W. TALLMAN.

Gate.

No. 48,322. Patented June 20, 1865.

Fig. 1

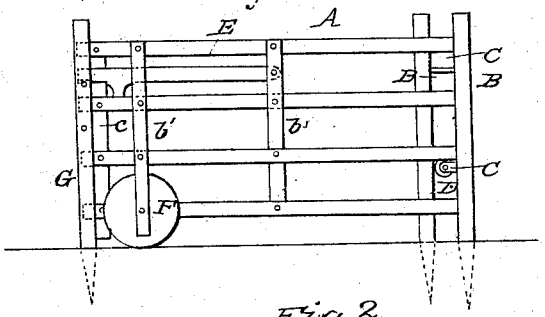


Fig. 2.

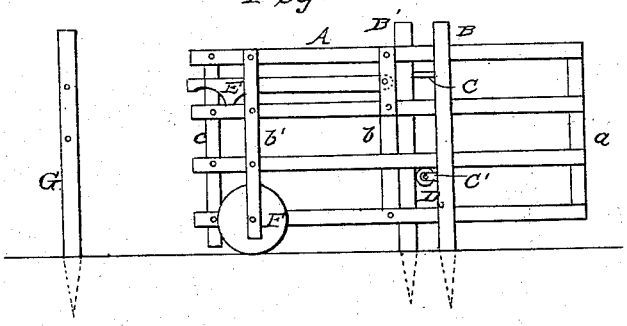
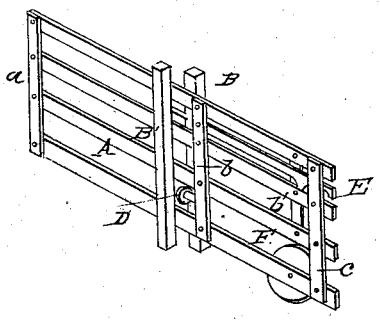
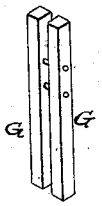


Fig. 3





Witnesses
Theo Tusch
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UNITED STATES PATENT OFFICE.

WILLIAM TALLMAN, OF MANTENO, ILLINOIS.

IMPROVEMENT IN GATES.

Specification forming part of Letters Patent No. **48,322**, dated June 20, 1865.

To all whom it may concern:

Be it known that I, WILLIAM TALLMAN, of Manteno, in the county of Kankakee and State of Illinois, have invented a new and useful Improvement in Gates; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable those skilled in the art to make and use the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is an elevation of my gate, showing it when closed. Fig. 2 is an elevation showing it opened half-way. Fig. 3 is an elevation in perspective, showing it wide open.

Similar letters of reference indicate corresponding parts.

This invention consists in so constructing and hanging a gate for a roadway or any other use as to dispense with hinges and enable one to operate it with very little exertion, and which when opened wide will stand at right angles to its position when closed.

A represents the gate. It is framed in any suitable manner, so as to be light and durable. In this example of my invention the frame is composed of four narrow rails or boards secured near their ends to vertical bars *a c*, and another vertical bar, *b*, is attached to the boards near the middle of their length. The bar *a* is placed at the ends of the rails at the hinder part of the gate, and the bar *c* is placed near their other ends, but far enough from their extremities to permit their ends to project, when the gate is closed, between the posts G G. These posts are set firmly in the ground, opposite to each other, and far enough apart to permit the ends of the gate-rails to pass easily between them. They are connected to each other by pins, which serve to stiffen them, while one of the pins also answers for a keeper to the latch E of the gate.

F is a roller, which is secured to the gate, near its front end, between a vertical bar, *b'*, and the lowest rail of the gate, the roller being suitably journaled in that rail and in the said bar, as seen in the drawings. The height of the lowest rail of the gate above the ground will be determined by the length of the radius of the said roller.

B B′ are gate-posts, set at the other side of the roadway in line with the gate-posts G respectively, but not opposite to each other, the front post, B, being set beyond the post B′ a distance equal to the distance apart of their planes from front to rear, said distances in each case being a little greater than the thickness of the rails of the gate. The posts B B′ are likewise connected to each other by pins, the upper one, C, of which passes through the angles of the posts, and the lower pin, C′, is sustained upon brackets projecting from parallel sides of the posts, so that it lies in a direction at right angles to the gate when it is closed. This pin may be furnished with a friction-roller, and I have shown one in this example of my invention, designated by the letter D. The pin C′ and roller D are set beneath the second rail of the gate, counting from below, and the adjustment of the rollers F and D should be such that the gate when closed and resting upon said roller shall be in a horizontal line.

The operation is as follows: The gate being closed it is necessary to raise the latch when it is to be opened, and a slight force will suffice to withdraw it from the posts G and to open it until its bar *b* comes in contact with the post B′. This will suffice for the passage of a man or a horse; but when it is necessary to throw it wide open it is swung around upon the pin C′, or on the brackets which sustain them, to a line at right angles with its position when closed, as seen in Fig. 3.

Among the advantages of this construction are the economy and simplicity of its parts, the ease with which it is operated, and the little liability to which it is exposed of getting out of order.

It will be seen that the pins C C′ confine the gate between the posts B B′, so that whether opened or closed it is always held upright between said posts.

I claim as new and desire to secure by Letters Patent—

The combination of the gate A, constructed as above set forth, and resting at one end on a roller, with posts B B′ set in relation to each other, as shown, and operating as described.

WILLIAM TALLMAN.

Witnesses:

WILLIAM H. RICHARDSON,
SIMON MINCHROD.