

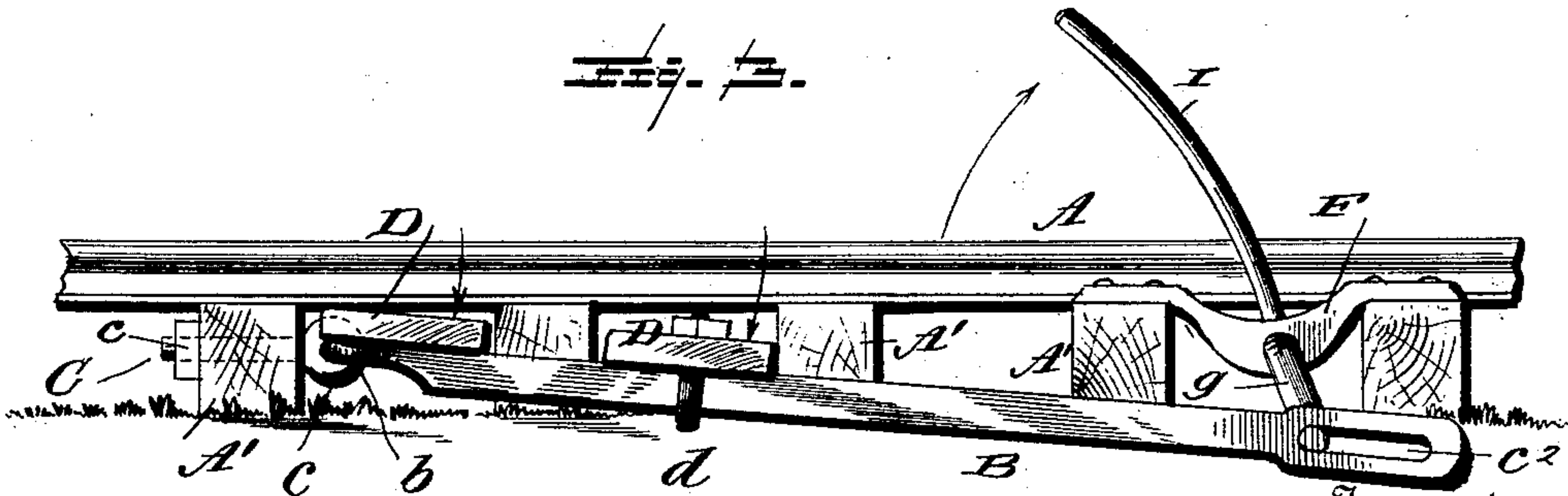
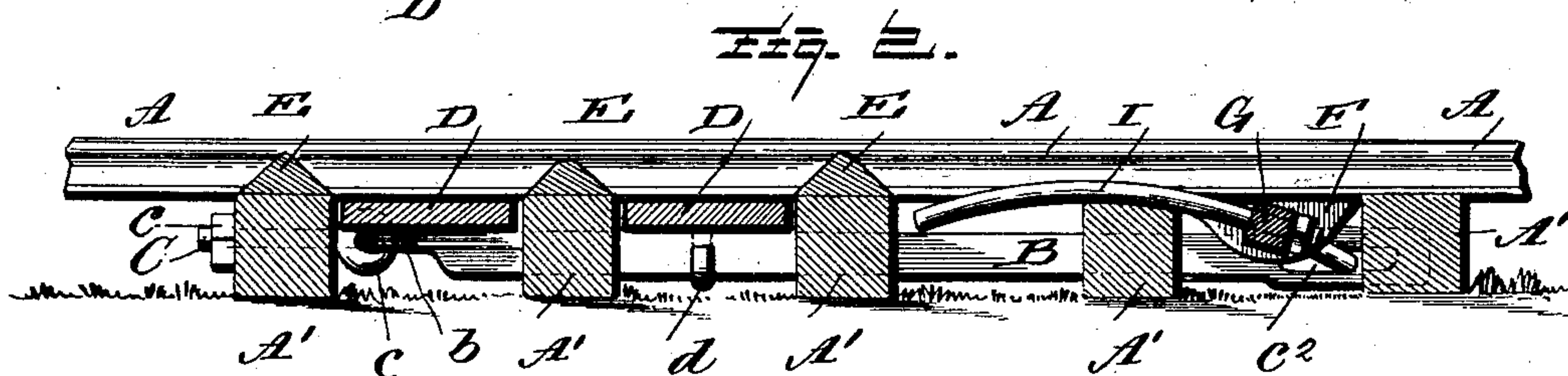
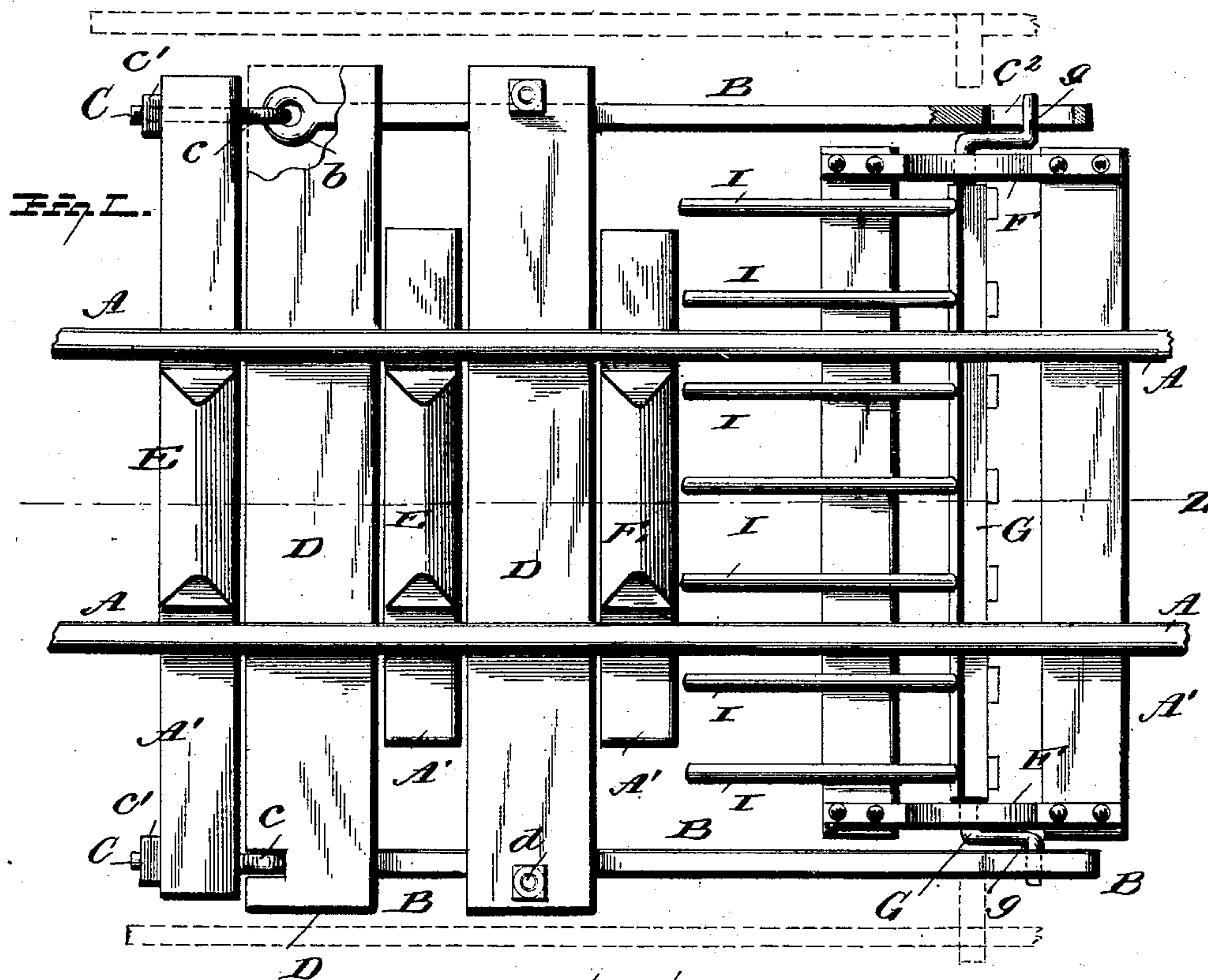
(No Model.)

J. WALTON.

AUTOMATIC RAILWAY STOCK AND CATTLE GUARD.

No. 481,447.

Patented Aug. 23, 1892.



Witnesses

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UNITED STATES PATENT OFFICE.

JAMES WALTON, OF LA PLATA, MISSOURI, ASSIGNOR OF TWO-THIRDS TO JOHN F. MITCHELL, OF SAME PLACE, AND GEORGE D. HUTCHISON, OF FORT MADISON, IOWA.

AUTOMATIC RAILWAY STOCK AND CATTLE GUARD.

SPECIFICATION forming part of Letters Patent No. 481,447, dated August 23, 1892.

Application filed April 14, 1892. Serial No. 429,213. (No model.)

To all whom it may concern:

Be it known that I, JAMES WALTON, a citizen of the United States, residing at La Plata, in the county of Macon and State of Missouri, have invented certain new and useful Improvements in Automatic Railway Stock and Cattle Guards; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters of reference marked thereon.

This invention relates to certain new and useful improvements in automatic railway cattle and stock guards for use at crossings and any and all places where it is desired to erect the same to prevent cattle from entering the right of way of a railroad.

It has for its objects, among others, to provide a simple and cheap yet durable and efficient guard which shall comprise a pivoted gate or the like actuated by the weight of the animal in attempting to enter upon the track. Inclined blocks are provided to guide the feet of the animal onto the plates or bars, which are arranged to actuate the side bars and therethrough the said pivoted gate. The gate normally lies upon such a plane as not to interfere with the train or any parts thereof, and even if struck by a train while it is in its elevated position, if the train is coming in one direction, it will simply be knocked down to its horizontal position, and in case it should be struck by a train coming in the opposite direction, which is not at all probable, the blow will simply bend the wire pickets of the gate, which can be readily replaced.

Other objects and advantages of the invention will hereinafter appear and the novel features thereof will be specifically defined by the appended claims.

The invention is clearly illustrated in the accompanying drawings, which, with the letters of reference marked thereon, form a part of this specification, and in which—

Figure 1 is a top plan showing my improvements with the gate in its horizontal position. Fig. 2 is a section on the line $z-z$ of Fig. 1. Fig. 3 is a side view with the gate raised.

Like letters of reference indicate like parts throughout the several views.

Referring now to the details of the drawings by letter, A designates the rails, and A' the ties, to which they are secured in the usual manner.

B are bars arranged parallel with the rails and at any suitable distance outside thereof, as seen in Fig. 1, and they are pivotally connected in any suitable manner at one end to one of the ties, which is extended for that purpose, as illustrated in Fig. 1, the bars being shown as provided with an eye b , engaging an eye c on a bolt C, passed through the tie and provided with an adjusting-nut c' , as seen in all the views. These side bars are upon a slightly-lower plane than the rails, as seen in Figs. 2 and 3, and their other ends are provided with elongated slots c^2 , as seen best in Fig. 3.

D are plates or planks arranged parallel with the ties and between the same near the pivot end of the side bars and resting upon the upper faces of said bars, being secured thereto in any suitable manner, as by the hook-bolts d , as seen in Figs. 2 and 3. Upon the ties upon opposite sides of these plates or planks are the double-inclined blocks E, the object of which is to guide the feet of the animal down upon the plates or plank D.

F are metal plates secured to the ties at the free end of the side bars and provided with holes, in which is journaled the rock-shaft G, the ends of which are formed into crank-arms g and arranged in the elongated slots of the side bars, as seen best in Fig. 3. This rock-shaft is squared between its bearings, and to this portion are secured in any suitable manner the rods or pickets I, which are curved toward the pivot end of the side bars, as seen in all the views.

Normally the gate is down, as seen in Figs. 1 and 2, and the free ends of the side bars are up; but when an animal steps upon either of the plates D it will depress that end and consequently the free end, and the ends of the crank-arms riding in the slots of the side bars will cause the gate to be raised, as shown in Fig. 3. When thus raised, it of course bars

the progress of the animal, which after its disgust turns round and back into the road. It is intended that there shall be a fence, as indicated by dotted lines in Fig. 1, running
5 parallel with the track.

A cattle-guard constructed and arranged as above described can be manufactured at a minimum cost, and with care will last much longer than other forms and require no attention on the part of the railroad company. It
10 is automatic in its action, positive, and reliable.

What is claimed as new is—

1. In an automatic cattle-guard, side bars
15 pivoted at one end, a rock-shaft having loose connection with the other end, plates on the bars near their pivot end, rods or pickets car-

ried by the rock-shaft, and double-inclined blocks on the ties parallel therewith between the rails, as set forth.

2. The combination, with the pivoted side bars and the plates thereon and the gate actuated through connection with the side bars, of double-inclined blocks on the ties upon opposite sides of said plates parallel therewith
25 between the rails and inclined upon the end and sides, as and for the purpose specified.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

JAMES WALTON.

Witnesses:

JAMES A. JULIAN,
HENRY D. BUNCH.