

Wolfgang & Kenreigh,

Gate.

No. 88,108.

Patented Mar. 23. 1869.

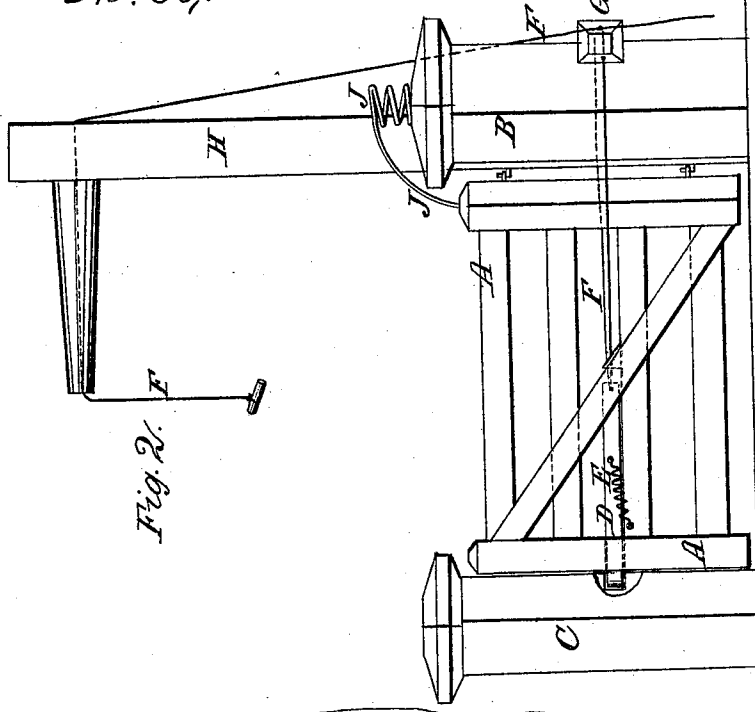


Fig. 2.

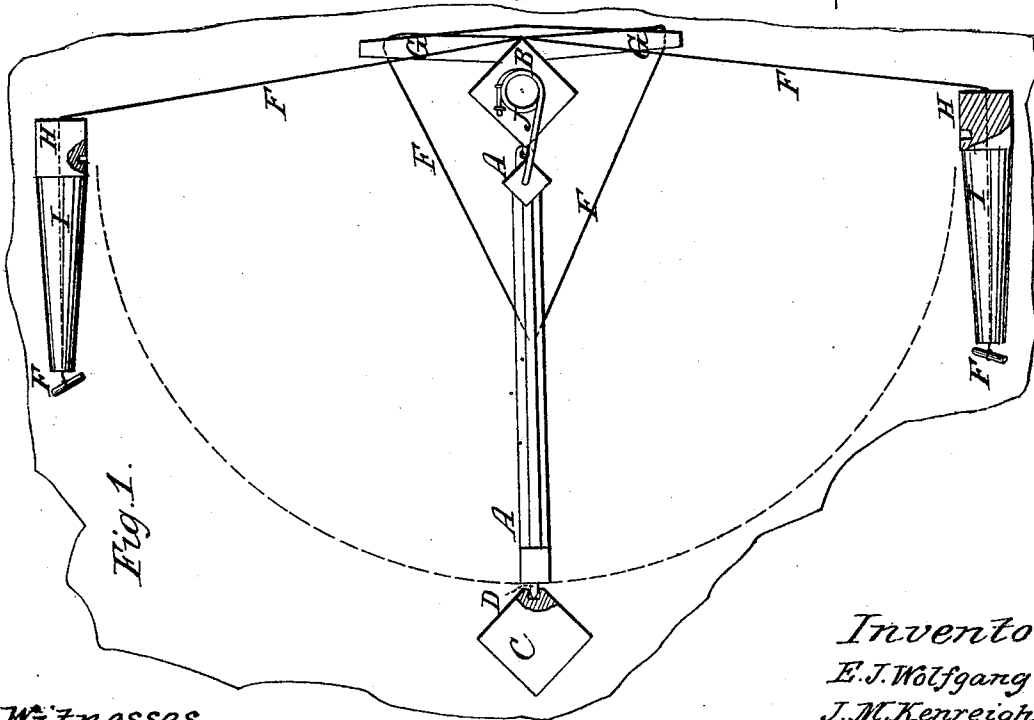


Fig. 1.

Witnesses.

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per Wm. Co.
Attys.

United States Patent Office.

E. J. WOLFGANG AND J. M. KENREIGH, OF SALEM, OHIO.

Letters Patent No. 88,108, dated March 23, 1869.

IMPROVEMENT IN GATES.

The Schedule referred to in these Letters Patent and making part of the same.

To all whom it may concern :

Be it known that we, E. J. WOLFGANG and J. M. KENREIGH, of Salem, Columbiana county, Ohio, have invented a new and useful Improvement in Gates; and we do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawings, forming part of this specification.

Figure 1 is a top view of our improved gate, parts being broken away to show the construction.

Figure 2 is a side view of the same.

Similar letters of reference indicate corresponding parts.

Our invention has for its object to furnish a simple and convenient gate, which shall be so constructed and arranged that it may be easily and readily opened and closed by those passing through, without it being necessary for them to get out of the carriage; and

It consists in the construction and combination of the parts by means of which the gate is opened and closed, as hereinafter more fully described.

A is the gate, which is constructed and hinged to the rear post B, in the ordinary manner.

C is the front post, upon which the gate latches.

D is the latch, the forward end of which passes out through the front vertical cross-bar of the gate, and is held forward to catch upon the post by a coiled or other suitable spring, E.

To the rear end of the latch D are attached the ends of two cords, F, which pass back, one upon each side of the gate, as shown in figs. 1 and 2.

The cords F pass through holes in or around friction and guide-pulleys, attached to the ends of the arms G, attached to the rear post B, as shown in fig. 1.

From the arms G the cords F cross each other at the rear of the post B, and pass to the upper ends of the posts H, placed at the side of the road-way, one upon each side of the rear post B, and in such positions that the gate A, when swung open, may latch upon them, as shown in fig. 1.

To the upper ends of the posts H are attached arms, I, projecting over the road-way, and through or along which the cords or ropes F pass.

The free ends of the ropes F hang from the outer ends of the arms I, and to said ends are attached weighted tassels, or other weighted handles, both for convenience in grasping the said ropes, and to keep them at all times taut.

In the case of large gates, the ends of the ropes F should hang from arms attached to posts set a little farther out than the posts H.

In opening the gate, the driver, without getting out of the carriage, takes hold of the dangling end of the rope F, and pulls upon it. The first effect is to draw back the latch D, releasing the gate. The next effect is to swing the gate open, in the direction from the operator, until it latches upon the post H, upon the other side of the post B.

As the operator passes through, a slight pull upon the dangling end of the other rope F unlatches the gate, and allows the said gate to be swung shut by the action of the coiled spring J, attached to the upper end of the post B, and the end of which is attached to the gate A, at a greater or less distance from the rear end of said gate, according to the relative strength of the spring J, with respect to the weight of the gate.

Having thus described our invention,

We claim as new, and desire to secure by Letters Patent—

The combination of the spring J, latch D, spring E, or equivalent spring, cords F, arms G, arms I, and the supporting-posts to which said arms I are attached, with each other, and with the gate A and post B, substantially as herein shown and described, and for the purposes set forth.

E. J. WOLFGANG.
J. M. KENREIGH.

Witnesses:

J. K. HAYES,
L. H. ESTERLY.