D. BARRETT & J. F. QUINN.

GATE.

No. 192,143. Patented June 19, 1877.

Fig. 1.

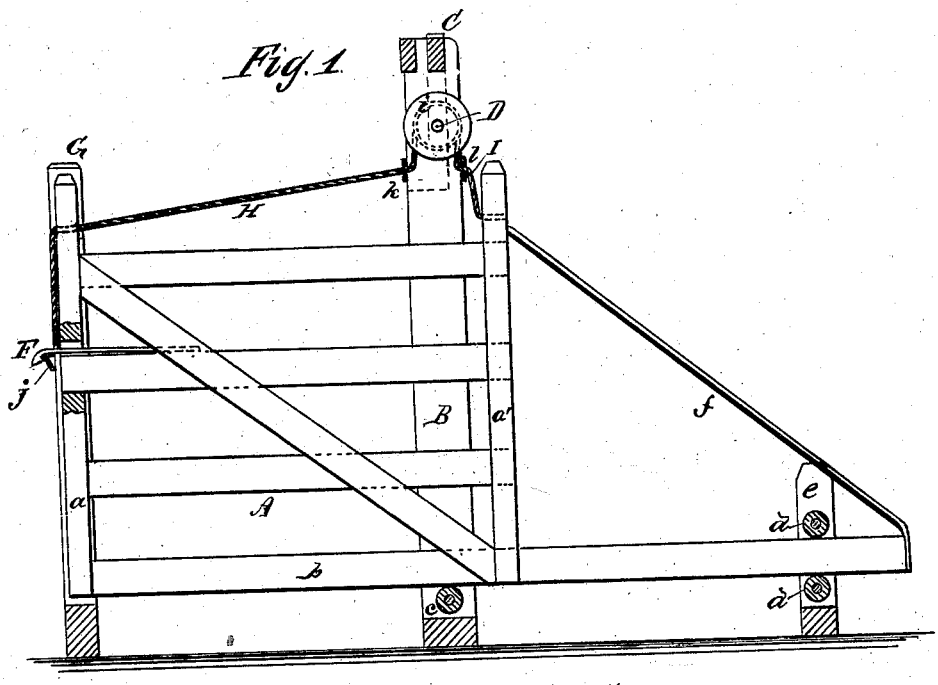
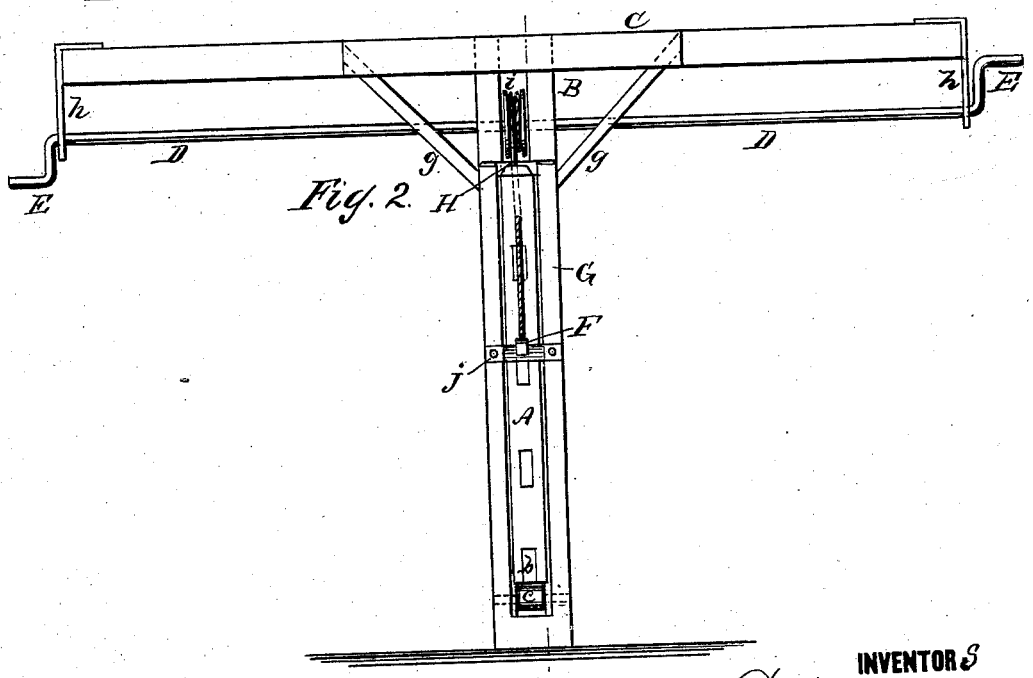


Fig. 2.



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DANIEL BARRETT AND JAMES F. QUINN, OF WILMINGTON, ILLINOIS, ASSIGNORS TO SAID QUINN.

IMPROVEMENT IN GATES.

Specification forming part of Letters Patent No. **192,143**, dated June 19, 1877; application filed April 23, 1877.

To all whom it may concern:

Be it known that we, DANIEL BARRETT and JAMES F. QUINN, of Wilmington, Will county, Illinois, have invented a new and Improved Gate, of which the following is a specification:

Figure 1 is a side elevation of our improved gate, and Fig. 2 is an end elevation.

Our invention belongs to that class of gates that are operated from the vehicle or from horseback without dismounting; and it consists of a gate guided by rollers and moved by a windlass having long shafts, which are provided with cranks that may be operated from a carriage or from horseback.

In the drawing, A is a gate of ordinary construction, excepting that its stiles *a a* project upward above its upper rail and its lower rail *b* is double the length of the others, and projects beyond the gate-post. The rail *b* runs upon a roller, *c*, that is journaled in the double post B, through which the gate slides, and is also guided between rollers *d*, that are journaled between short posts *e*. A brace, *f*, connects the outer end of the rail *b* and the upper end of the stile *a'*.

C is a timber that is secured to the top of the gate-post B, and extends equally on both sides of the post, at right angles to the gate, and is supported by braces *g*. To the ends of the timber C the hangers *h* are attached, in which and in the post B the shaft D is journaled. The ends of the shaft D are provided with cranks E, and to the center of it, between the sides of the post B, the drum *i* is fastened.

F is a spring-latch that is attached to one of the rails of the gate, and engages a plate, *j*, that is attached to the gate-post G when the gate is closed. A rope, H, is attached to the spring-latch F, and passes upward and through a hole in the stile *a*, and thence through an eye, *k*, on the post B, and is secured to the drum *i*.

I is a rope that is attached to the stile *a'*, and passes through an eye, *l*, on the post B, and is wound several times around the drum *i*.

The operation of our improved gate is as follows: One of the cranks E, being turned, winds the rope H and first draws up the latch F. It then draws the gate back, the rope H being wound while the rope I is unwound.

The gate is closed by reversing the operation.

The advantages claimed for our improved gate are that it may be easily operated without dismounting from the carriage or horse; it is simple, inexpensive, and cannot be clogged by snow.

Having thus described our invention, we claim as new and desire to secure by Letters Patent—

The gate A, having the extended rail *b* and stiles *a a'*, the spring-latch F, and ropes H I, in combination with the shaft D, having cranks E, and carrying the drum *i*, substantially as shown and described.

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