

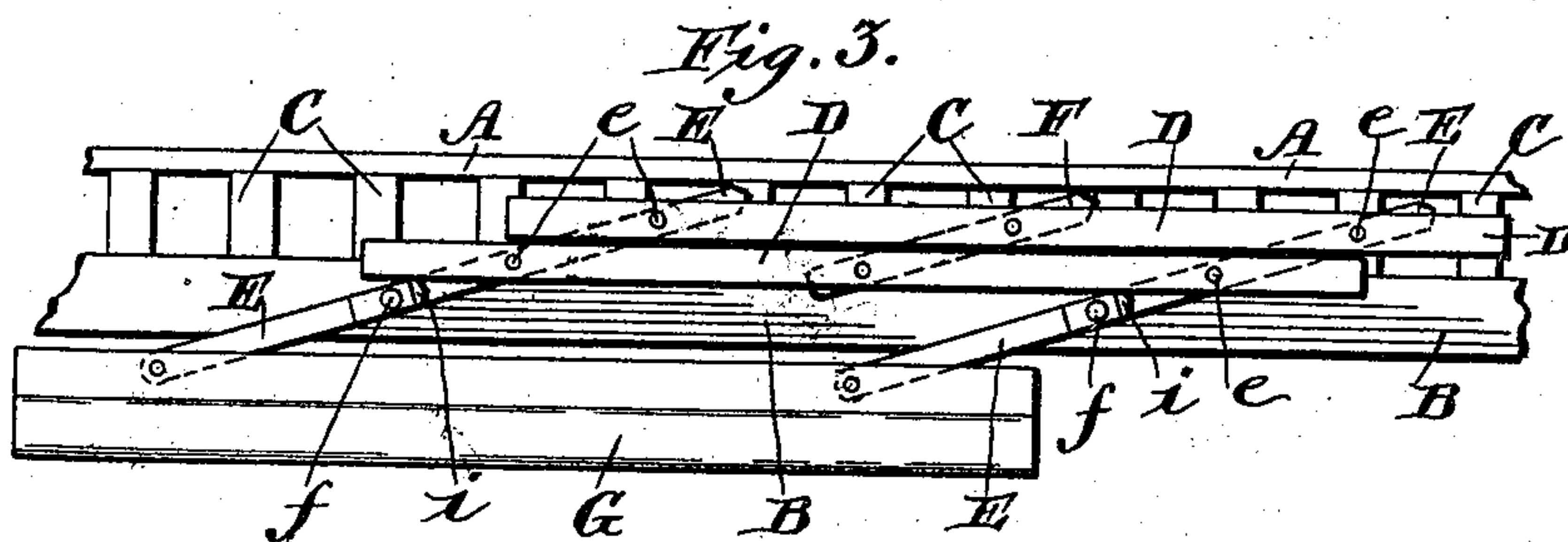
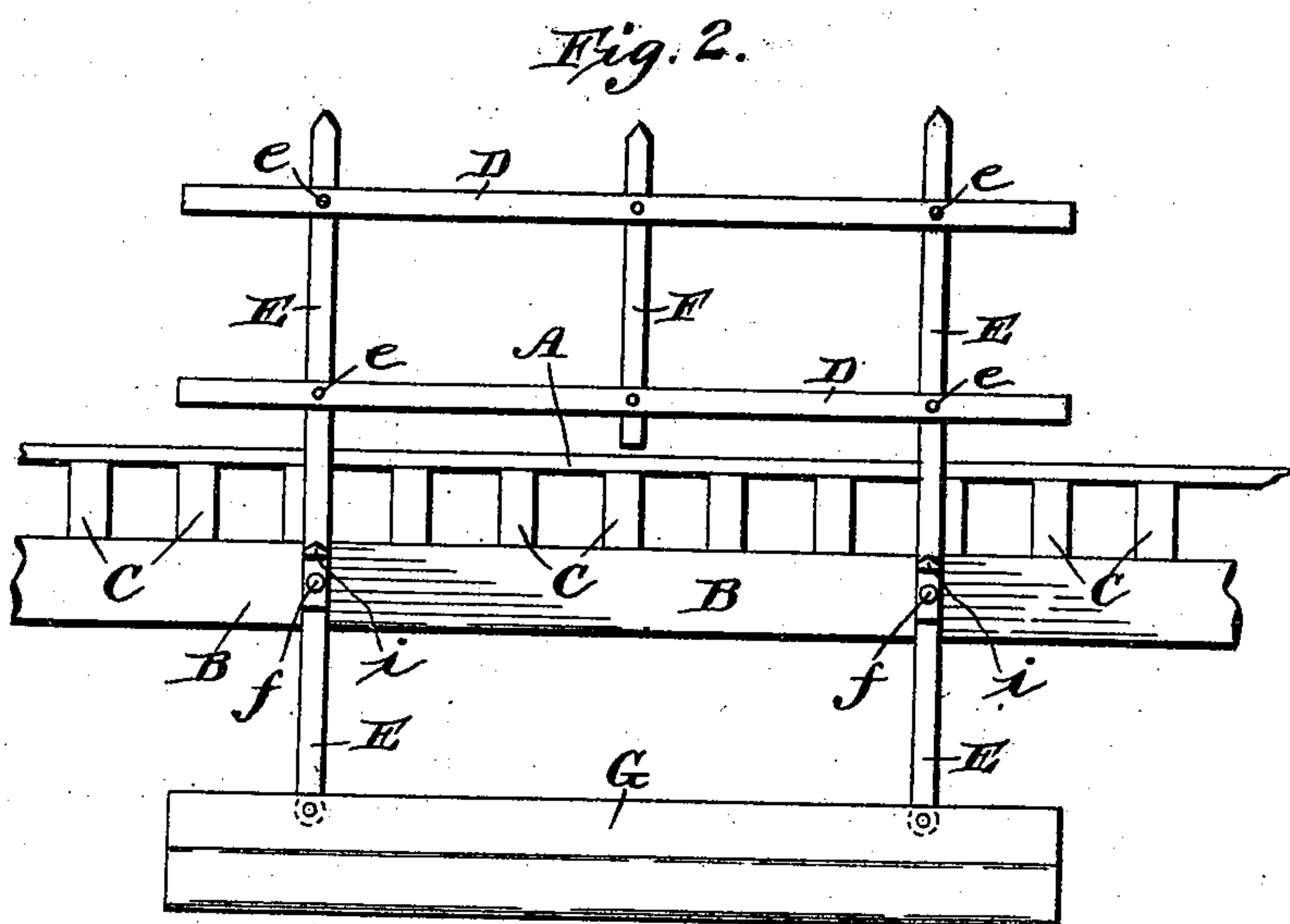
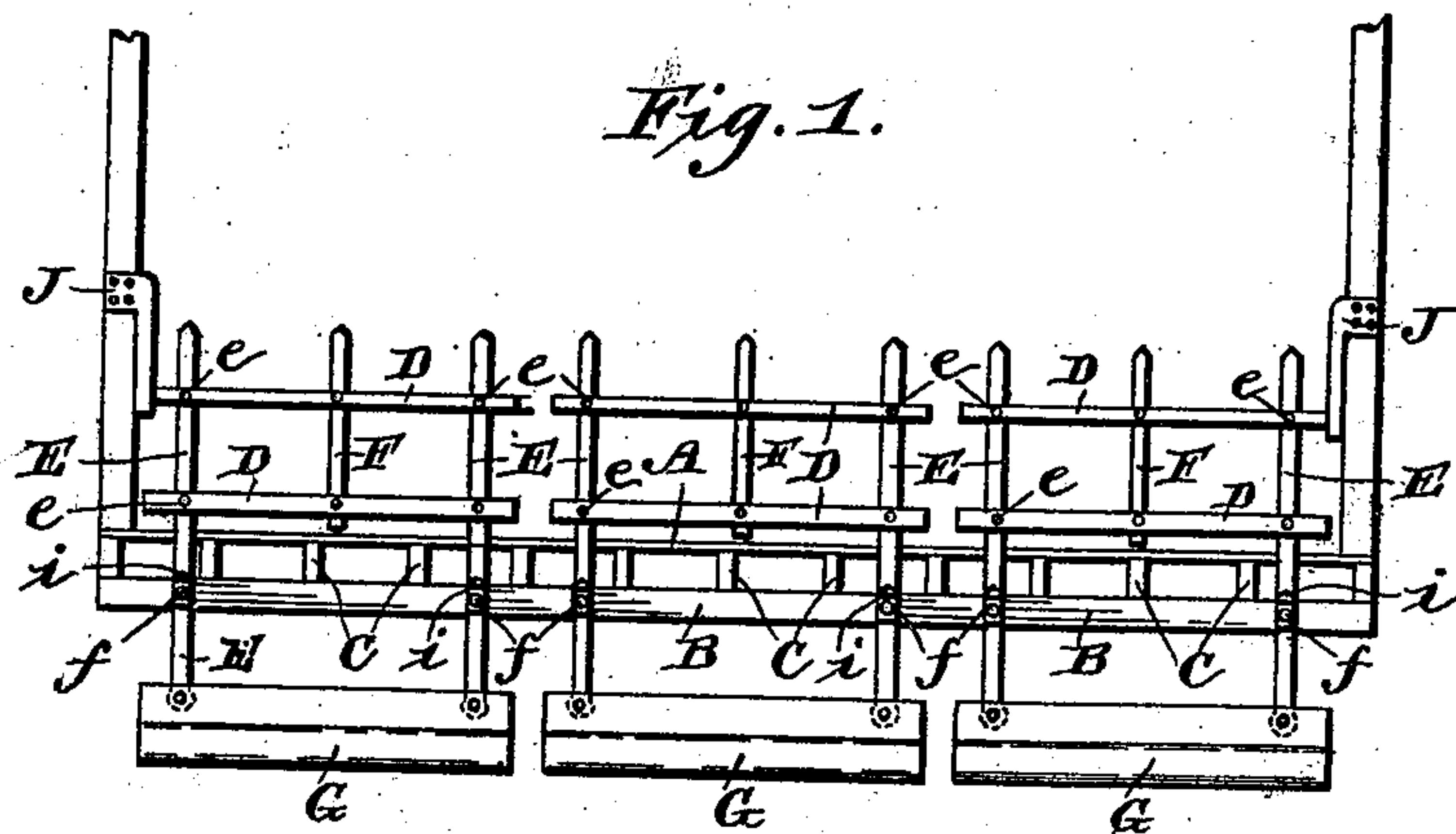
(No Model.)

2 Sheets—Sheet 1.

C. E. FOLLETT & G. SIMPSON.  
BRIDGE GATE.

No. 502,664.

Patented Aug. 1, 1893.



Witnesses

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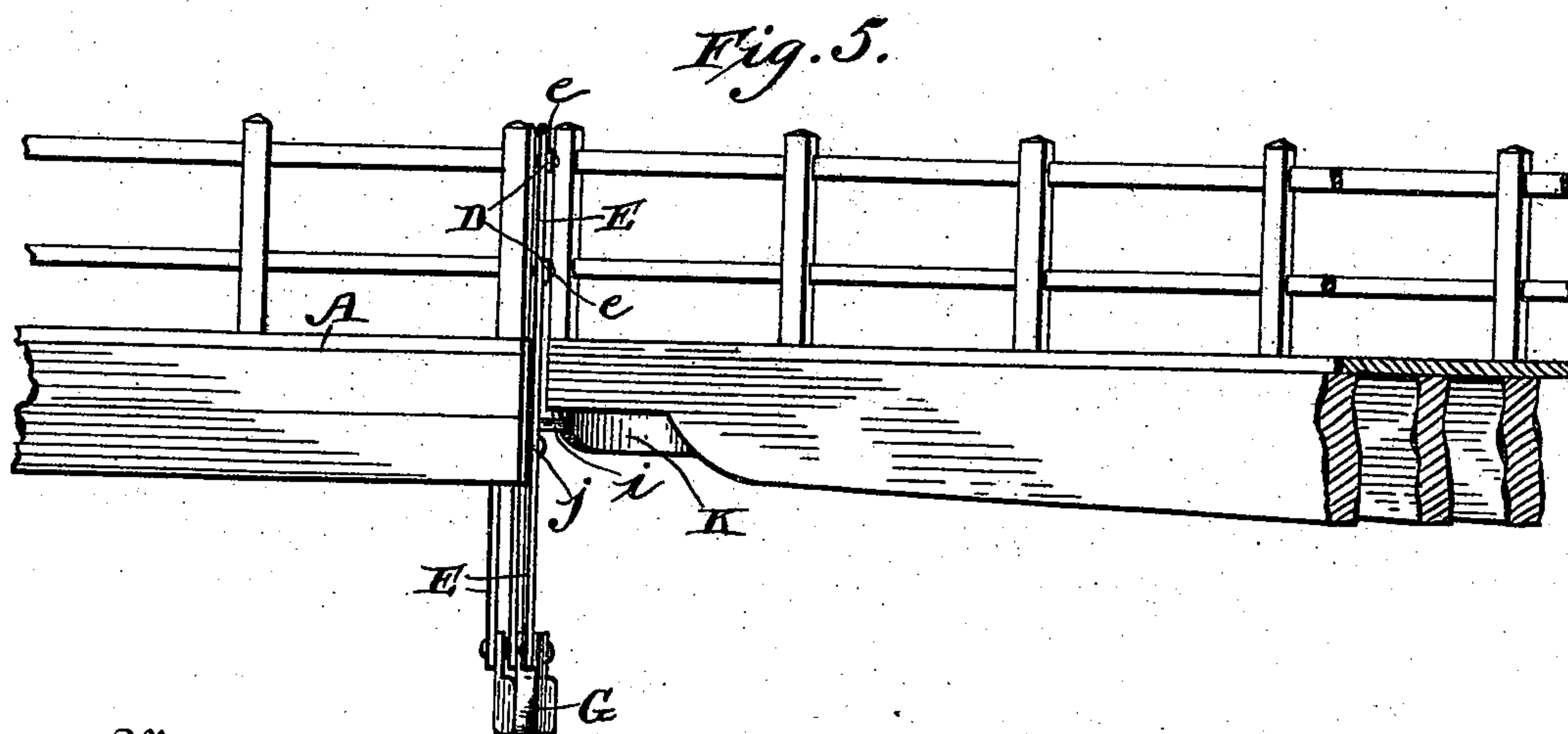
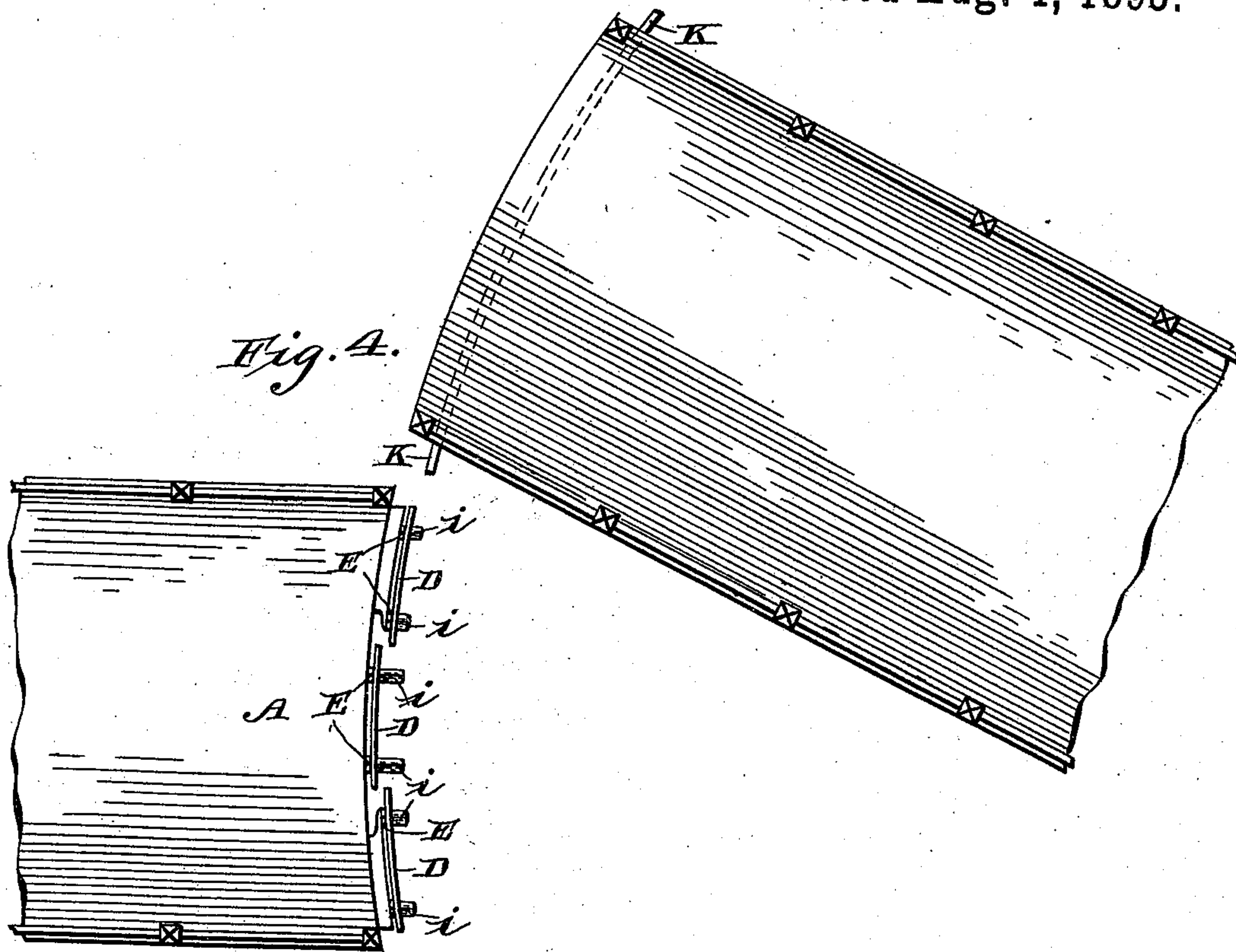
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2 Sheets—Sheet 2.

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# UNITED STATES PATENT OFFICE.

CHARLES E. FOLLETT AND GEORGE SIMPSON, OF OSHKOSH, WISCONSIN.

## BRIDGE-GATE.

SPECIFICATION forming part of Letters Patent No. 502,664, dated August 1, 1893.

Application filed March 15, 1893. Serial No. 466,105. (No model.)

*To all whom it may concern:*

Be it known that we, CHARLES E. FOLLETT and GEORGE SIMPSON, citizens of the United States, residing at the city of Oshkosh, in the county of Winnebago and State of Wisconsin, have invented certain new and useful Improvements in Safety-Gates for Drawbridges; and we do 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 appertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

Our invention relates to improvements in guard-gates that open and close automatically as the draw is swung and the objects of our invention are to simplify the construction, lessen the cost and secure lightness and durability.

The gate is constructed preferably of three or more sections similar to each other.

In the accompanying drawings Figure 1 is a side view of the gate open, Fig. 2 one section open, and Fig. 3 one section closed. Fig. 4 is a top plan view of the approach of the bridge to a draw, and Fig. 5 is a side view of the same, the bridge approach and the draw being in the same position as shown in Fig. 4.

Similar letters refer to similar parts throughout the several views.

A designates the approach of the bridge to the draw, B the supporting timber to which the gate is attached and C C C C the joists of the bridge. The gate is composed of sections, preferably three, each section being composed of bars D D pivoted to the supporting posts E E by the pivots e e e e. In the same manner the braces F F F in each section are pivoted. Each supporting post E is also pivoted to the supporting frame of the bridge by the pivots f f and a counter-balance G is hung to the lower end of each post E. The different sections are not on the same lateral plane but are constructed so as to close by each other. By this construction the sections will not interfere with each other in folding and unfolding, and, when raised, the sections will completely close the approach of the bridge to the draw, whereas, if the sections were arranged

in the same lateral plane, they would have to be spaced a considerable distance apart to permit said sections to be lowered to a horizontal position, and, in doing this, when the sections are raised, a space would be left between said sections through which a person might pass, thus rendering the gate unsafe. The draw is provided on its under side, near its outer end, with a slightly curved, transversely arranged operating bar K which projects from the side of the draw, preferably on both sides, as clearly shown in Fig. 4. These projecting ends are beveled underneath rearwardly, so that when one of said ends strikes the projection i on a post E of the gate section it will glide readily over the same and cause the sections to descend, at the same time raising the weighted end G of the sections, the section or sections being held down by the bar K until the draw is opened or moved out of engagement with the bridge approach, at which time the section or sections automatically rise and close the approach to the draw. The projections i, i, on the middle sections are made of sufficient length to bring their outer ends on a line with the ends of the projections i i of the other sections, as shown in Fig. 4. When the draw is being closed the end of the draw strikes against the projection i on the post E and sliding over it pushes the gate down to the position shown in Fig. 3 raising the weight or counter-balance G; the bars remain parallel and the posts incline as the gate folds together. Guides J J may be attached to the posts of the bridge through which the sections pass to afford additional stability at the top. When the draw is swung to open, the weight G rises and opens each section of the gate automatically.

Having thus described our invention, what we claim as new, and desire to secure by Letters Patent, is—

1. In combination with the draw of a bridge, a folding gate consisting of horizontal bars pivotally connected to upright posts, which latter are pivoted to the bridge frame or abutment below the roadway, outwardly extending projections on said gate, and the lower end of the gate weighted, whereby the gate is adapted to swing laterally and fold together

by the draw striking the projections on the gate in closing and permit the gate to unfold as the draw opens, substantially as described.

2. In combination with a draw, a gate comprising two or more folding sections, which are arranged slightly out of line with each other so as not to interfere with each other in folding and unfolding and to completely close the approach to the draw when raised, 5 each section consisting of horizontal bars pivotally connected to upright posts, which latter are pivoted to the bridge frame or abutment below the roadway, outwardly

extending projections on said sections, the lower ends of the sections being weighted; 15 and a draw provided with a transversely arranged operating bar which extends laterally from the side of the same and is beveled on its outer end, substantially as described.

In testimony whereof we affix our signatures 20 in presence of two witnesses.

CHARLES E. FOLLETT.  
GEORGE SIMPSON.

Witnesses:

CLARENCE TURCK,  
CHARLES J. SCHMITT.