

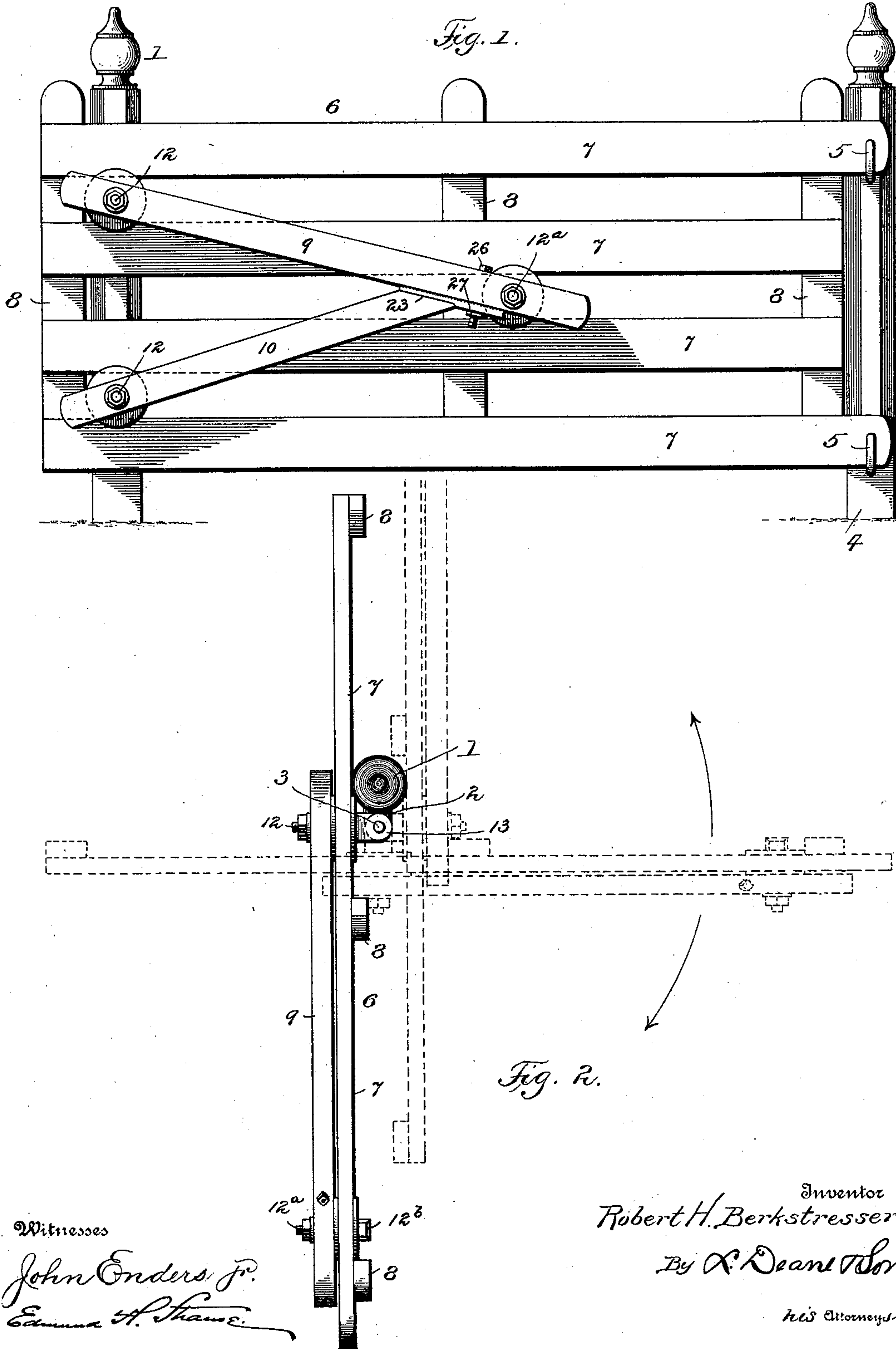
(No Model.)

2 Sheets—Sheet 1.

R. H. BERKSTRESSER.  
GATE.

No. 591,320.

Patented Oct. 5, 1897.



(No Model.)

2 Sheets—Sheet 2.

R. H. BERKSTRESSER.  
GATE.

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Fig. 3.

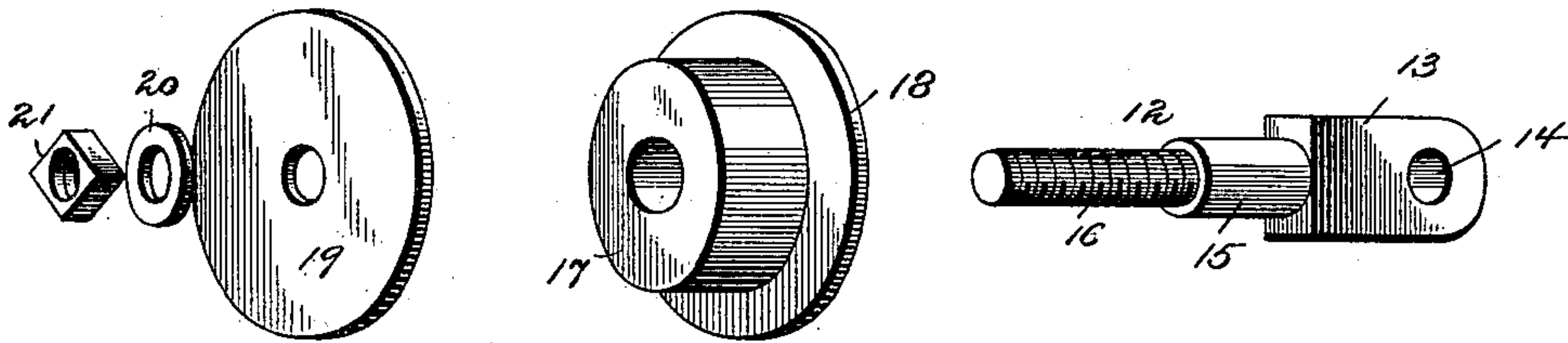


Fig. 4.

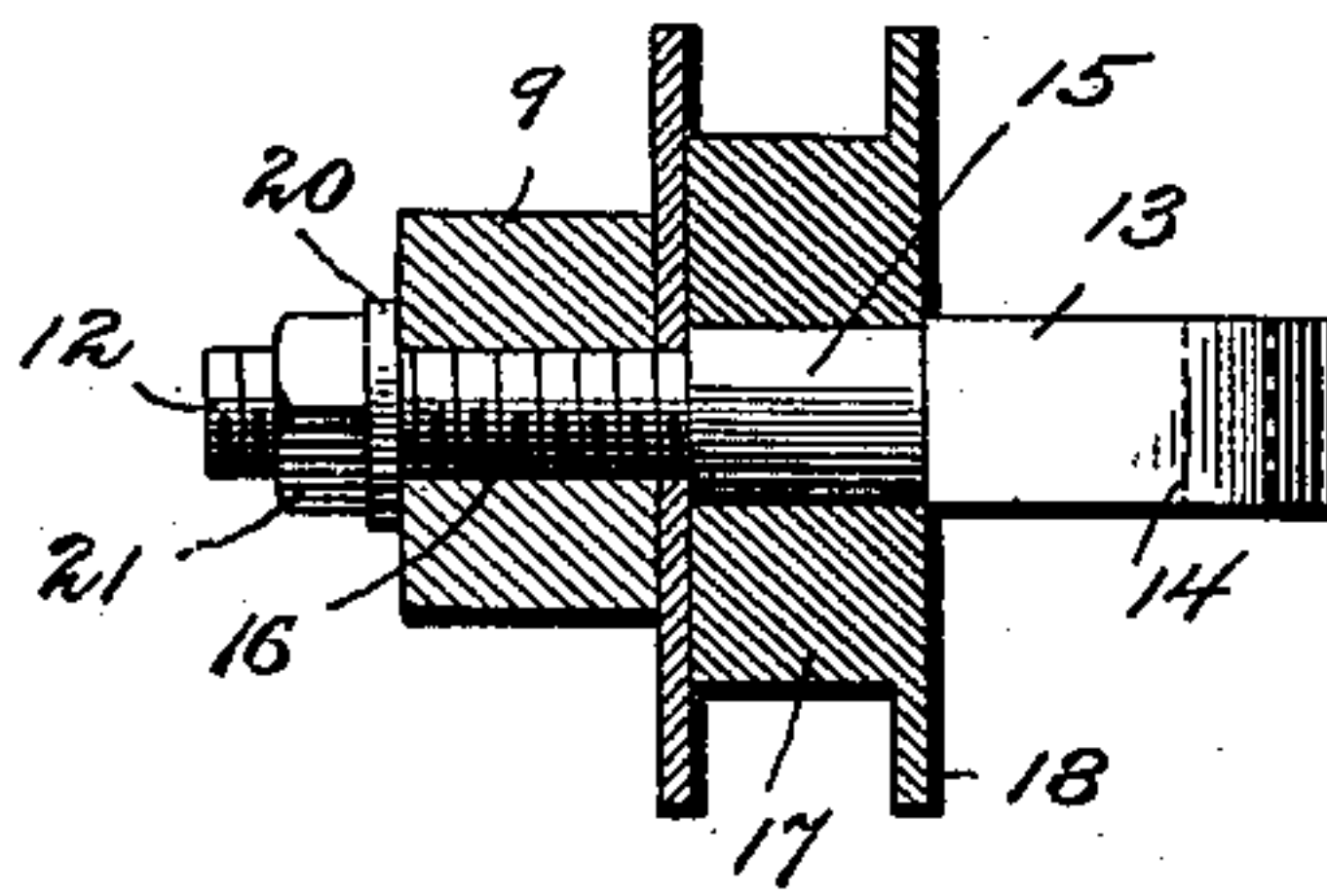


Fig. 5.

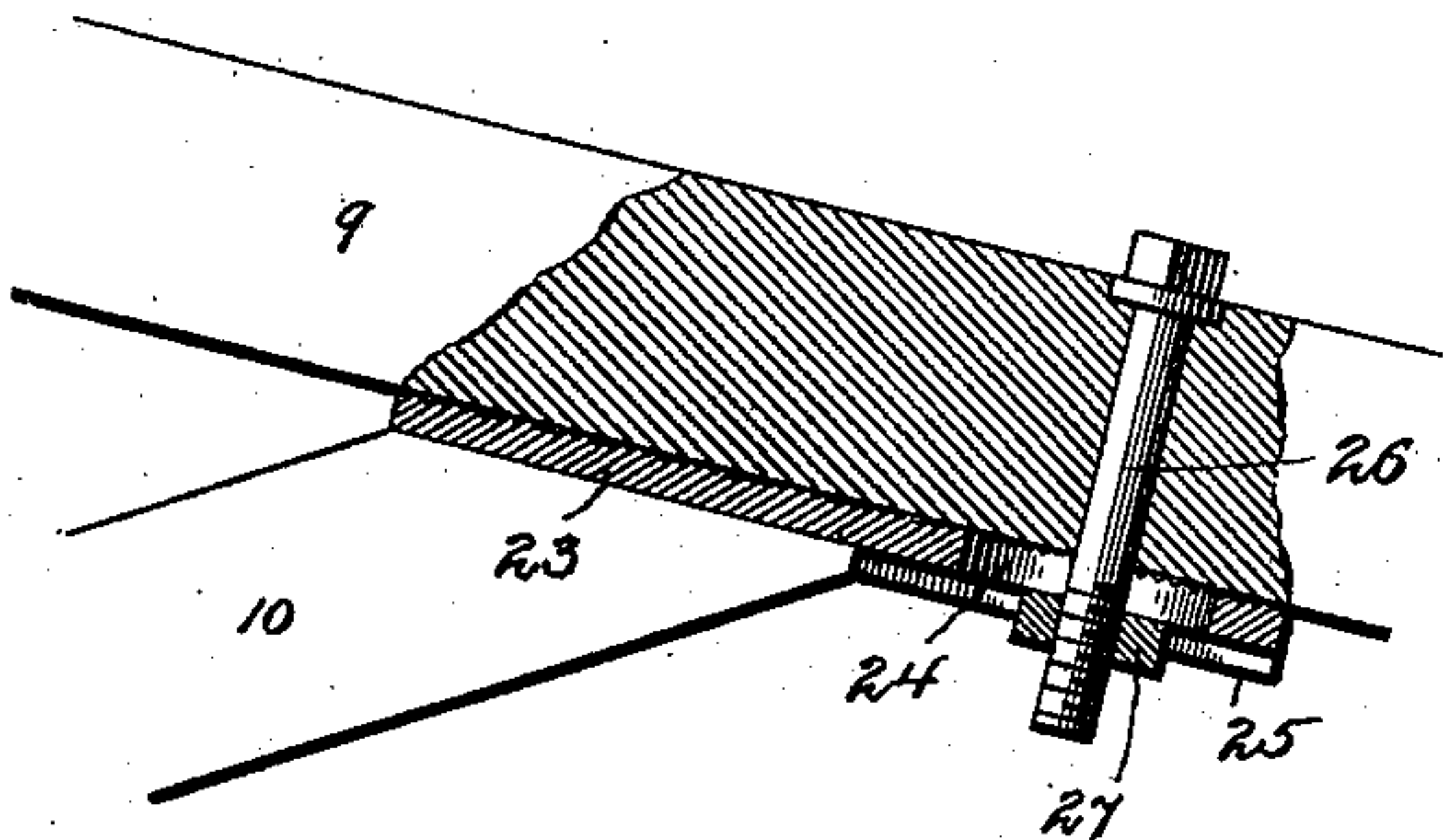
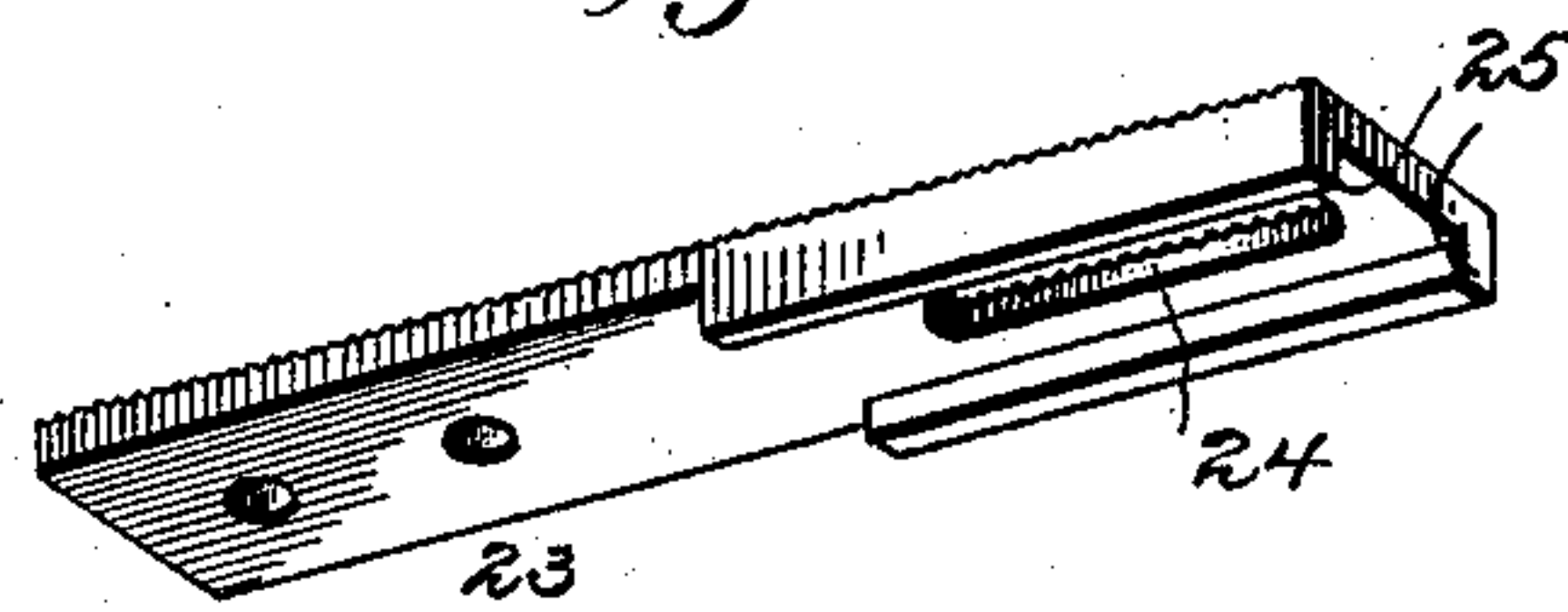


Fig. 6.



Witnesses

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# UNITED STATES PATENT OFFICE.

ROBERT H. BERKSTRESSER, OF YORK, PENNSYLVANIA

## GATE.

SPECIFICATION forming part of Letters Patent No. 591,320, dated October 5, 1897.

Application filed June 9, 1897. Serial No. 640,050. (No model.)

*To all whom it may concern:*

Be it known that I, ROBERT H. BERKSTRESSER, a citizen of the United States, residing at York, in the county of York and State of Pennsylvania, have invented certain new and useful Improvements in 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 appertains to make and use the same.

My invention relates to gates of that class or description in which the gate proper is adapted to be slid back and partly opened to allow foot-passengers to pass, and which may also slide back and then around in either direction at a right angle to its closed position to permit the passage of teams.

The object of the invention is to provide an improved construction of the same which shall possess superior advantages with respect to efficiency in use.

The invention consists in the novel construction and combination of parts hereinafter fully described and claimed.

In the accompanying drawings, Figure 1 is a side elevation of a gate constructed in accordance with my invention. Fig. 2 is a plan view showing the gate slid back in dotted lines and slid back and swung around in full lines, also showing the gate swung around in the opposite direction in dotted lines. Fig. 3 is a perspective view of one of the flanged wheels, showing the parts detached or disconnected from each other. Fig. 4 is a detail sectional view of one of said wheels. Fig. 5 is a detail view showing the connections between the adjustable bars. Fig. 6 is a perspective view looking from the under side of the slotted connecting-plate.

In the said drawings the reference-numeral 1 designates a gate-post provided near the top and bottom with plates 2, having pintles 3, which form one section of the hinge by which the gate proper is connected with the post.

The numeral 4 designates the other or opposite gate-post, provided with hooks 5, with which the free end of the gate engages when closed to hold it in place.

The numeral 6 designates the gate proper, consisting of a series of longitudinal rails 7,

connected together at each end and at the center by vertical rails 8.

The numerals 9 and 10 designate two adjustable inclined brace-bars, the rear ends of which are pivoted to shafts or axles 12, upon which are journaled the flanged wheels hereinafter described. These shafts consist of the inner flat portion 13, formed with a hole 14, through which the pintles 3 pass, a cylindrical portion 15, and a reduced screw-threaded portion 16. Journaled on said cylindrical portions 15 are the hubs 17, provided at one end with a flange 18. The numeral 19 designates a circular washer fitting on said reduced portion of the shaft and abutting against the shoulder formed by said cylindrical and reduced portions. Said screw-threaded portions of the shafts pass through the said brace-bars and are provided with washers 20 and nuts 21. Near the lower or other end of the upper brace-bar is a shaft 12<sup>a</sup>, with the exception that the end is formed with a solid head 12<sup>b</sup>, instead of the plate with the hole therein, as in the shafts 12. Otherwise the shaft is similar to those above described and is provided with a hub 17, having a flange 18, a washer 19, and a washer 20 at the screw-threaded end. These flanged wheels are located between two adjoining horizontal rails of the gate proper and work upon or against the opposite edges thereof.

Secured to the upper side of the lower brace-bar is a plate 23, serrated on its upper side so as to bite into the lower side of the upper brace-bar. This plate projects beyond the end of said lower bar and is formed with a slot 24 and with downwardly-extending flanges 25 on the under side at opposite sides of said slot. Passing through said upper bar and the slot 24 is a headed screw-bolt 26, having a nut 27 at the lower end, which fits between said flanges 28 and is thus prevented from rotating.

From the above it will be seen that when the gate is closed its free end may be lifted upward to allow small stock to pass underneath, or it may be slid back, partly opening the same to allow foot-passengers or large stock to pass. When it is desired to entirely open the gate to allow teams to pass, after being slid back it is then turned around upon



its hinges in either direction so as to leave a clear space between the posts.

In case the free end of the gate sags, which will happen from continued use, it may be restored to normal position by means of the adjustable brace-bars. This is accomplished by loosening the screw-bolt 26, raising the end of the gate, and elevating the lower brace-bar, after which the bolt is again tightened.

Having thus fully described my invention, what I claim is—

1. In a gate of the character described, the combination with the posts and the plates having pintles secured to one of said posts, of the gate proper, the adjustable brace-bars, the shafts at the inner ends thereof having holes with which the said pintles engage and to which shafts said brace-bars are pivoted, the flanged wheels bearing upon the opposite edges of the horizontal rails of the gate proper, the flanged wheel at the lower end of the upper brace-bar, and the plate and bolt adjustably connecting the free ends of said brace-bars, substantially as specified.

2. In a gate of the character described, the combination with the posts and the plates secured thereto provided with pintles, of the gate proper, the shafts comprising the plates

having holes with which said pintles engage, and the cylindrical and reduced screw-threaded portions, the flanged hubs, the circular washers, the washers and nuts at the screw-threaded ends of the shafts, the flanged wheel at the front end of the upper brace-bar and the plate and bolt connecting the front or free ends of said brace-bars, substantially as specified.

3. In a gate of the character described, the combination with the posts, the gate proper, and the wheels, of the inclined brace-bars pivoted to the shafts of the wheels at the inner end of the gate, of the plate secured to said lower brace-bar serrated on its upper side and projecting beyond the end of said bar and formed with a slot and two opposite flanges, the headed screw-bolt passing through said slot and through the upper brace-bar, and the nut on the end of said bolt engaging with said flanges, substantially as specified.

In testimony whereof I affix my signature in presence of two witnesses.

ROBERT H. BERKSTRESSER.

Witnesses:

JOHN HENRY ECK,  
RALPH W. FULMER.