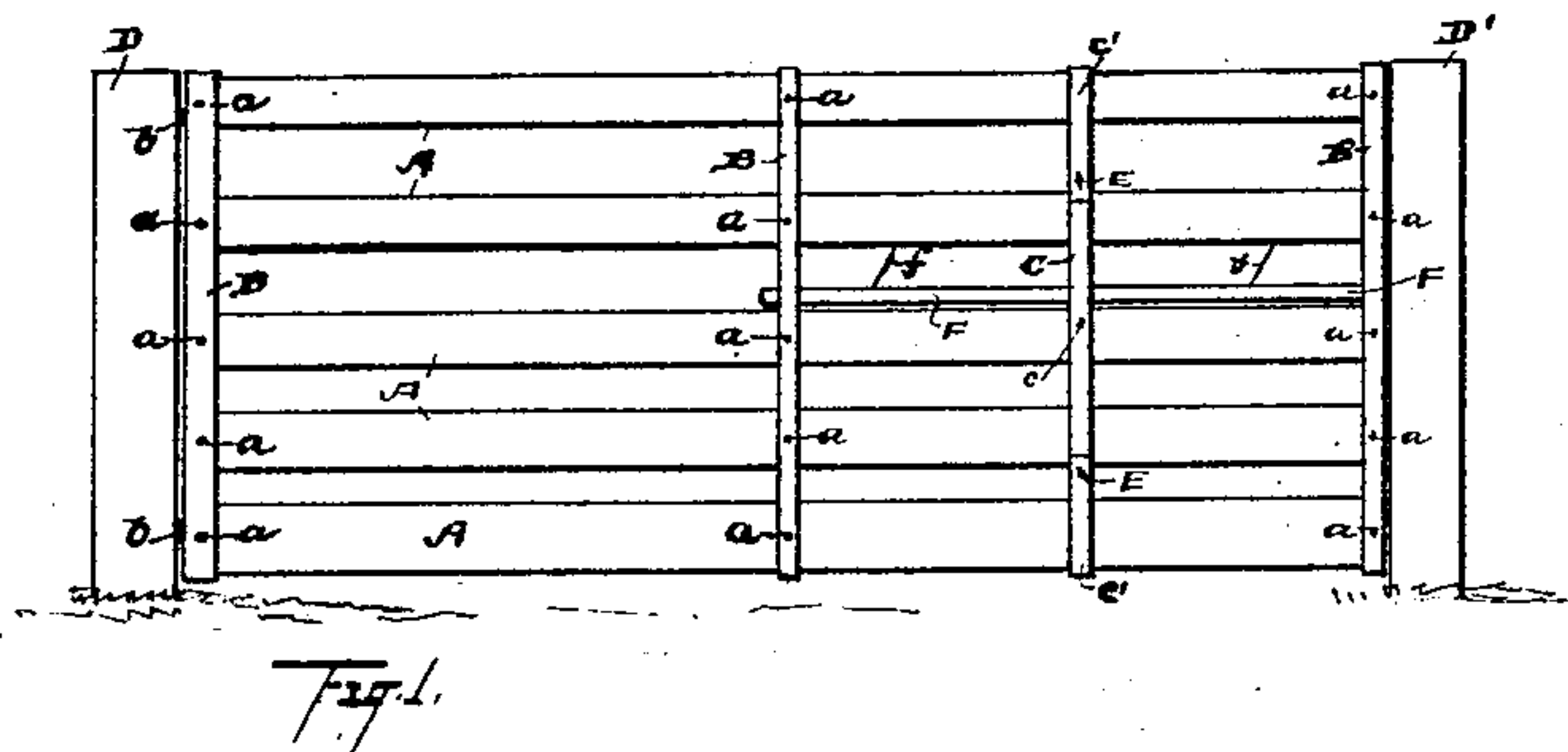


(No Model.)

J. P. IRWIN.
FARM GATE.

No. 390,127.

Patented Sept. 25, 1888.



WITNESSES:
H. S. Amstutz
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ATTORNEYS

UNITED STATES PATENT OFFICE.

JOHN P. IRWIN, OF NEWARK, OHIO.

FARM-GATE.

SPECIFICATION forming part of Letters Patent No. 390,127, dated September 25, 1888.

Application filed April 30, 1888. Serial No. 272,321. (No model.)

To all whom it may concern:

Be it known that I, JOHN P. IRWIN, of Newark, in the county of Licking and State of Ohio, have invented certain new and useful Improvements in Farm-Gates; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it pertains to make and use the same.

My invention relates to improvements in flexible farm-gates; and it consists in certain features of construction and in combinations of parts hereinafter described, and pointed out in the claims.

In the accompanying drawings, Figures 1, 2, and 3 are side elevations of the gate in different positions. Fig. 4 is a transverse section in detail.

A represents the rails of the gate; B, the cross-bars; C, the braces, and D and D' the posts. The rails and cross-bars are fastened to each other by means of lateral bolts *a*, one bolt being used at the center of each crossing. These bolts serve as pivots, so that the free end of the gate may be tilted in a vertical plane. The one cross-bar at the rear end of the gate is made sufficiently large for attaching the hinges *b*, that connect the gate with post D. The braces C are arranged in pairs, and are pivoted at or near the center thereof by means of bolts *c* to the center rail of the gate and midway between the front and middle cross-bars, substantially as shown. Preferably, metal bands or clips *c'* connect the ends of the braces, such bands or clips extending, respectively, over and under the top and bottom rails A, the length of these braces being such that with the gate in its horizontal position and the braces vertical the clips will engage or come in close proximity to the top and bottom rails. When it is desired to elevate the forward end of the gate, in order that the gate may swing over snow or other obstructions, or to allow small animals to pass under the gate, the gate having been tilted to the required position, braces C are turned on their axes, the top of the braces moving rearward until the clips engage the top and bottom rails, in which position of parts the gate is held in its elevated position. No notches are required to

hold the braces, the friction of the clips on the engaging rails being sufficient for ordinary purposes. Bolt E extends laterally through braces C, this bolt being provided with a thumb-nut. This bolt had better be located just above the second rail from the top or just below the second rail from the bottom, whichever position may be considered most convenient. As these bolts cost but a trifle, it would be well to use two bolts in the respective positions shown, so that either could be used, as occasion requires. In such case the upper bolt would be most accessible when the gate was elevated only a moderate distance; but with the gate in the position shown in Fig. 3 the lower bolt would be more convenient; also, it might be well to have instead of a head on such bolt a thumb-nut on each end, so that it could be conveniently operated from either side of the gate. By means of such bolt or bolts the braces may be clamped to the gate and held firmly in position, so that, for instance, cattle, in rubbing against the gate, could not move the braces; also, when the gate is to be left elevated for some length of time, by tightening bolt E, the gate is rendered more rigid and less strain is brought to bear on the top and bottom rails.

Rails A in cold weather frequently become coated with ice, so that the braces cannot be turned on their axes. In such case the gate may be elevated, leaving the braces free to follow the spaces on the rails that, having been protected by the braces, are free from ice, and by tightening bolt E the gate is held at such elevated position. (See Fig. 3.)

In Fig. 2 the gate is shown elevated nearly as far as it can be held by the action of the clips; but by clamping the braces by means of bolt E the gate may be raised much higher—in fact until the rails fold substantially together, as shown in Fig. 3.

Like other flexible gates, the free or forward end of this gate may be let down upon the ground to hold the gate open, or may be let down when the gate is closed to relieve the strain on the hinges and post D.

A convenient gravity-latch is made as follows: A long strip of wood, F, is inserted between the front and middle cross-bars, so as to

move easily. The latch is suspended by means of wires *f* in such position that the latch will move forward by gravity and engage a notch or recess in post *B'*.

5 In place of clips *c*, the braces may be extended above and below the gate, with block *G* bolted or otherwise secured between the braces above and below the gate. (See Fig. 4.) These blocks will answer the purpose; but the
10 gate does not present the neat and finished appearance it has when the clips are used. Of course the gate will swing equally well in either direction, and among its merits are durability and cheapness of construction.

15 The clips are easily made from straps of iron cut to lengths with holes punched for securing the clips to the braces. These, together with suitable bolts and hinges, may be had at almost any hardware store.

20 What I claim is—

1. The combination, with a flexible gate, substantially as indicated, of braces arranged in pairs to embrace the gate, said braces be-

ing connected above and below the gate to engage the top and bottom edges of the latter, 25 said braces being pivoted at the center thereof to the central rail of the gate and midway between the front and middle cross-bars of the gate, substantially as set forth.

2. The combination, with flexible gate and 30 braces arranged in pairs to embrace the gate, said braces being pivoted at the center thereof to the central rail of the gate midway between the front and middle cross-bars of the gate, of a lateral bolt provided with a thumb-nut, said 35 bolt extending through holes in the braces and extending between the rails of the gate for clamping the braces to the gate, substantially as set forth.

In testimony whereof I sign this specification, 40 in the presence of two witnesses, this 4th day of February, 1888.

JOHN P. IRWIN.

Witnesses:

CHAS. H. DORER,
ALBERT E. LYNCH.