

(No Model.)

2 Sheets—Sheet 1.

A. WILKINSON.
SLIDING GATE.

No. 469,843.

Patented Mar. 1, 1892.

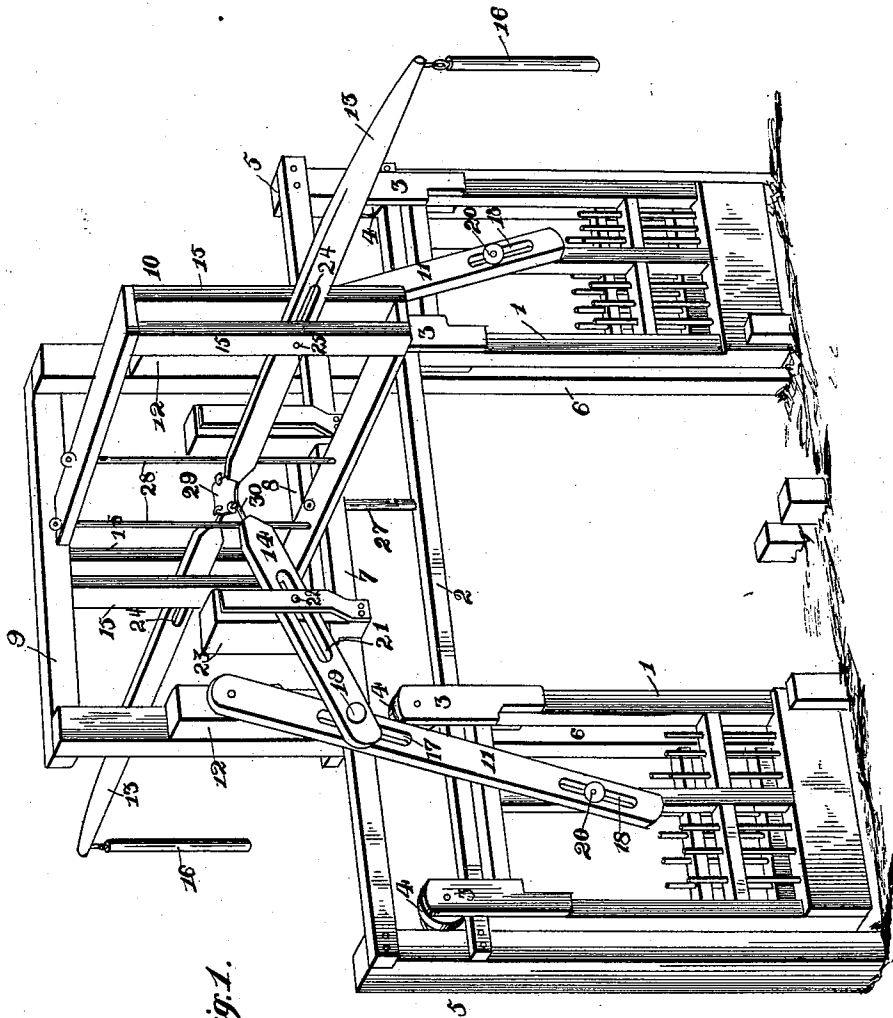


Fig. 1.

Witnesses

J. M. Johnson
W. H. H. H.

Inventor

Asbury Wilkinson

By his Attorneys,

C. A. Snow & Co.

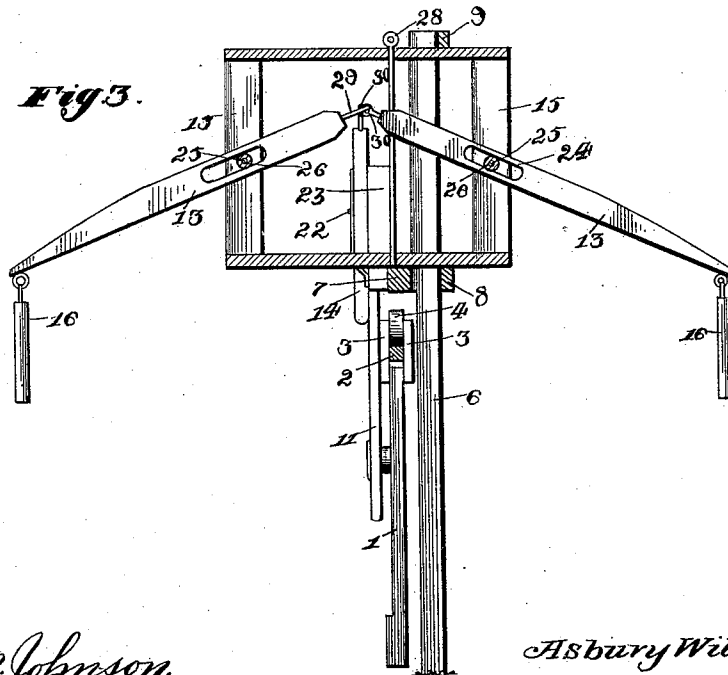
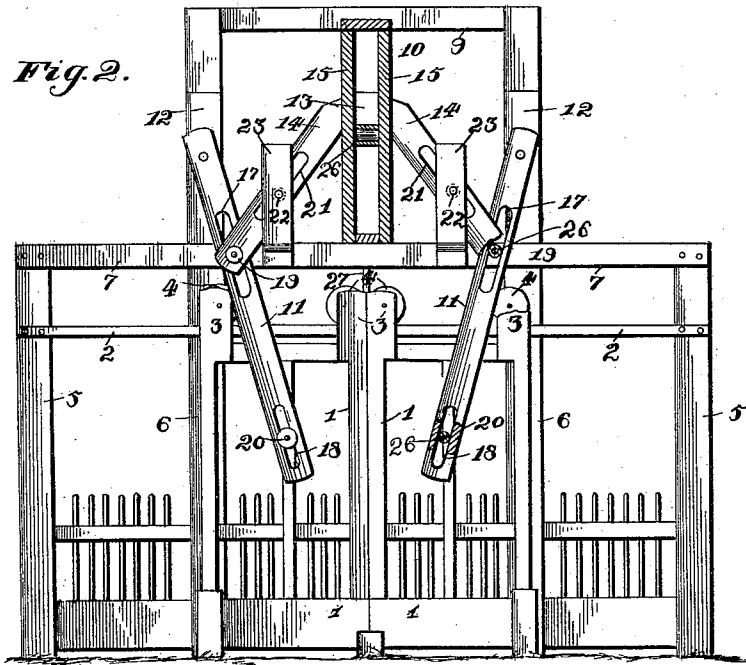
(No Model.)

2 Sheets—Sheet 2.

A. WILKINSON.
SLIDING GATE.

No. 469,843.

Patented Mar. 1, 1892.



Witnesses

F. M. Johnson
N. K. Rely

Inventor

Asbury Wilkinson

By his Attorneys,

C. A. Snow & Co.

UNITED STATES PATENT OFFICE.

ASBURY WILKINSON, OF LAKE CHARLES, LOUISIANA.

SLIDING GATE.

SPECIFICATION forming part of Letters Patent No. 469,843, dated March 1, 1892.

Application filed December 28, 1891. Serial No. 416,316. (No model.)

To all whom it may concern:

Be it known that I, ASBURY WILKINSON, a citizen of the United States, residing at Lake Charles, in the parish of Calcasieu and State of Louisiana, have invented a new and useful Sliding Gate, of which the following is a specification.

The invention relates to improvements in sliding gates.

10 The object of the present invention is to simplify and improve the construction of that class of sliding gates which are opened at either side by levers that are arranged to avoid the necessity of dismounting.

15 The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the claims hereto appended.

20 In the drawings, Figure 1 is a perspective view of a gate constructed in accordance with this invention, the gate being open. Fig. 2 is an elevation, partly in section, showing the gate closed. Fig. 3 is a transverse sectional

25 view, the gate being closed. Like numerals of reference indicate corresponding parts in all the figures of the drawings.

30 1 I designate sliding gates, which are suspended from a track-bar 2, and are adapted to slide along the same in opening and closing and are provided at their top with hangers 3, having rollers 4 arranged on the upper face of the track-bar. The track-bar is secured to a

35 frame comprising posts 5, to which its ends are secured, uprights 6, forming the gateway, horizontal bars 7 and 8, connecting the posts 5 and the uprights 6 and arranged above the gates, and a top cross-bar 9, which braces a

40 supplemental rectangular frame 10, mounted on the horizontal bars. The gates are connected to the lower ends of oscillating gate-levers 11, which have their upper ends ful-

45 crumed on pieces 12, and which are connected intermediate their ends with the inner ends of operating-levers 13 by bars 14. The rectangular frame extends longitudinally of the roadway, and the operating-levers are ful-

50 crumed between parallel end bars 15 of the frame and extend in opposite directions from the gateway, and are provided at their outer ends with depending handles 16, by means of

which the outer ends of the operating-levers are raised and lowered, whereby the levers 11 will be oscillated to open and close the gates. 55 The oscillating levers 11 are provided with longitudinal openings 17 and 18, arranged near their ends and receiving the pivots 19 and 20, which connect the levers to the gates and to the connecting-bars 14. The connect-

60 ing-bars 14 are provided intermediate their ends with openings 21, in which are arranged the pivots 22, which connect the bars 14 to brackets 23. The operating-levers are provided with elongated openings 24, in which 65 are arranged the pivots 25, which fulcrum the operating-levers between the parallel end bars 15 of the rectangular supplemental frame 10. Anti-friction rollers 26 are arranged on the said pivots and in the said openings of the 70 levers and the connecting-bars in order to lessen the friction and facilitate the operation, and the slots permit the necessary movements of the parts and prevent cramping. The brackets 23 consist each of a block and a 75 plate, and they prevent too great lateral movement of the connecting-bars and cause the latter to push the oscillating levers directly and to conform to the positions of the same. The track-bar is supported at its center by a 80 rod 27, which extends downward from the horizontal bar 7, and which also assists in securing the supplemental frame to the main frame. The operating-levers are guided and are held against lateral swinging by rods 28, 85 arranged on opposite sides of the inner ends of the levers. The inner ends of the operating-levers and the upper ends of the connecting-bars 14 are hinged together by a perforated plate 29, provided with a shank secured in the 90 inner end of one of the operating-levers, and eyebolts 30, engaging the perforations of the plate and secured to the connecting-bars and to the other operating-lever.

It will be seen that the gate is simple and 95 inexpensive in construction and adapted to be readily opened at either side without dismounting, and that the depending handles, which are hinged by eyes to the outer ends of the operating-levers, are arranged in a con- 100 venient position.

What I claim is—

1. The combination of a main frame having a track-bar, sliding gates depending from the

track-bar, a supplemental frame mounted on and arranged transversely of the main frame and extending longitudinally of the roadway, operating-levers fulcrumed on the supplemental frame and extending from the gate in
 5 opposite directions, oscillating levers having their upper ends fulcrumed on the main frame and their lower ends connected to the gates, and the bars 14, connected to the operating-
 10 levers and the oscillating levers, substantially as described.

2. The combination of a frame having a track-bar, sliding gates suspended therefrom, oscillating levers provided near their ends
 15 with elongated openings and having their lower ends connected to the gates by pivots arranged in the openings, operating-levers fulcrumed on the frame and provided with an elongated opening to allow a limited longitudinal movement, brackets mounted on the
 20 frame and provided with pivots, and connecting-bars arranged in the bracket and having elongated openings to receive the pivots of the same and having their upper ends connected to the operating-levers and their lower
 25 ends attached to the oscillating levers by pivots arranged in the openings at the upper ends of the levers, substantially as described.

3. The combination of a main frame having
 30 a track-bar, sliding gates suspended therefrom, oscillating levers provided near their ends with elongated openings and having their upper ends fulcrumed on the frame and having their lower ends connected to the

gates by pivots arranged in the openings, a
 35 supplemental frame, operating-levers pivoted to the supplemental frame and having elongated openings to receive the pivots, brackets secured to the frame and having pivots, the connecting-bars 14, receiving the pivots
 40 of the brackets and having their upper ends connected to the operating-levers and their lower ends attached to the oscillating levers by pivots arranged in the openings at the upper end of the levers, and anti-friction rollers
 45 arranged on all of said pivots and in all of said openings, substantially as described.

4. The combination of a main frame having a track-bar, sliding gates suspended from the track-bar, a supplemental frame mounted on
 50 and arranged transversely of the main frame and having parallel end bars, operating-levers fulcrumed between said end bars, vertical guide-rods arranged in the supplemental frame and located on opposite sides of the
 55 operating-levers, oscillating levers having their upper ends fulcrumed on the main frame and their lower ends connected to the gates, and the bars 14, connecting the operating and oscillating levers, substantially as described.
 60

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

ASBURY WILKINSON.

Witnesses:

L. H. MOSS,
 M. A. KING.