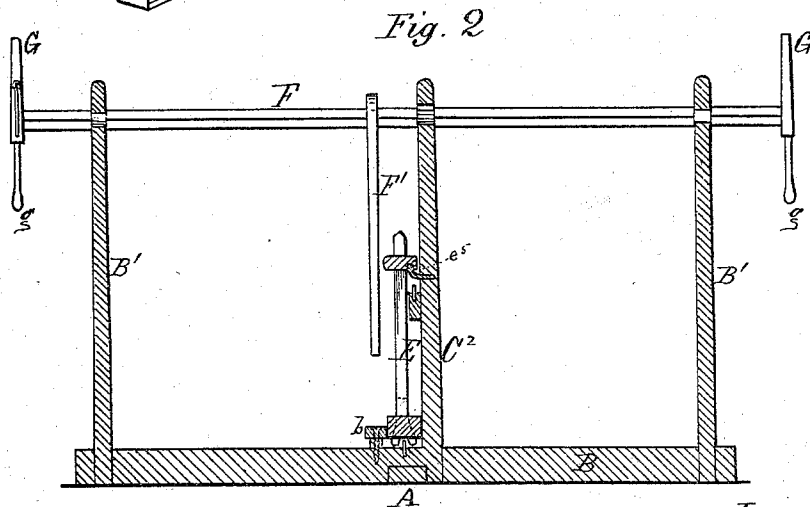
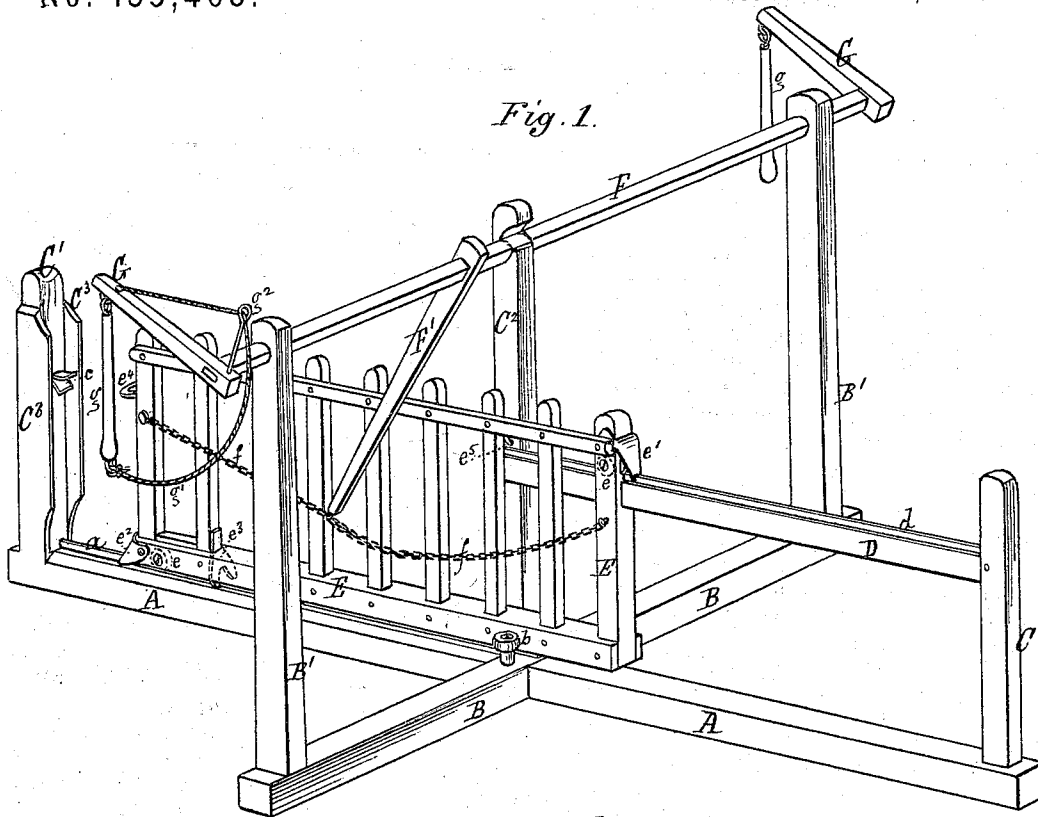


J. BLINN.

Gates.

No. 135,463.

Patented Feb. 4, 1873.



Witnesses

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UNITED STATES PATENT OFFICE.

JESSE BLINN, OF ROCKFORD, ILLINOIS.

IMPROVEMENT IN GATES.

Specification forming part of Letters Patent No. 135,463, dated February 4, 1873.

To all whom it may concern:

Be it known that I, JESSE BLINN, of Rockford, in the county of Winnebago and State of Illinois, have invented a new and useful Improvement in Gates; and I do hereby declare that the following is a full and exact description of the same, reference being had to the accompanying drawing and to the letters of reference marked thereon.

Figure 1 is a perspective view of my improved gate; and Fig. 2 is a vertical section taken transversely of the gate, and longitudinally of the rock-shaft which operates it.

The object of the invention is to construct a gate which can be readily opened and closed by a person who wishes to pass through without alighting from his horse or carriage, as the case may be, and which shall be cheap, durable, and easily operated. To this end the invention consists in a certain new combination and arrangement of parts which will be hereinafter fully explained.

In the drawing, A is a longitudinal sill, and B a transverse sill, both of which are firmly bedded in the ground and usually about on a level therewith. C¹ C² are vertical posts rising from sill A. *a* is a track of either wood or metal mounted upon that portion of sill A which lies between posts C¹ C². D is a girt or rail supported between posts C¹ C², and carries another track, *d*. E is the gate mounted upon friction-rollers, shown in dotted lines at *e*, the rollers traversing the tracks *a d*. *b* is another friction-wheel on a stud rising from sill A or B to properly confine the bottom of the gate to post C². *e*¹ *e*² *e*³ are track-clearers employed to remove obstructions from the path of the carrying-wheels. *e*⁴ is a tongue-piece projecting from the front post of the gate and made to engage with a spring-clasp, *c*, when the gate is closed, to secure it against accidental opening. *e*⁵ is a spur or clamp attached to post C² in such position as to enter a groove cut in the under side of the top rail of the gate, and thus maintain the upper side of the gate in a vertical position when it is

opened. The construction and relative arrangement of these parts are clearly shown in Fig. 2. F is a rock-shaft supported in posts B¹ B² C². A rocking motion is imparted to this shaft by means of crank-arms or levers G and pulls *g*. As the pulls are stiff they serve not only to pull these arms down but to thrust them up. The rocking motion of shaft F is transferred to arm F', which is connected with opposite ends of the gate by chains *f*.

The operation of these devices will be readily understood without further explanation.

In Fig. 1, *g*¹ is a cord or chain attached to the outer or free end of levers G and passing over a brace or post, *g*², at the heel end of the lever, thence to the lower end of pull *g*, within convenient reach of the operator, who can by pulling upon said rope close the gate in the same manner as he would by pushing up the pull.

I do not wish to be understood as claiming broadly a device for maintaining the gate in a vertical position; but my curved guard or clamp *e*⁵ is found to be very convenient when used in combination with the arm F' and chains *f*, because it is desirable to arrange said arm in close proximity to the gate in order that the chains may draw nearly in a line with the track upon which the gate moves, for which reason it is not convenient to support the gate by a post upon that side.

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

1. The combination, with the gate, of the rock-shaft F, vibrating arm F', chains *f*, friction-roller *b*, and clamp *e*⁵ engaging with a groove in the rail of the gate, substantially as and for the purpose set forth.

2. The combination of the track-clearers *e*¹ *e*² *e*³ with the gate E, substantially as described.

This specification signed and witnessed this 2d day of September, 1872.

JESSE BLINN.

Witnesses:

G. W. FORD,
AURILLA S. BLINN.