(No Model.)

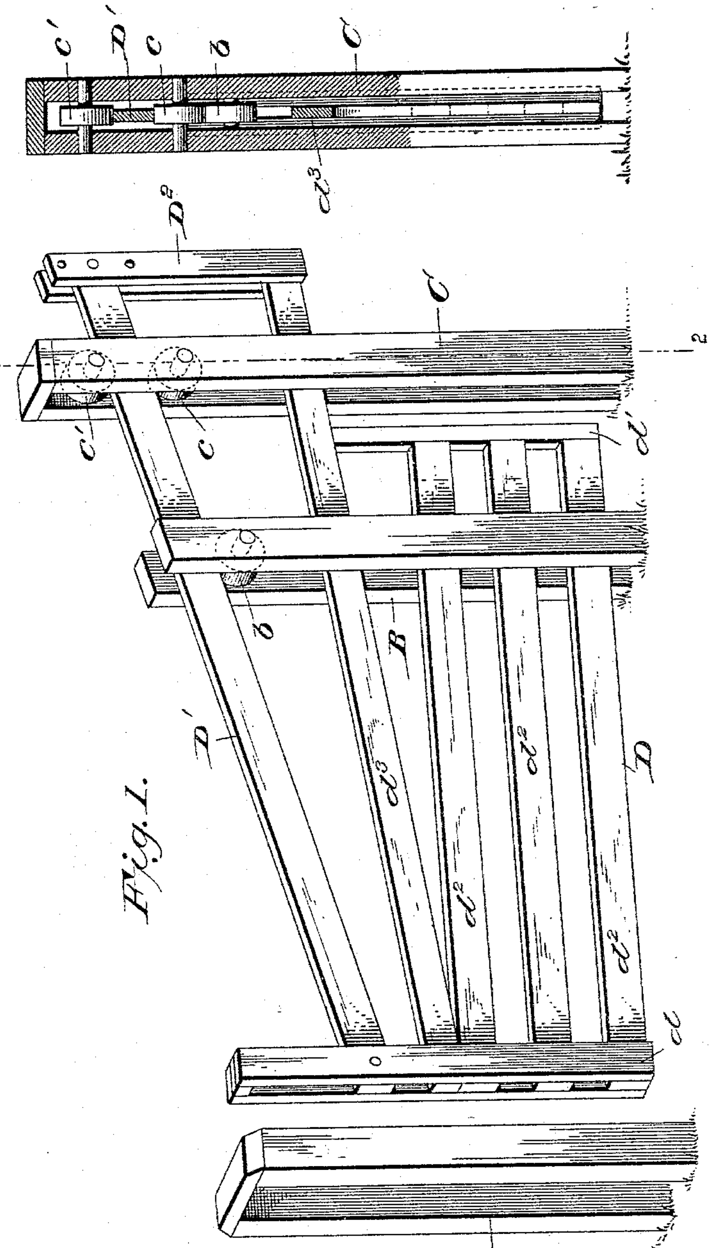
G. W. FRAZIER.

SLIDING GATE.

No. 531,920. Patented Jan. 1, 1895.

Fig. 2.

Fig. 1.



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UNITED STATES PATENT OFFICE.

GEORGE W. FRAZIER, OF EXETER, NEBRASKA.

SLIDING GATE.

SPECIFICATION forming part of Letters Patent No. 531,920, dated January 1, 1895.

Application filed August 9, 1894. Serial No. 519,855. (No model.)

To all whom it may concern:

Be it known that I, GEORGE W. FRAZIER, a citizen of the United States of America, residing at Exeter, in the county of Fillmore and State of Nebraska, have invented certain new and useful Improvements in Sliding 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, reference being had to the accompanying drawings, and to letters of reference marked thereon, which form a part of this specification.

This invention relates to improvements in sliding gates; and it consists in the construction and combination of the parts, as will be hereinafter fully set forth.

In the accompanying drawings, Figure 1 is a perspective view of a gate constructed in accordance with my invention, and Fig. 2 is a vertical sectional view on the line 2—2 of Fig. 1.

A, B and C designate posts which are located on the sides of the roadway and are suitably braced in an upright position. The front gate-post A consists of two uprights which are connected to each other at their upper ends to provide a space between them to receive the front end of the gate when it is closed. The post B on the other side of the gateway carries near its upper end a roller *b*, and at a suitable distance in rear of the post B is located the post C which is of greater height than the post B and is provided with two rollers *c* and *c'*, one being located a slight distance above the other.

D designates the gate which is made up of front and rear vertical battens *d* and *d'* to which are rigidly connected the horizontal rails d^2 and an inclined upper rail d^3. The forward end of the rail d^3 is rigidly attached to the front batten *d* immediately above the upper horizontal rail of the gate and inclines upwardly therefrom being rigidly connected to the rear vertical batten *d'* and extending beyond the same to pass through the post C. Near the upper end of the front batten *d* is pivoted an inclined bar or rail D' which extends rearwardly and is inclined upwardly at a greater inclination than the rail d^3 beneath the same. The rail D' extends through the post B at its upper end and bears upon the roller *b* journaled in said post, the said rail also extending through the upper part of the post C between the rollers *c* and *c'* and is connected at its rear end to the rear end of the rail d^3 by means of an adjustable bar D^2, said bar being pivoted to the rail d^3 at its lower end and provided at its upper end with a series of holes through which the bolt for connecting it to the rail D' may be passed. By means of this adjusting bar the angle of the inclined rail D' may be varied with respect to the other rails of the gate so as to overcome any sagging of the gate from use.

A gate constructed as hereinbefore described provides a self-closing gate, and the gateway is not obstructed by an overhead track or bar. It will also be noted that when the gate is being opened it is gradually elevated so as to clear any obstructions, and this feature is especially useful when there is any snow upon the ground. Simple and effective means may be applied to the gate for holding the same open or closed, but in practice it will be found that the weight of the gate is sufficient for all purposes.

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

In a gate, the combination, of the posts B and C having rollers, a gate provided with vertical end battens and horizontal rails attached thereto, inclined rails d^3 and D' which extend beyond the rear batten, the upper inclined rail D' engaging with the rollers of the posts B and C, and a bar D^2 pivotally connected to the rear end of the lower inclined rail and adjustably connected to the rear end of the upper inclined rail, substantially as shown, for the purpose set forth.

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

GEORGE W. FRAZIER.

Witnesses:

WARREN WOODARD,

CHARLES HALE.