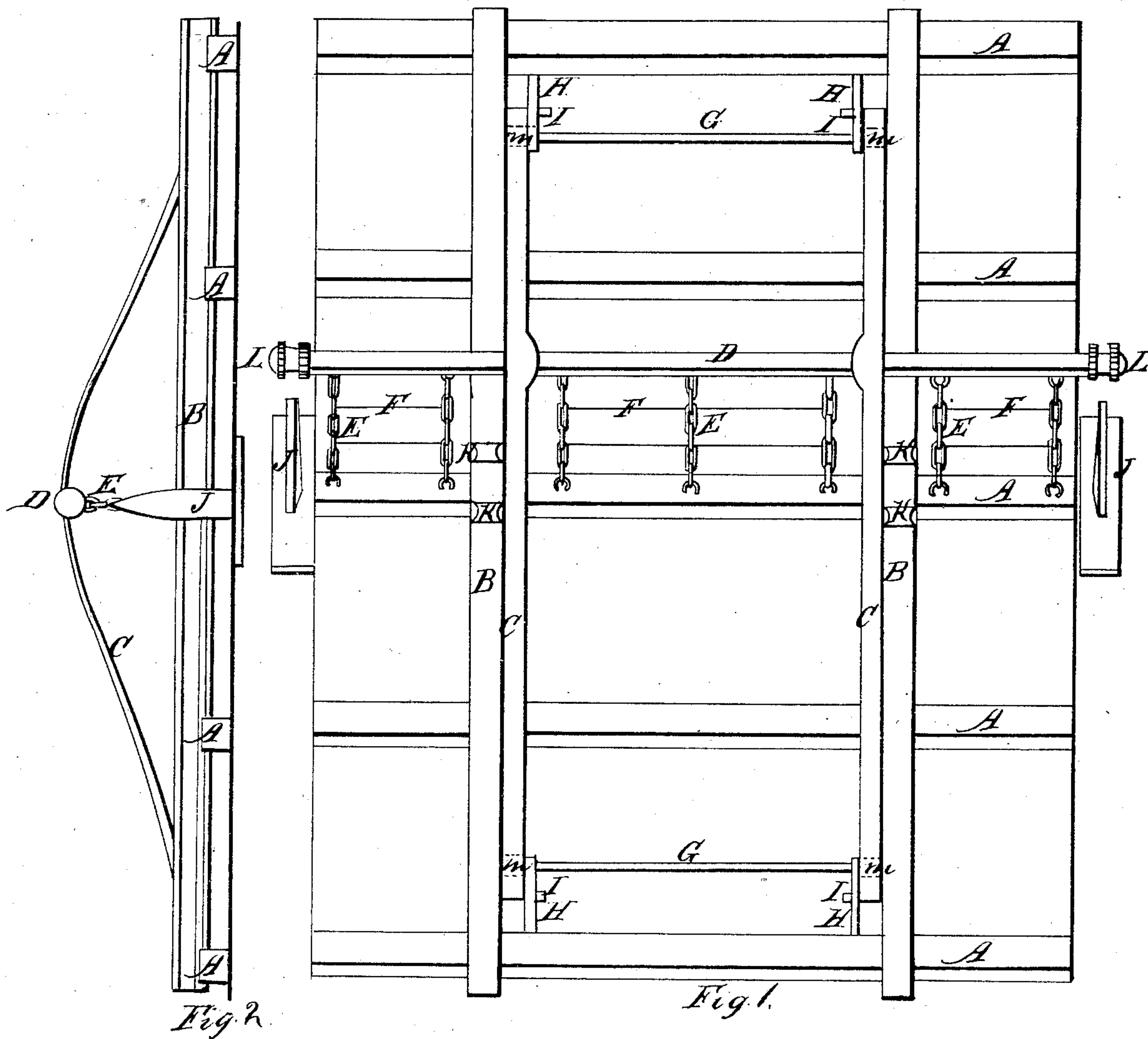


*J. L. Rowley.*

*Railroad Gate.*

*N<sup>o</sup> 23,398.*

*Patented Mar. 29, 1859.*



# UNITED STATES PATENT OFFICE.

JAMES L. ROWLEY, OF ANGOLA, INDIANA.

## RAILROAD CATTLE-GUARD.

Specification of Letters Patent No. 23,398, dated March 29, 1859.

*To all whom it may concern:*

Be it known that I, JAMES L. ROWLEY, of Angola, in the county of Steuben and State of Indiana, have invented a new and  
5 Improved Mode of Constructing Railroad Cattle-Guards; and I do hereby declare that the following is a full and exact description thereof, reference being had to the accompanying drawings and to the letters  
10 of reference marked thereon, the letters on the different figures referring to the same parts.

The nature of my invention relates to the peculiar manner of placing the springs  
15 to carry the main bar, to which the chains and fender rods are attached; and in such a manner that the cars will pass and repass pressing the spring down, and as the cars leave it, it resumes its standing position  
20 across the track, making a cheap and sure guard against all kinds of animals and sure in its operation, in which—

Figure 1, is a vertical and longitudinal view of my plan and Fig. 2 is a longitudinal  
25 cross section of the same.

A, represents the ties; B, the rail; C, the spring; D, the top bar to which the spring C is attached, and also the chains E, E, the  
30 lower ends of the chains being attached to the tie A, by hooks or staples.

F, F, F, are horizontal guards of wire, attached to the chains to prevent the animal from passing.

G, G, are rods of iron running from rail  
35 to rail, supporting the blocks or bars H, H,

the pins I, I, being attached to the spring C, which works over and slips on the rods G, as the cars pass over, the pins I working freely under the bars H, serve to keep the springs in their proper position. As the  
40 cars strike the spring C, from either direction it forces the spring forward bringing the pins I, in contact with the bar or rod G, which carries the top bar or rail D, past the post J. The bar as it is pressed down  
45 enters the slants or gains K, K, cut in the rail. The width of the foot of the post J, being equal or nearly so, to the distance between the pin I and bar G, and on which-  
50 ever side of the post the bar passes down, it, it is always left in the same position when the spring resumes its elevated position again. The post J, requires to be made in a conical form, pointed at top, may be firmly  
55 set in the ground and attached to the end of the tie to keep it in an upright position. L, L are rollers on the end of bar D, to work on sides of post J.

Having thus fully described my improved cattle guard what I claim as new  
60 and desire to secure by Letters Patent is—

I claim the springs C, C and bar D, in combination with the chain fender F, E, and post J, when constructed and operated  
65 in the manner and for the purposes above described.

J. L. ROWLEY.

Witnesses:

J. H. MERRILL,

H. D. YOURY.