ISKE & ERB.

Self Acting Lever Gate.

No. 25,018. Patented Aug. 9, 1859.

Fig. 2,

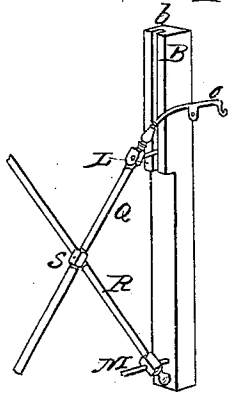


Fig. 1,

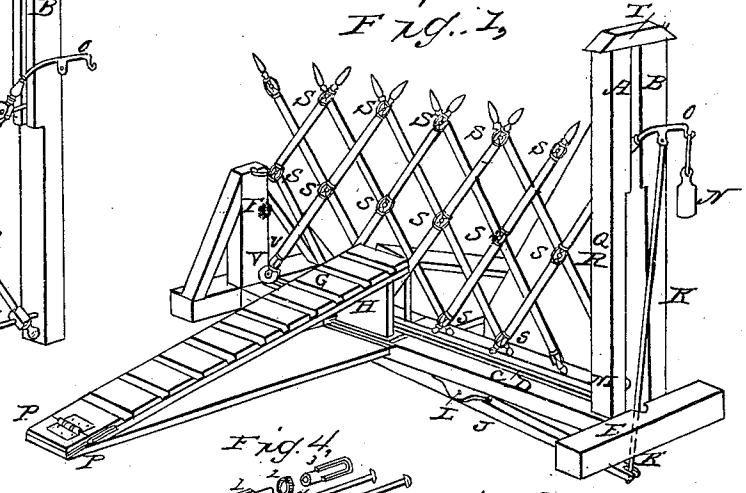


Fig. 4,

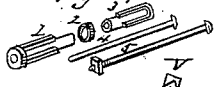


Fig. 5,

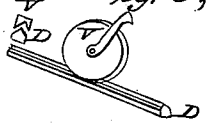


Fig. 3,

Fig. 6,

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UNITED STATES PATENT OFFICE.

ANTHONI ISKE, OF LANCASTER, AND JACOB B. ERB, OF CONESTOGA TOWNSHIP, PENNSYLVANIA.

APPROACH-OPENING GATE.

Specification of Letters Patent No. 25,018, dated August 9, 1859.

To all whom it may concern:

Be it known that we, ANTHONI ISKE, of the city of Lancaster, and JACOB B. ERB, of Conestoga township, in the county of Lancaster and State of Pennsylvania, have jointly invented a new and useful self-acting lever-gate applicable to the crossings of railroads, tow-paths along our canals, &c., as well as farm purposes; and we do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making a part of this specification, in which—

Figure 1 is a perspective view of the one sided canal arrangement. Fig. 2, the grooved post B and manner of securing the cross slats Q, R, illustrated. Fig. 3, is a double gate opened. Fig. 4, the box, inserted into the several slats at their crossings 1 and 3. A washer 2 is slipped over the union of 1—3 to separate the slats. 4 is a rivet, 5 a bolt with nut and screw, which pass through the boxes, either of which may be used as a pivot. Fig. 5 shows the rail D and pulley or wheel V to the guiding slat V. Fig. 6 shows the leverage separately illustrated.

To enable others to make and use our invention, we will more fully describe its construction and operation.

Thus:—two sills C, C are laid across the road Fig. 1, or Fig. 2. Between those sills is the iron rail D, the hinged platforms G, connected to one end of the lever J, by the pieces H. The lever has its fulcrum at I, under the sills, Figs. 1, 3 and 6. The other end has a rod K hinged to it and connected with the projecting arm O, on the top of the hind slat Q, of the gate. This slat has a peg entering into the groove *b*, on the inside of the upright post B, erected on the end or ends of the sills (Fig. 2). The cross slat R, pivoted at S, enters between the two upright posts A, B, and secured by the pivot M, to those slats a series are affixed as shown, and extend or contract, by means of the lever and connecting rod, and appended spring or weight N thus opening and closing the gate. The guiding roller V, on the rail D, and boxed pivots S, cause the series of lever-like slats to move with ease, and the operation on the platform and lever J is readily understood. By laying narrow strips on the outer end of the platform lengthwise cattle with their cloven hoofs are not likely to venture on them while a horse will, and thus save miles of fencing along our canals, without detention to drivers on the tow path, since the gate opens and remains open while the horse enters on and traverses over the platforms C, (on both sides of the gate), and closes by means of a spring or heavy weight N, suspended to the arm O, aforesaid, when the pressure on the platform is removed. This gate either single or double is equally applicable to lanes entering on or over railroads, near our farm yards, and in other respects a desirable invention which for simplicity and certainty in its operation will be found to compare favorably with other devices employed for similar purposes.

The cross slats and leverage we are aware present no novelty in themselves.

What we claim as our invention and desire to secure by Letters Patent, is—

The arrangement of the platforms G, uprights H, to the lever J, with the connecting rod K attached to the arm O, on the top of the slat Q. The groove *b*, on the inside of the post B, for operating a series of cross slats connected by pivots with the slats Q, R as shown, when combined in manner set forth or substantially the same.

ANTHONI ISKE.
JACOB B. ERB.

Witnesses:
JACOB STAUFFER,
S. G. MUSSER.