

(No Model.)

J. W. TRAMMELL.
RAILROAD CATTLE GUARD.

No. 427,936.

Patented May 13, 1890.

Fig. 1.

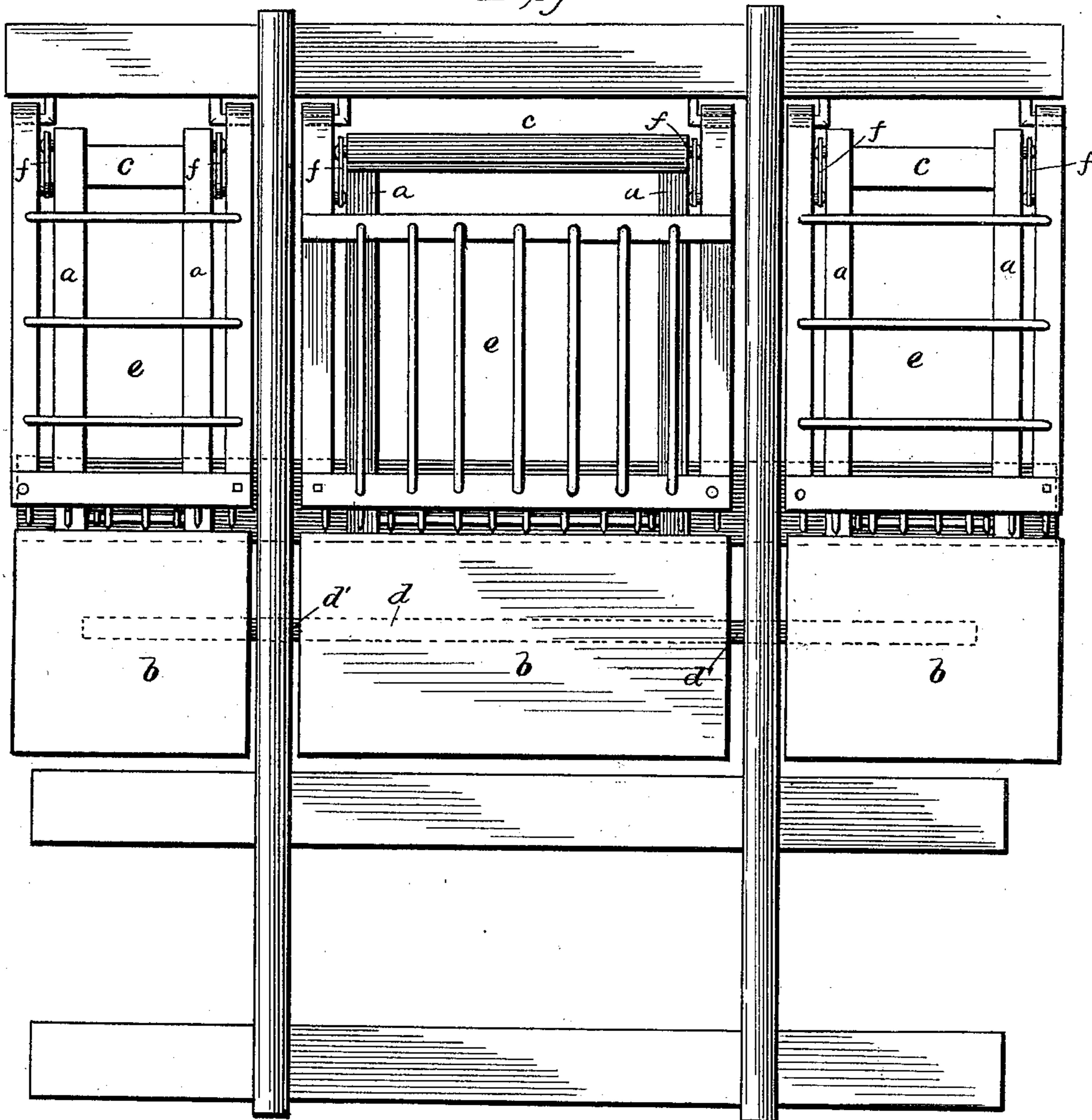
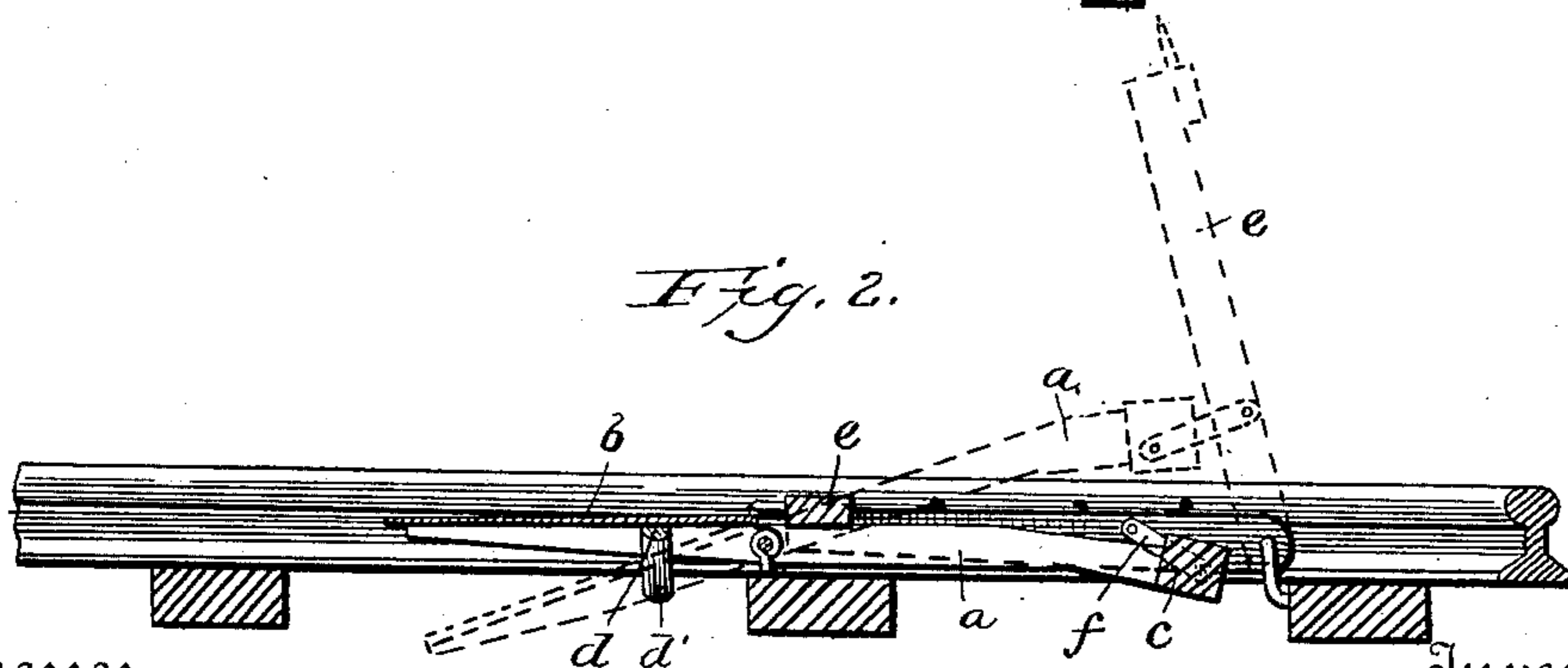


Fig. 2.



Witnesses

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JOHN W. TRAMMELL, OF LAKE LAND, FLORIDA.

RAILROAD CATTLE-GUARD.

SPECIFICATION forming part of Letters Patent No. 427,936, dated May 13, 1890.

Application filed December 7, 1889. Serial No. 332,958. (No model.)

To all whom it may concern:

Be it known that I, JOHN W. TRAMMELL, a citizen of the United States, residing at Lakeland, in the county of Polk and State of Florida, have invented certain new and useful Improvements in Railroad Cattle-Guards, of which the following is a specification, reference being had therein to the accompanying drawings, in which—

10 Figure 1 represents a plan view of my improved automatic cattle guard or gate, and Fig. 2 a longitudinal sectional view of the same.

15 The invention has relation to that class of railway-crossing gates covered by Letters Patent numbered 416,043, granted to me on the 26th day of November 1889, which are designed to prevent live stock passing up or down the track while crossing the same, the gates and their operating devices normally lying down below the level of the tops of the railroad-rails to admit of the free passage of the rolling-stock when cattle are not crossing, as will be more fully hereinafter set forth.

25 This invention is designed to simplify and improve the general construction of the operating devices and render them more durable and practical, as will presently appear.

30 In the drawings annexed, *a* designates the tilting or operating levers, which run parallel with the tracks and are pivotally supported upon one of the cross-ties of the railway-bed, one pair of levers being located between the tracks and one pair upon each side of the same. The levers between the tracks, and also those outside of the tracks, are connected by platforms *b b b*, these platforms running parallel with the ties and located to the rear of the pivotal points of the levers. The forward ends of the tilting lever are connected by transverse beams *c c c*, which makes each pair of tilting levers form a rigid strong frame. To cause the tilting levers and plat-
45 forms to move simultaneously when any one of the platforms is depressed, I connect the three platforms by a transverse bar *d*, arranged beneath the rails and between the cross-ties, this bar being provided where it

intersects the rails with depending loops *d'* 50 to prevent its operation being interfered with by the rails. The gates *e* are suitably pivoted upon a cross-tie in front of the forward ends of the tilting frames, and they each consist, essentially, of two end beams or posts and connecting wires and rails, the top rail being preferably provided with sharpened spikes or barbs. The gates are so arranged that when they are in their normal positions the forward portions of the tilting levers lie 60 between the end bars thereof, as shown in my former patent hereinbefore referred to.

In lieu of the pins and slots shown in my former patent I now connect the forward ends of the tilting levers to the gate-beams 65 by means of flat pivotal links or bars *f*, which lie and work between the adjacent faces of the tilting and gate beams. These links, while the parts are in their normal positions, incline rearwardly and upwardly, and at their upper ends are pivotally secured to the adjacent faces of the gate-beams. 70

When the forward ends of the tilting frames are raised by the depression of the platforms by the crossing cattle, the pivotal 75 links will cause the gates to rise automatically to the position shown in dotted lines in Fig. 2. When pressure is removed from the platforms, the parts all resume their normal positions. By means of the connecting-bar 80 below the tracks all the gates will be raised every time any one of the platforms is depressed.

It will be observed that the forward ends of the tilting levers are set or extended downwardly a short distance, so that the necessary inclination may be given to the pivotal links, and in order that the length of the links may be sufficient to furnish the leverage necessary to raise the gates quickly and 90 positively, whether a large or small animal treads upon the platforms.

As shown in the drawings, the gate-wires may run parallel with the track, or at right angles to the same, as may be desired. 95

Having thus fully described my improvements, what I claim is—

1. The combination of the tilting frames

and connected gates with the bar located below the tracks and connecting all the tilting frames, as and for the purpose described.

5 2. The combination of the pivoted gates having end beams, the tilting levers provided with platforms and lying between the said gate-beams, and pivotal links or bars connecting the forward ends of tilting levers to

the gate-beams, as and for the purpose described. 10

In testimony whereof I affix my signature in presence of two witnesses.

JOHN W. TRAMMELL.

Witnesses:

J. J. BALDRICK,

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