

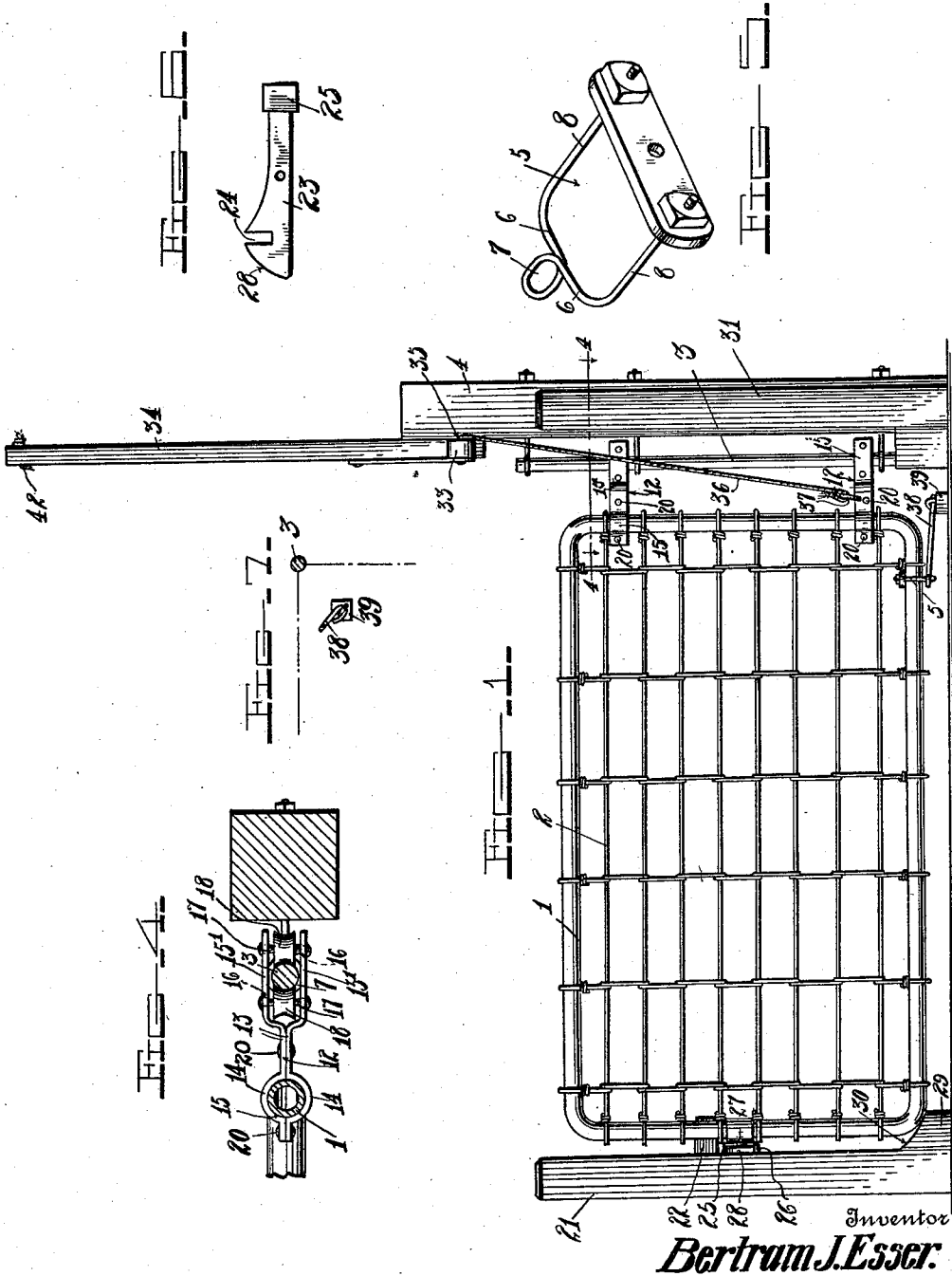
B. J. ESSER.
GATE.

APPLICATION FILED JUNE 8, 1911.

Patented Jan. 9, 1912.

2 SHEETS—SHEET 1.

1,014,585.



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Fig. 1.

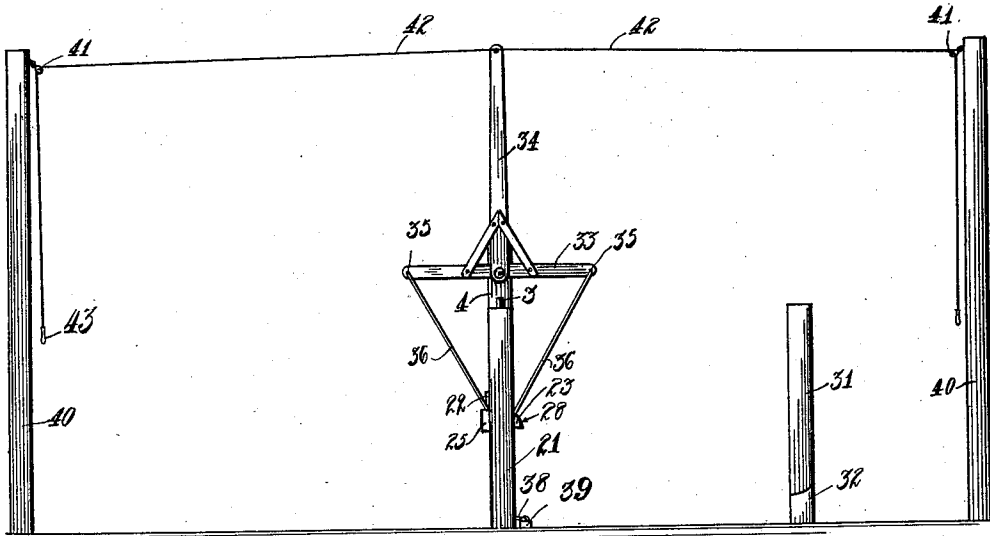
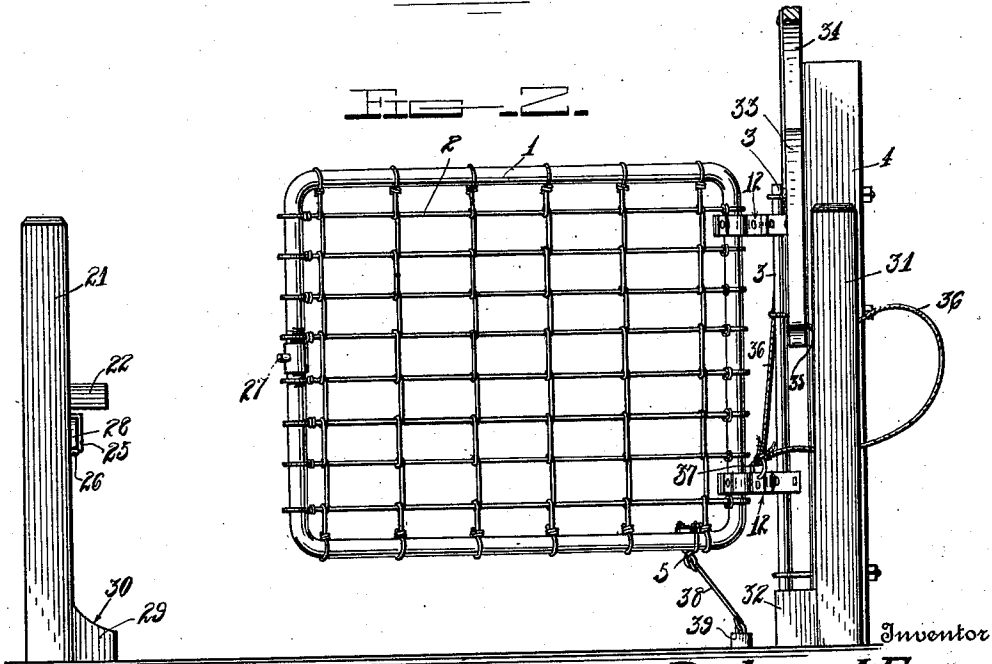


Fig. 2.



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UNITED STATES PATENT OFFICE.

BERTRAM J. ESSER, OF PILOT GROVE, MISSOURI.

GATE.

1,014,585.

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To all whom it may concern:

Be it known that I, BERTRAM J. ESSER, a citizen of the United States, residing at Pilot Grove, in the county of Cooper, State of Missouri, 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.

This invention relates to new and useful improvements in gates and has for an object the provision of a means whereby the gate may be very readily opened or closed by a person in a vehicle or the like approaching the same from either side.

Another object of this invention is the provision of an attachment to be used in connection with gates whereby the said gate will be hingedly supported for vertical movement upon a rod and connected by means of a link which serves to swing the gate.

Another object of this invention is the provision of a single and efficient means whereby the gate will be held in its closed position against any undesired sagging.

A further object of this invention is to improve and simplify devices of this character rendering them comparatively simple and inexpensive to manufacture, reliable and efficient in use and readily operated.

With the above and other objects in view which will be more clearly brought out in the following detailed description this invention resides in the novel features of construction, formations, combinations and arrangements of parts to be hereinafter more described, claimed and illustrated in the accompanying drawings, in which:

Figure 1 is a front elevation of my improved gate. Fig. 2 is a similar view with the gate partly in open position. Fig. 3 is an end view thereof. Fig. 4 is a sectional view taken on the line 4—4 of Fig. 1. Fig. 5 is a detailed perspective view of the link supporter. Fig. 6 is a side elevation of one of the latches, and Fig. 7 is a sectional plan view illustrating the position of the link.

Referring to the drawings by characters of reference, the numeral 1 designates a gate composed of opposite side and end rails formed preferably from tubular material and connected by strands 2 of wire or the like, the said strands being secured to the

gate in any suitable manner. The gate 1 is mounted upon a rod 3 supported upon a suitable post 4 by eye bolts and limited in its downward movement by means of a block 60 secured to the lower extremity of the post 4 adjacent the ground. The gate 1 is secured to the said rod 3 for limited vertical movement and swinging movement by hinges 12, each of which consists of side plates 13, the forward ends of the said plates being provided with depressions 14 which when confronted form clamping jaws 15 for engagement with the rear rail of the gate 1. The rear portions of the plates 13 are off set and arranged in spaced parallel relation, the same being formed with registering apertures 16 through which are extended axles 17. Grooved wheels 18 are rotatably mounted upon the axles 17 for engagement with the opposite sides of the rod 3 whereby the said gate may be moved vertically without friction during its operation. Bolts 20 are extended through the plate 13 upon opposite sides of the jaws 15 to provide a clamping means whereby the same may be secured to the said rear rail of the gate.

A post 21 is embedded in the ground a sufficient distance from the post 4 to permit the gate to swing between the same and is provided with a stop 22 to prevent the gate from swinging beyond the post. A latch 23 is pivotally connected to the inner side of the post 21 and is slotted as at 24 in one end for engagement with a pin 27 carried by the front rail of the gate and is provided at its opposite end with a weight 25 which serves to force the latch into engagement with the pin and prevent any undesired movement of the gate. A pin 26 is secured to the post 21 below the rear end of the latch and serves to limit the downward movement of the same. The pin 27 carried by the front rail of the gate is adapted to ride over the beveled edge 28 of the latch moving the same downward until it is seated within the slot 24, the gate at this time being in closed position. Secured to the post 21 is a block 29, the said block being provided in its upper beveled face 30 with a seat in which rests the lower forward corner of the gate when the same is in closed position thereby preventing any undesired sagging of the same.

Embedded in the ground upon one side of the roadway is a post 31 arranged a sufficient distance from the post 4 to be in the path of the gate when the same is swung to

its open position. A block 32 similar to the block 29 is secured to the lower end of the post 31 above the ground and also serves to prevent undesired sagging of the gate. A horizontally disposed bar 33 is pivotally connected at its intermediate point to the upper end of the post 4 and has extending from the central portion thereof a rigid vertical bar 34. Openings 35 are formed in the opposite ends of the bar 33, to which are suitably secured the upper ends of ropes 36, the said ropes having their lower terminals secured to a ring 37 loosely connected to the plates 13 of the lower of the hinges 12.

A link engaging attachment 5 is secured to the lower rear corner of the gate 1 and consists of a heavy strand of wire 6 bent at its medial point to form an eye 7. The arms 8 of the strand are arranged in parallel relation to each other and embrace the opposite sides of the bottom rail of the gate, the said arms having their outer ends threaded and extended through apertures formed in a clamping bar 9 which is adjustable upon the said arms 8 through the medium of suitable nuts. A link 38 is pivotally connected to the eye formed upon the medial portion of the strand 6 and has its pivotal point pivotally connected to a block 39 embedded in the ground on a line which bisects the arc made by the passage of the gate in its swinging movement. This connection serves when the bar 33 is rocked and the gate lifted to compel the same to move upwardly and in the direction of the opposite post, thereby producing a means for opening and closing the gate upon the proper manipulation of the said bar 33.

Embedded at one side of the roadway and upon either side of the post 4 are posts 40, each of which has suitably secured to its upper end pulleys 41 over which pass cables 42 connected to the terminal of the vertical bar

33. The opposite ends of the cables 42 have connected to their lower ends handles 43 which when grasped by the operator and pulled serve to rock the bar 33 in either direction, thereby raising the gate from engagement with the latches and causing the same to swing through the medium of the link 38.

From the foregoing disclosures taken in connection with the drawings, it will be manifest that a gate of the nature disclosed is produced which will fulfil all the necessary requirements of such a device.

Having thus particularly described this invention what I claim as new and desire to obtain by Letters Patent, is:—

The combination in a device such as described, of a gate, a gate post, a rod secured in spaced relation to the gate post, eye bolts in spaced relation to the gate post, eye bolts securing the rod in spaced relation to the post, hinges connecting the gate to the rod, said hinges being vertically movable upon the rod, whereby the gate is opened or closed, attaching means secured to said gate, said attaching means consisting of spaced parallel arms, an eye formed at the juncture of the arms, said arms being adapted to embrace the lower rail of the gate, a clamping bar adjustably secured to the said arms, whereby the attaching means will be held against displacement upon the rail, a post embedded in the path of the movement of the gate and a link connecting the attaching means with the post and means for raising said gate.

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

BERTRAM J. ESSER.

Witnesses:

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