

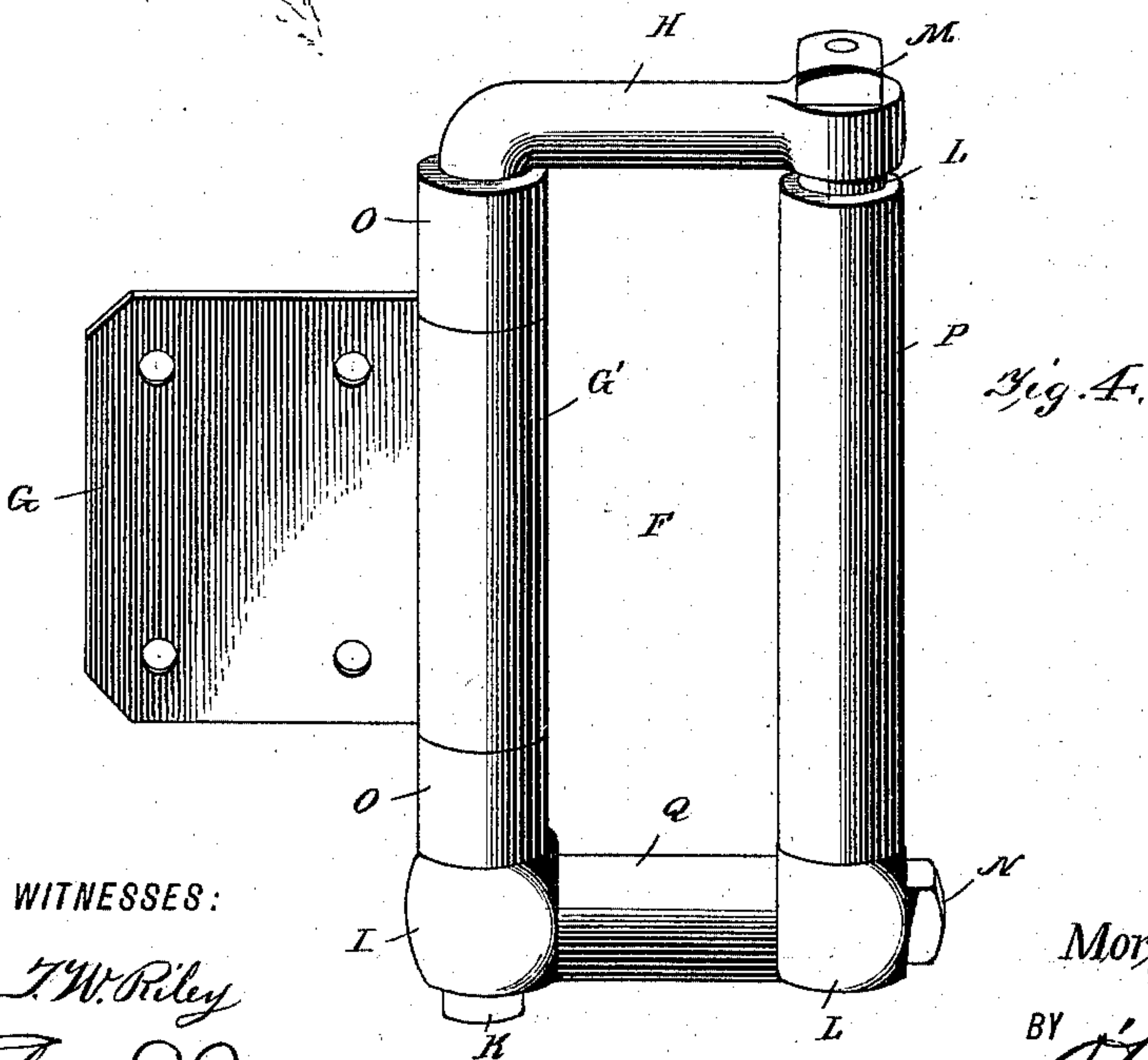
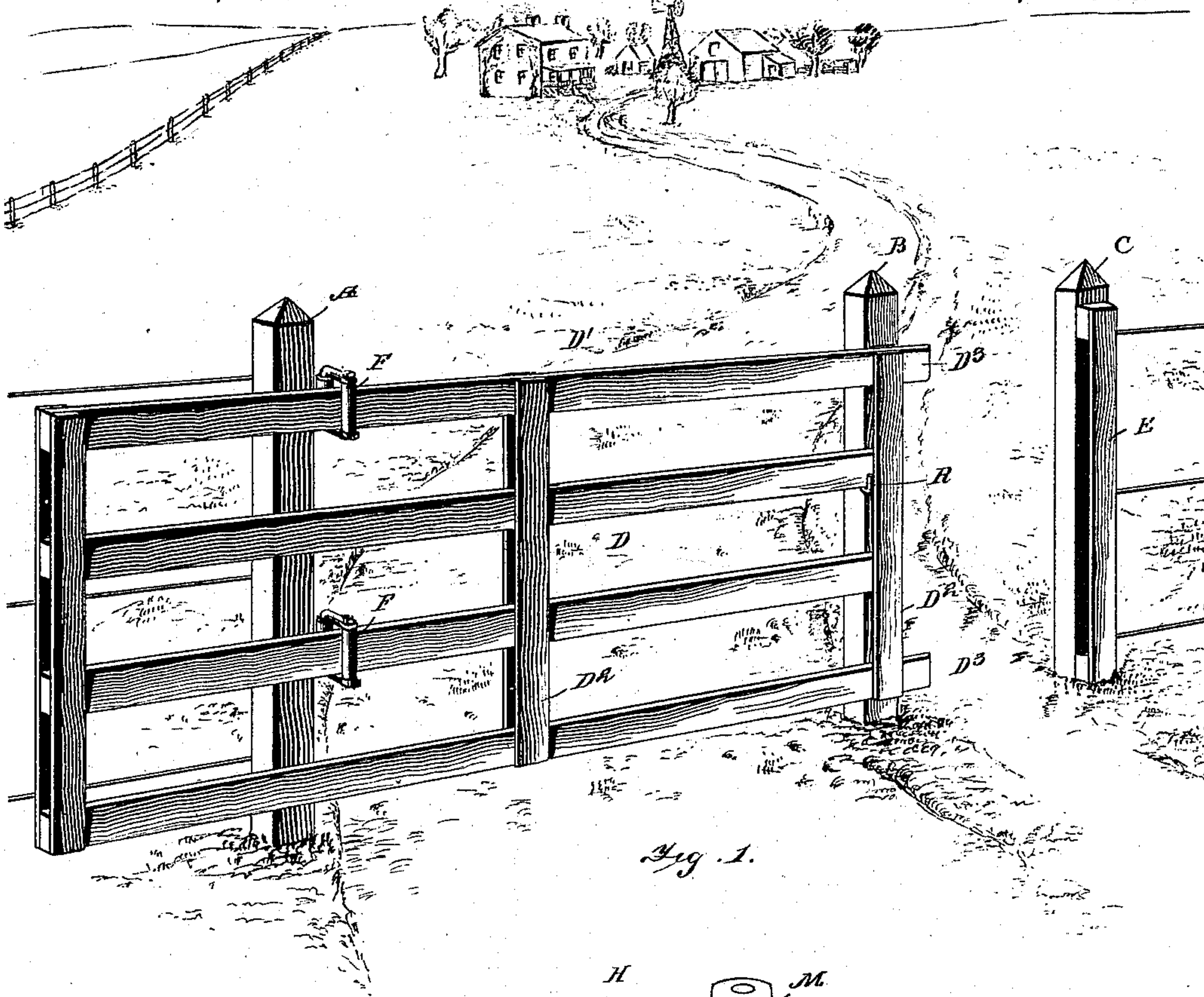
(No Model.)

2 Sheets—Sheet 1.

M. MORGAN.
GATE HINGE.

No. 571,383.

Patented Nov. 17, 1896.



WITNESSES:

J. W. Riley
Chas. E. Brock

INVENTOR
Morgan Morgan.

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ATTORNEYS.

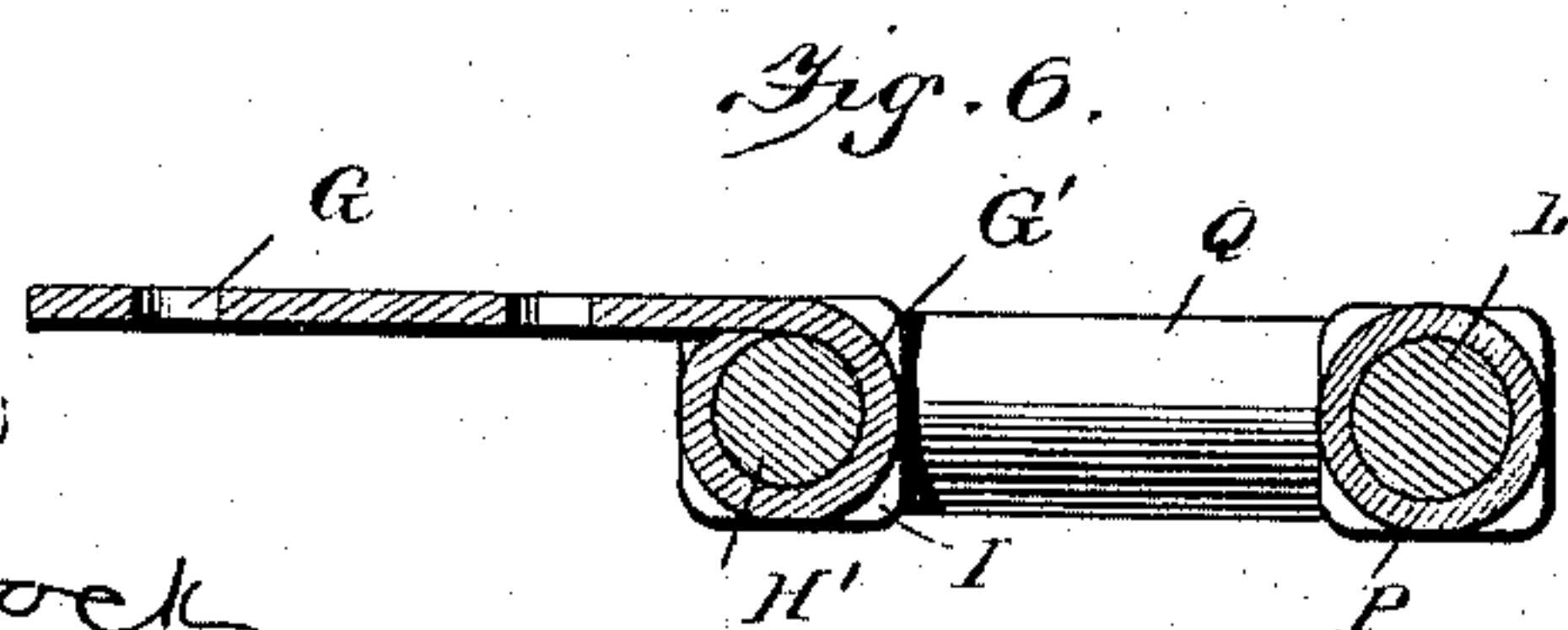
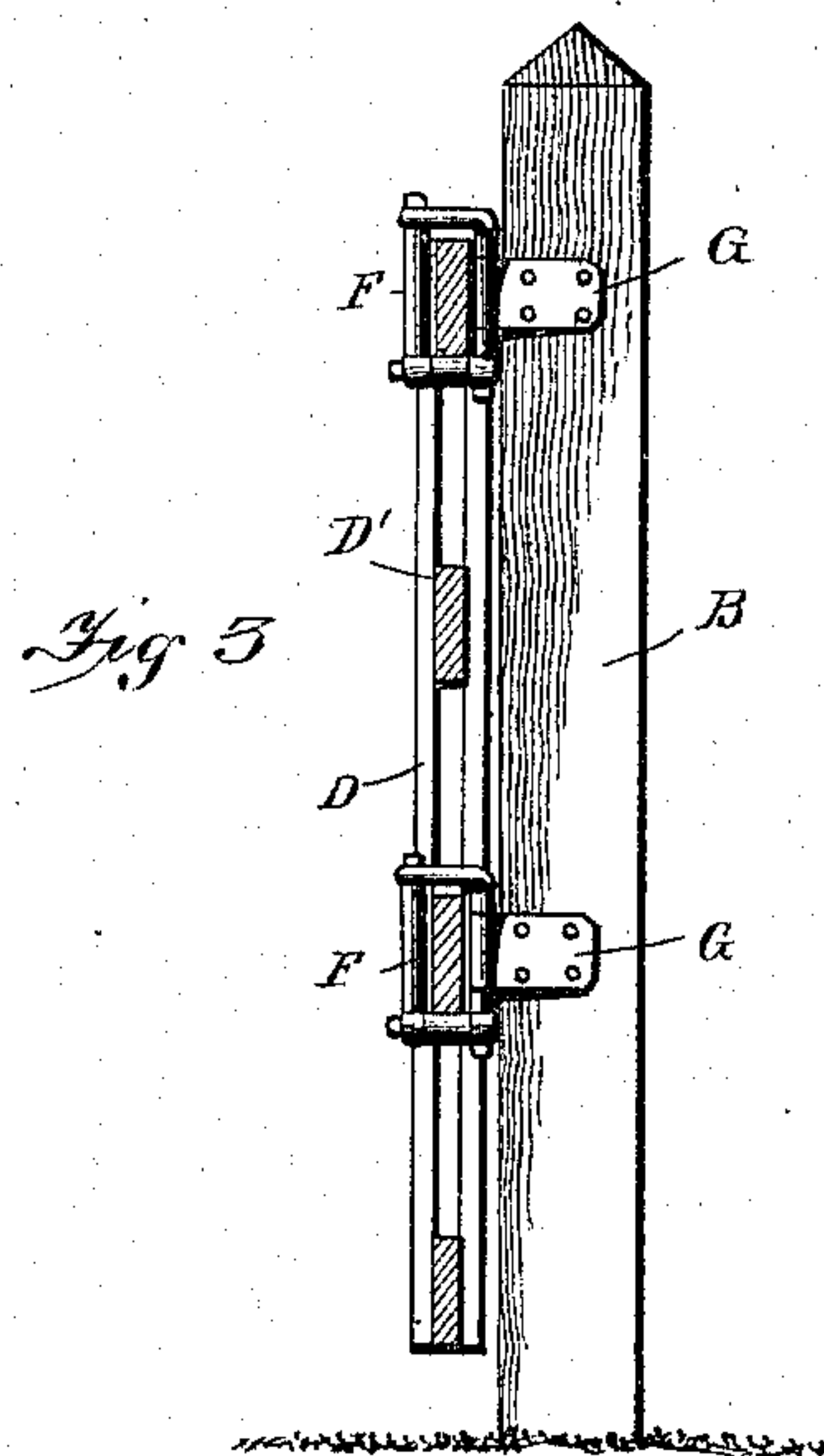
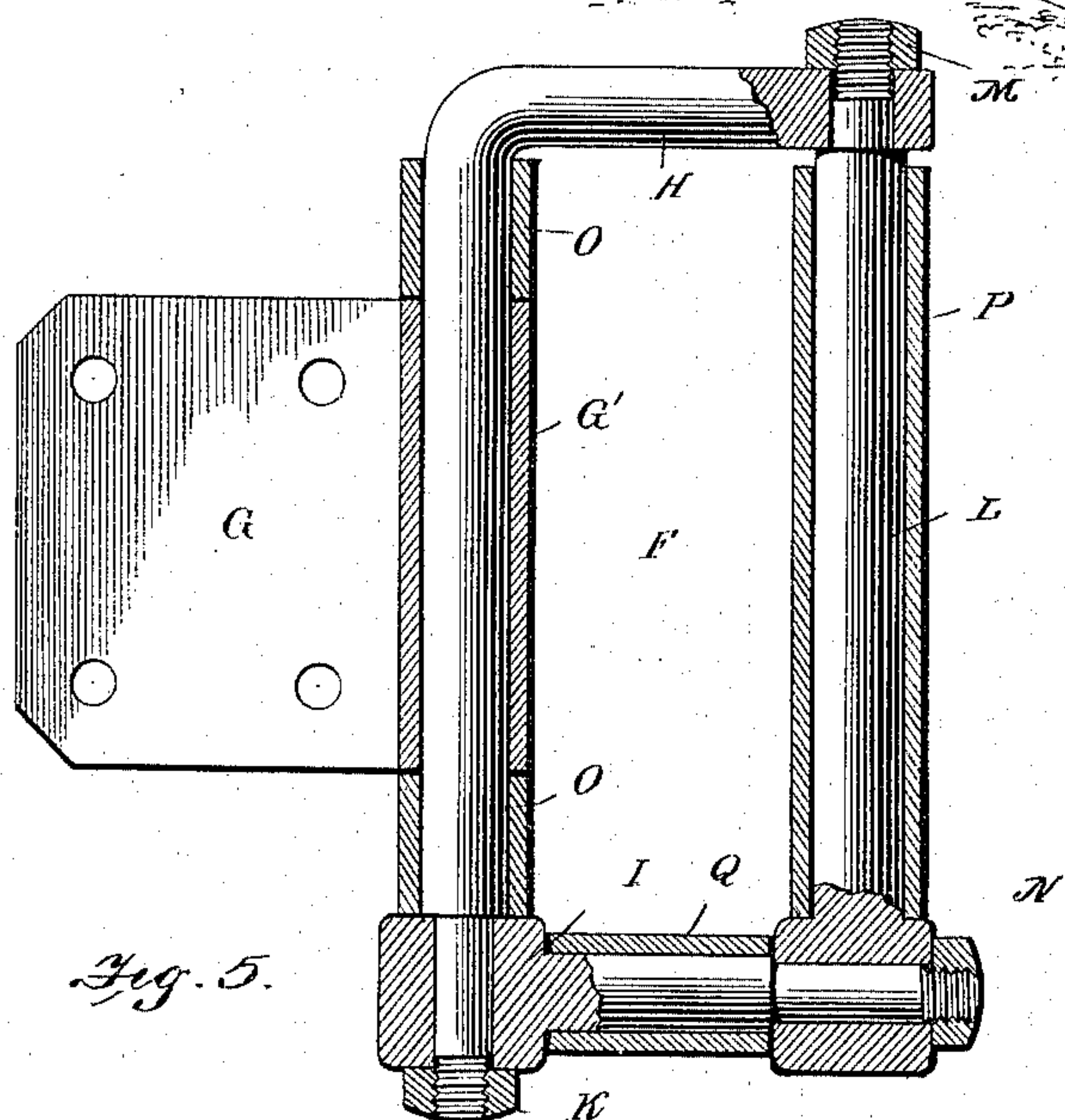
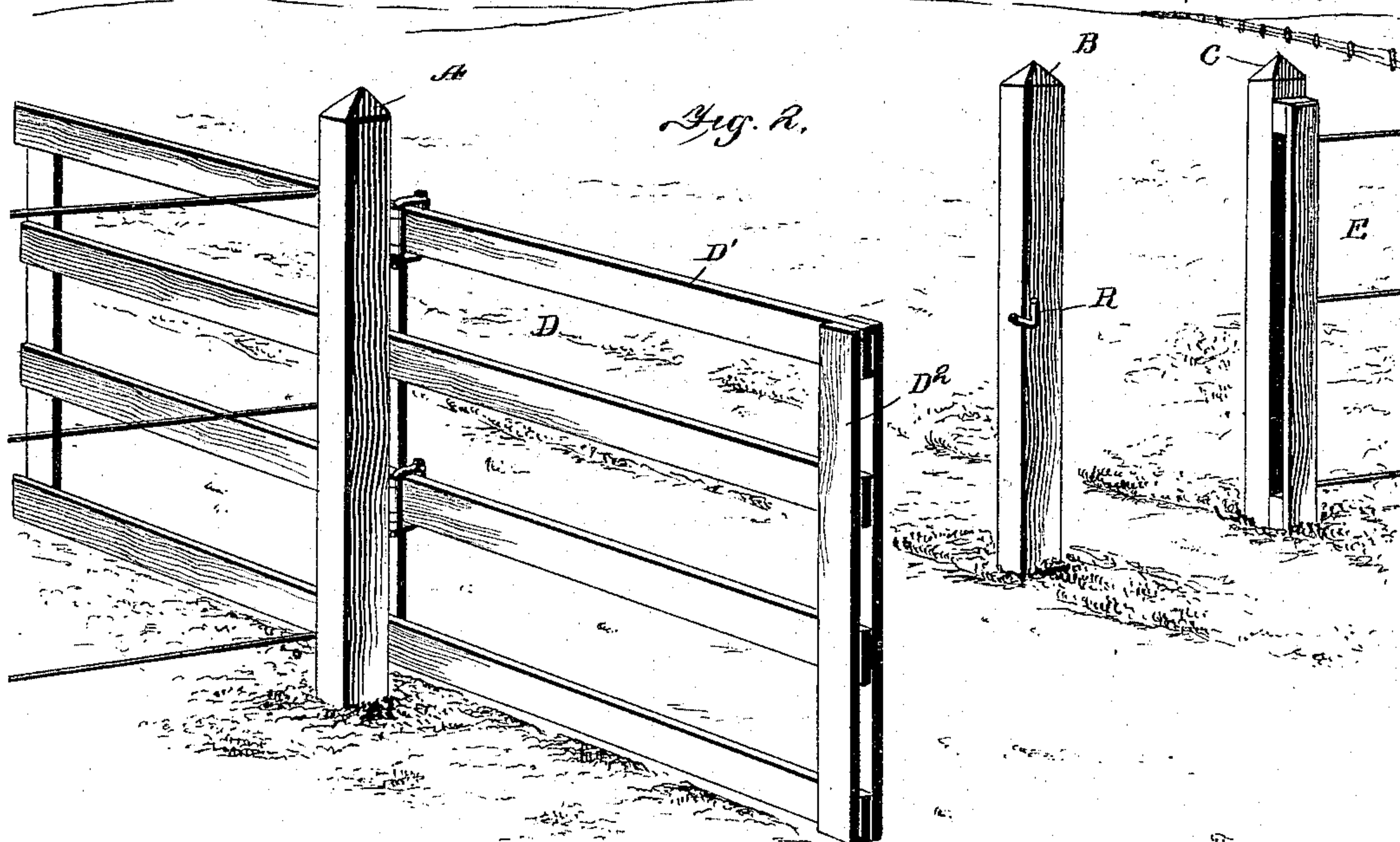
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2 Sheets—Sheet 2.

M. MORGAN.
GATE HINGE.

No. 571,383.

Patented Nov. 17, 1896.



WITNESSES:

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MORGAN MORGAN, OF FOXBURG, PENNSYLVANIA.

GATE-HINGE.

SPECIFICATION forming part of Letters Patent No. 571,383, dated November 17, 1896.

Application filed August 19, 1896. Serial No. 603,279. (No model.)

To all whom it may concern:

Be it known that I, MORGAN MORGAN, residing at Foxburg, in the county of Clarion and State of Pennsylvania, have invented a new and Improved Gate-Hinge, of which the following is a specification.

This invention relates generally to farm-gates, and more particularly to the hinge of the said gate.

The object of my invention is to provide a hinge for supporting a farm-gate, which is capable of being slid back to open a foot-path or can be swung in either direction to open a carriage-way.

Another object of my invention is to provide a hinge which can be easily turned to swing the gate and to reduce the friction of the gate to a minimum, the gate being rolled back to clear the post.

The invention consists in certain details of construction and novelties of combination, all of which will be fully described hereinafter, and pointed out in the appended claims.

In the drawings forming a part of this specification, Figure 1 is a view showing my invention in use, the gate being rolled back to open a foot-path. Fig. 2 is a view showing my invention in use, the gate being swung around to open a carriage-way. Fig. 3 is a vertical longitudinal sectional view. Fig. 4 is a detail view of the hinge. Fig. 5 is a detail sectional view thereof, and Fig. 6 is a section on the line 6 6 of Fig. 5.

In carrying out my invention I employ a hinge-post A, a supporting-post B, and a latch-post C, the hinge and supporting posts being arranged upon opposite sides of the foot-path.

D indicates the gate, which is of the usual panel construction, comprising the horizontal bars D' and the vertical bars D², the upper and lower bars projecting slightly beyond the bars D², as most clearly shown at D³, in order to engage a latch-strip E, secured to the face of the latch-post C.

F indicates my improved hinge, consisting of a leaf G, which is attached to the side of the post A, said leaf having a barrel portion G', through which one member of a rectangular frame passes. This rectangular frame consists of a right-angle-shaped rod H, which

passes down through the barrel of the leaf and is secured at its lower end in the end of a rod I by means of a nut K.

A rod L is arranged parallel to the end member of the rod H and has its upper end passed through the upper end of the rod H and secured therein by means of the nut M, the lower end of said rod L having the end of the rod I passed therethrough and secured by means of a nut M.

Surrounding the end member of the rod H, above and below the barrel G', are the anti-friction-rollers O, which serve to hold the rectangular-shaped frame in proper position upon the leaf of the hinge, and surrounding the rod L is an anti-friction-sleeve P, and a similar sleeve Q surrounds the bottom rod I, so that the bars of the gate can slide freely back and forth through the rectangular-frame portion of the hinge, and the friction between said frame and gate will be reduced to a minimum.

A supporting-hook R is fixed in the post B, and is adapted to rest beneath the second bar of the gate and hold the same in a proper horizontal position as it is rolled back and forth to open and close the foot-path. When it is desired, however, to open the carriage-way, the gate is slid back, lifted clear of the supporting-hook, and then swung in or out according to the position of the hinges.

It is obvious that the hinge can be placed upon either side of the posts, so that the gate can be swung either right or left, as is most convenient.

The gate is preferably provided with a central vertical bar to limit the rolling movement of the gate within the hinge, and said central bar is preferably placed at such a point that the gate will be evenly balanced when the said bar is brought back to contact with the hinges.

It will thus be seen that I provide a gate-hinge of exceedingly cheap and simple construction, one which can be placed so as to swing the gate either to the right or the left, and one which can be operated to open the gate completely for the purpose of permitting a carriage to pass therethrough, or can be rolled back a short distance only for the purpose of opening merely the foot-path.

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

1. An improved gate-hinge, comprising a
5 leaf adapted to be attached to the post, and
an essentially rectangular-shaped frame piv-
otally connected to the leaf, said frame hav-
ing antifriction sleeves or collars arranged
upon one member of the frame above and be-
10 low the leaf to hold the frame in proper posi-
tion in connection with the leaf, substan-
tially as shown and described.

2. An improved gate-hinge, comprising a
leaf adapted to be attached to the post, and
15 an essentially rectangular-shaped frame piv-
otally connected to the leaf, said frame hav-
ing antifriction sleeves or collars arranged
upon the side and bottom members, substan-
tially as shown and described.

20 3. In a gate-hinge, the combination with
the leaf, of the essentially rectangular-shaped
frame pivotally connected therewith, said

frame comprising a right-angular top and side
member, a bottom member through which the
end of the side member projects and a front 25
member through which the end of the bot-
tom member projects, the top of said front
member projecting through the end of the top
member, substantially as shown and de-
scribed. 30

4. The combination with the hinge-posts,
supporting-post and latch-post, of the hinge
comprising the leaf and the rectangular-
shaped frame, said frame having the anti-
friction sleeves or collars, the gate consisting 35
of the horizontal vertical bars, the support-
ing-hook attached to the supporting-post, and
the latch-strip arranged upon the front face
of the latch-post, substantially as and for the
purpose described.

MORGAN MORGAN.

Witnesses:

J. W. SHOUP,
LEMUEL COLLINS.