(No Model.)

W. J. BRIDGES.

RAILROAD STOCK GUARD.

No. 467,913. Patented Feb. 2, 1892.

Fig. 1.

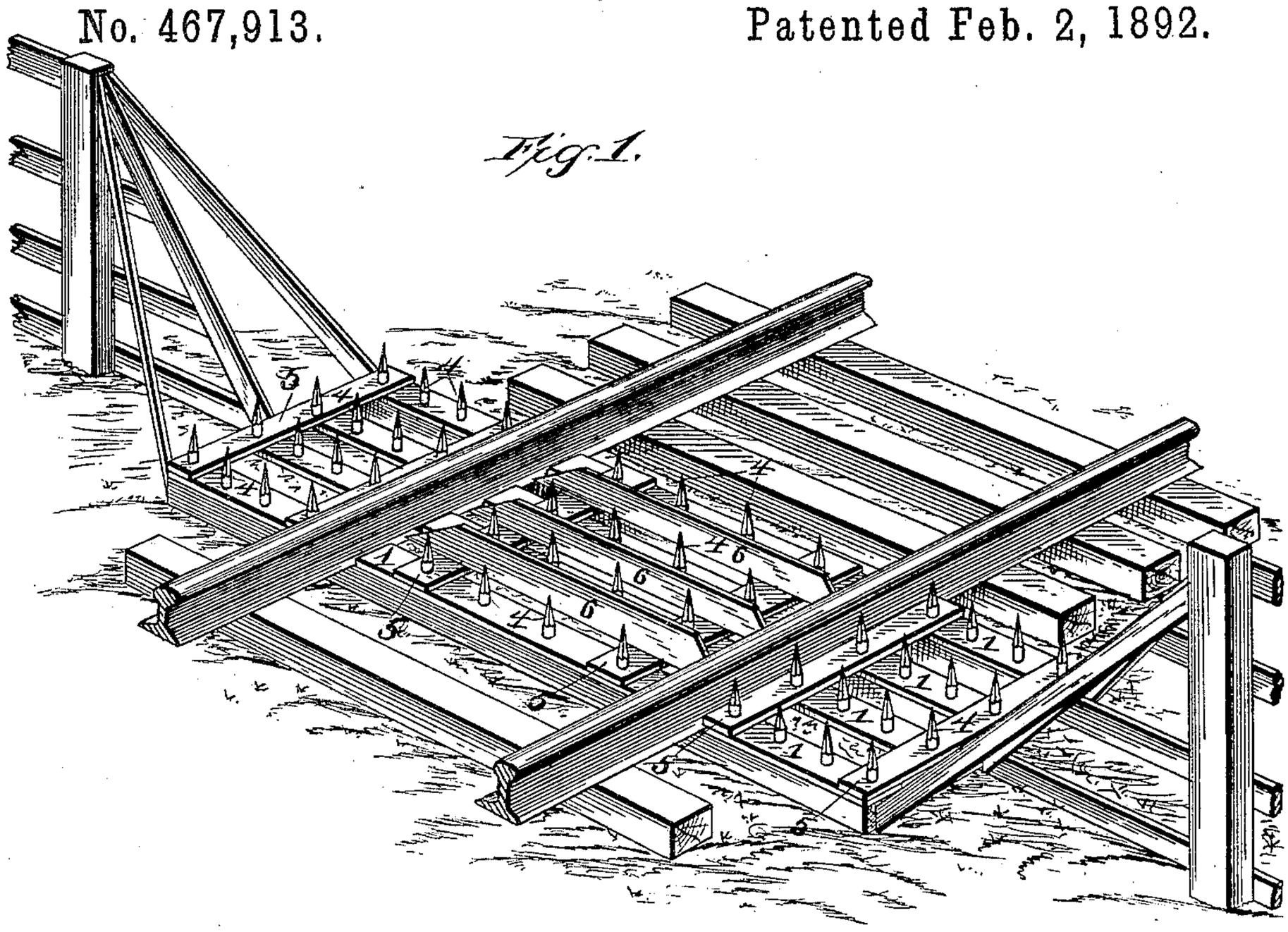


Fig. 2.

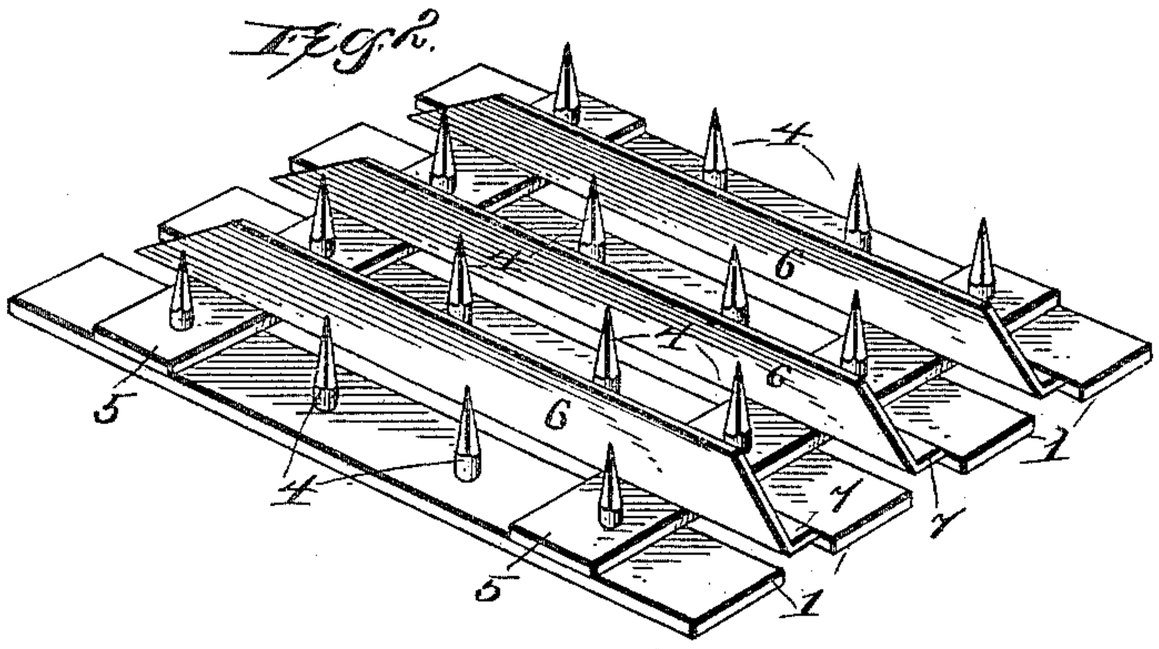
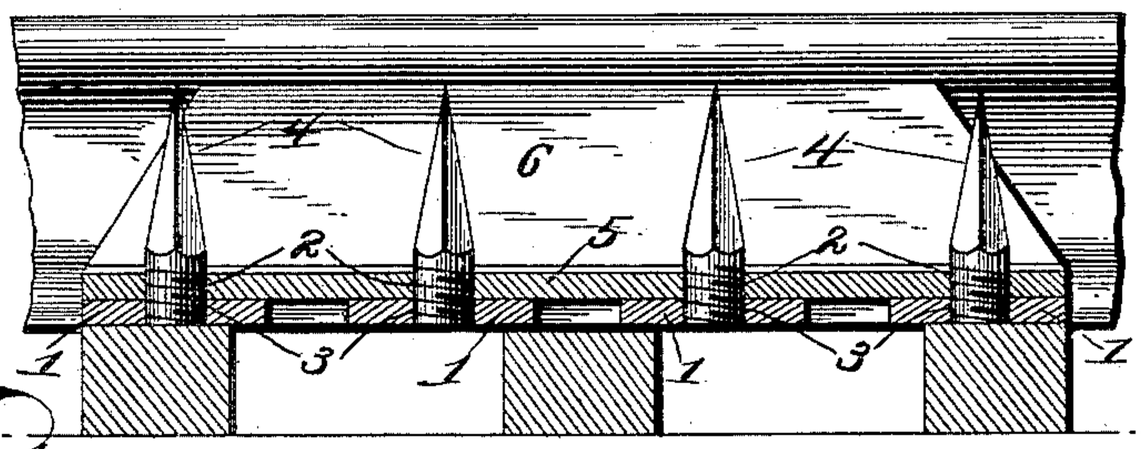


Fig 3



Witnesses

E. B. Hurdeman

W. J. Riley

Inventor

By his Attorneys, Wm. J. Bridges

C. A. Snow & Co.

UNITED STATES PATENT OFFICE.

WILLIAM J. BRIDGES, OF ELKHART, TEXAS.

RAILROAD STOCK-GUARD.

SPECIFICATION forming part of Letters Patent No. 467,913, dated February 2, 1892.

Application filed October 6, 1891. Serial No. 407,882. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM J. BRIDGES, a citizen of the United States, residing at Elkhart, in the county of Anderson and State of Texas, have invented a new and useful Railroad Stock-Guard, of which the following is a specification.

The invention relates to improvements in stock-guards for railroads.

The object of the present invention is to provide for railroads a guard which will effectually prevent cattle from entering adjoining fields to which ingress is afforded by means of a railroad traversing them and to provide means for preventing the guards being injured by trains passing over the road.

The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the claims hereto appended.

In the drawings, Figure 1 is a perspective view of a cattle-guard constructed in accordance with this invention. Fig. 2 is a detail perspective view. Fig. 3 is a sectional view.

Like numerals of reference designate corresponding parts in all the figures of the drawings.

1 designates horizontal bars, which are designed to be suitably secured to the cross-ties of a railroad-track, and are provided with threaded openings 2, in which are secured threaded ends 3 of points 4, which are adapted to prevent cattle from entering adjoining fields to which ingress is afforded by reason of a railroad traversing them. The bars 2 are arranged a short distance apart and are connected by cross-bars 5, and are designed to stretch across a track, the cattle-guard consisting of three sections, a middle one extending from rail to rail and arranged between them, and end sections extending from the adjacent ends of a fence to the rails.

The cattle-guard is designed to be of sufficient length to prevent animals crossing it by jumping, and the middle section is provided with shields 6, parallel with the bars 1, which are constructed of sheet metal and serve to protect the points 4 and prevent them being injured by the break-iron or other portion of a car dragging along the track. The lower edges of the shields 6 are bent horizontally to form flanges 7, which are secured to the cross-bars 5.

It will be seen that the cattle-guard is simple and inexpensive in construction, adapted to prevent animals crossing a track and thereby gaining admission to an adjoining field, and that it is protected from injury by trains passing over the track.

The cross-bars, which connect the longitudinal bars, are provided with openings to receive the adjacent points, and the shields, which are arranged between the rows of points, extend to the upper ends thereof and have their ends beveled.

What I claim is—

1. A cattle-guard comprising the transverse bars 1, the connecting-bars 5, connecting the transverse bars, a series of points secured to each of the transverse bars, and shields arranged between the rows of points and extending to the tops of the same, substantially as described.

2. A cattle-guard comprising the transverse bars 1, provided with a series of threaded openings, the points having threaded ends engaging said openings and arranged in rows, the connecting-bars 5, connecting the transverse bars, and the shields constructed of metal and arranged between the rows of points and provided at their lower edges with flanges secured to the connecting-bars, substantially as described.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

WILLIAM J. BRIDGES.

Witnesses:
GEO. C. HOKE,
W. R. MCKINNEY.