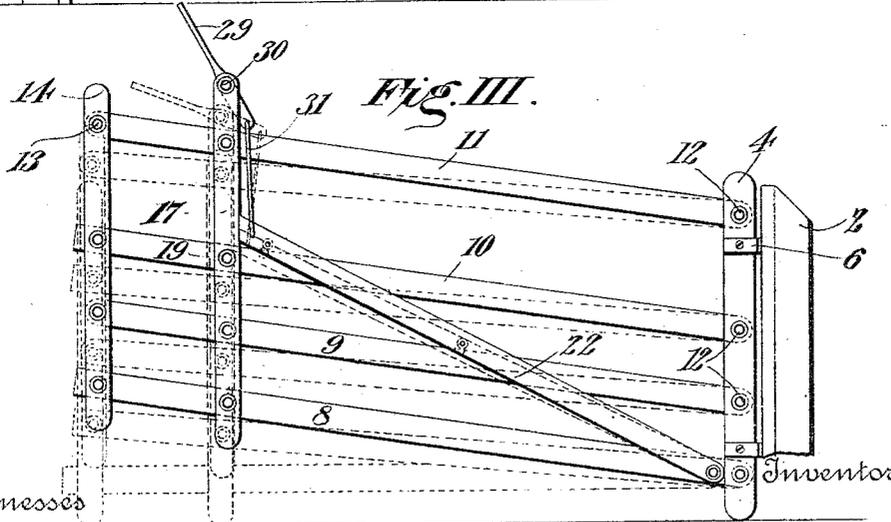
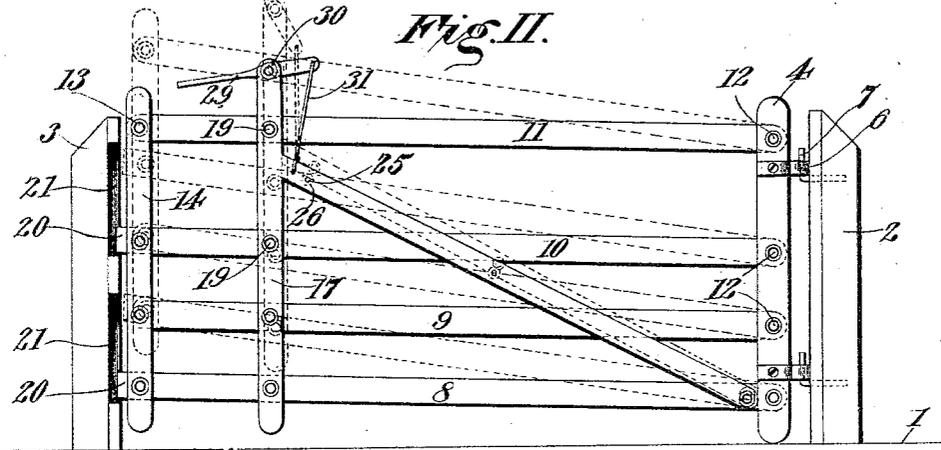
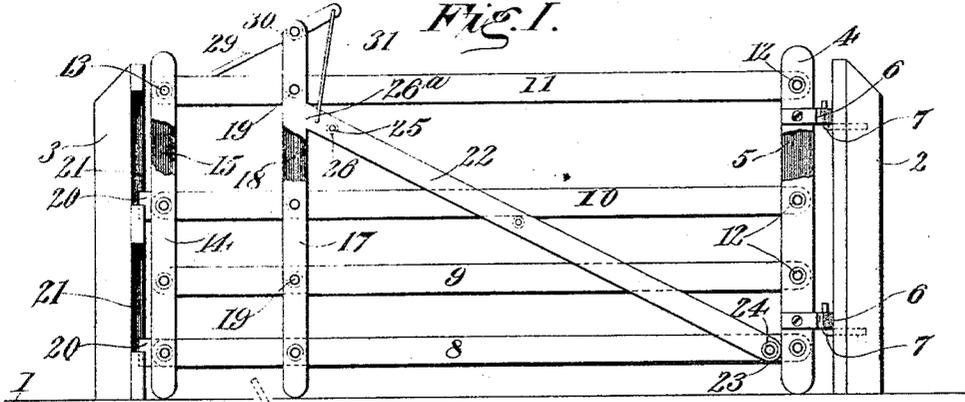


(No Model.)

A. PARRISH.
GATE.

No. 566,616.

Patented Aug. 25, 1896.



Witnesses
M. E. Fowler
S. Mackey

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 By *Joseph L. Atkins* Attorney

UNITED STATES PATENT OFFICE,

ALONZO PARRISH, OF MILLERSPORT, OHIO, ASSIGNOR OF ONE-HALF TO
WILLIAM M. WEAKLEY, OF SAME PLACE.

GATE.

SPECIFICATION forming part of Letters Patent No. 566,616, dated August 25, 1896.

Application filed March 18, 1896. Serial No. 583,771. (No model.)

To all whom it may concern:

Be it known that I, ALONZO PARRISH, of Millersport, county of Fairfield, State of Ohio, have invented certain new and useful Improvements in Gates, of which the following is a specification, reference being had to the accompanying drawings.

The object of my invention is to produce an improved gate which, besides being cheap, durable, and simple in construction, is, on account of its special features, particularly adapted for use as a farm-gate.

In the accompanying drawings, Figure I is a side elevation of my gate closed. Fig. II is a similar view showing in full lines the gate unlatched and ready to open, and in dotted lines the gate elevated, so as to admit the passage of small animals underneath it. Fig. III illustrates in full lines the gate in the elevated position for swinging it, and in dotted lines the different positions in which it may be placed for securing it at any point and at different elevations in the open position.

Referring to the figures on the drawings, 1 indicates the ground-line, and 2 and 3 ordinary gate-posts.

4 and 5 indicate battens to which hinges 6 are secured.

7 indicates hinge-supports secured, as usual, in the ordinary manner to the post 2.

8, 9, 10, and 11 indicate boards which constitute the horizontal pieces of the frame. They are, respectively, hinged, as indicated at 12, between the battens 4 and 5 at one end, and at the other end in like manner, as by pins or bolts 13, between battens 14 and 15.

17 and 18 indicate what may be called "abutment" or "supporting" battens, which are hinged, as by pins or bolts 19, to each of the boards 8 to 11, inclusive. The several sets of battens, in combination with any preferred number of boards, constitute a frame that is adapted to be lifted upon the rear hinge connection formed between the battens 4 and 5 and the boards by means of bolts or pins 12.

As a means of securing the gate in the closed position, the boards 8 and 10 may be prolonged, as indicated at 20, so as to enter and engage with latch-recesses 21 on the inside of the post 3. This particular variety of latch

mechanism, however, may or may not be employed, as preferred.

22 indicates braces which are preferably provided with rounded ends 23, and are secured upon opposite sides of the boards 8 to 11, as by a bolt 24. This bolt is passed through each of the braces 22, near their respective rounded ends 23 and through the lowest board 8. The rounded ends, respectively, are brought snugly against the battens 4 and 5, so that those battens, respectively, serve as supports for the braces, relieving the bolt of the strain which would otherwise be imposed upon it, and laying the weight upon the battens and in proximity to their lower hinges.

In heavy gates the battens may be recessed, if required, to afford more positive supports for the lower ends of the braces. The braces are united at their upper ends, as by bolts 25, which carry between the braces spools or rollers 26, that serve not only to space the braces so that they may move freely across the boards, but also serve, respectively, by riding upon the edges of the boards 10 and 11, to assist the movement of the gate in the upper and lower positions.

The upper end of each brace is preferably beveled, as indicated at 26, so as to make constant frictional contact with the abutment-battens 17 and 18. The surfaces of the abutment-battens over which the beveled ends of the braces move are entirely smooth, at least so far as the absence of any positive mechanical element for making connection between the braces and the abutment-battens is concerned.

The battens 17 and 18 are located much nearer to the battens 14 than to the battens 4 and 5, by which arrangement the free ends of the braces 22 may be beveled, as indicated at 26°, at an angle deviating but little from a right angle, so that they are able to sustain, by friction against the battens 17 and 18, the weight of the gate. The height of the gate is approximately about two-thirds of the distance between the rear and abutment battens.

The abutment-battens are preferably elongated, as illustrated, above the top of the gate and carry between them a lever 29, pivoted upon a bolt 30. The short end of this

lever is attached to the upper ends of the braces, as by flexible connecting-pieces 31.

The operation of my gate is as follows: Suppose the gate to be closed and latched, as shown in Fig. I. If one desires to open it, he lifts upon one of the boards 8 to 11, whichever is most convenient, thereby lifting the gate until it is free from its latch. In any position to which it may be lifted the gate will remain, through the engagement of the braces 22 with the abutment-battens 17 and 18, and in such position the gate may be swung open upon its hinges.

For sustaining the gate in the open position the connection between the braces 22 and the battens 4 and 5 is brought into service. When the gate is open, it may be secured at any point in its swing in the open position by slightly lifting the braces 22. This may be done directly by the hand of the operator, or by depressing the lever 29 if the operator is mounted upon horseback, for instance. This fastening of the gate in any position after it is open is accomplished entirely without lifting the weight of the gate, which would be impossible were positive connection between the braces and abutment-battens employed. It is this feature of my gate which especially makes it adaptable for use as a farm-gate, which is one that should be readily adapted to be opened and closed by a horseman when mounted.

What I claim is—

1. A gate composed of boards and battens pivotally united together, abutment-battens also pivotally united to the boards, and a pair

of braces pivoted to a lower board upon opposite sides thereof and beveled at their free ends to engage with the abutment-battens by friction and sustain the gate without other means of support, substantially as set forth.

2. A gate composed of boards and battens pivotally united together, abutment-battens also pivotally united to the boards, and a pair of braces pivoted to a lower board upon opposite sides thereof, the free ends of the braces being beveled at such an angle as will adapt them to engage with and support the abutment-battens, by friction exclusively, and a lever pivoted to the abutment-battens and operatively connected with the free ends of the braces for lifting them as required, substantially as and for the purpose specified.

3. A gate composed of boards and battens pivotally united together, abutment-battens also pivotally united to the boards, and a pair of braces pivoted to a lower board upon opposite sides thereof, and against the battens to which the gate is hinged so that said battens assist the board in supporting the braces, the free ends of said braces being beveled at such an angle as to adapt them to engage with the abutment-battens by friction and sustain the weight of the gate, substantially as set forth.

In testimony of all which I have hereunto subscribed my name.

ALONZO PARRISH.

Witnesses:

GRIFFON CRITTON,
ISAIAH KELLER.