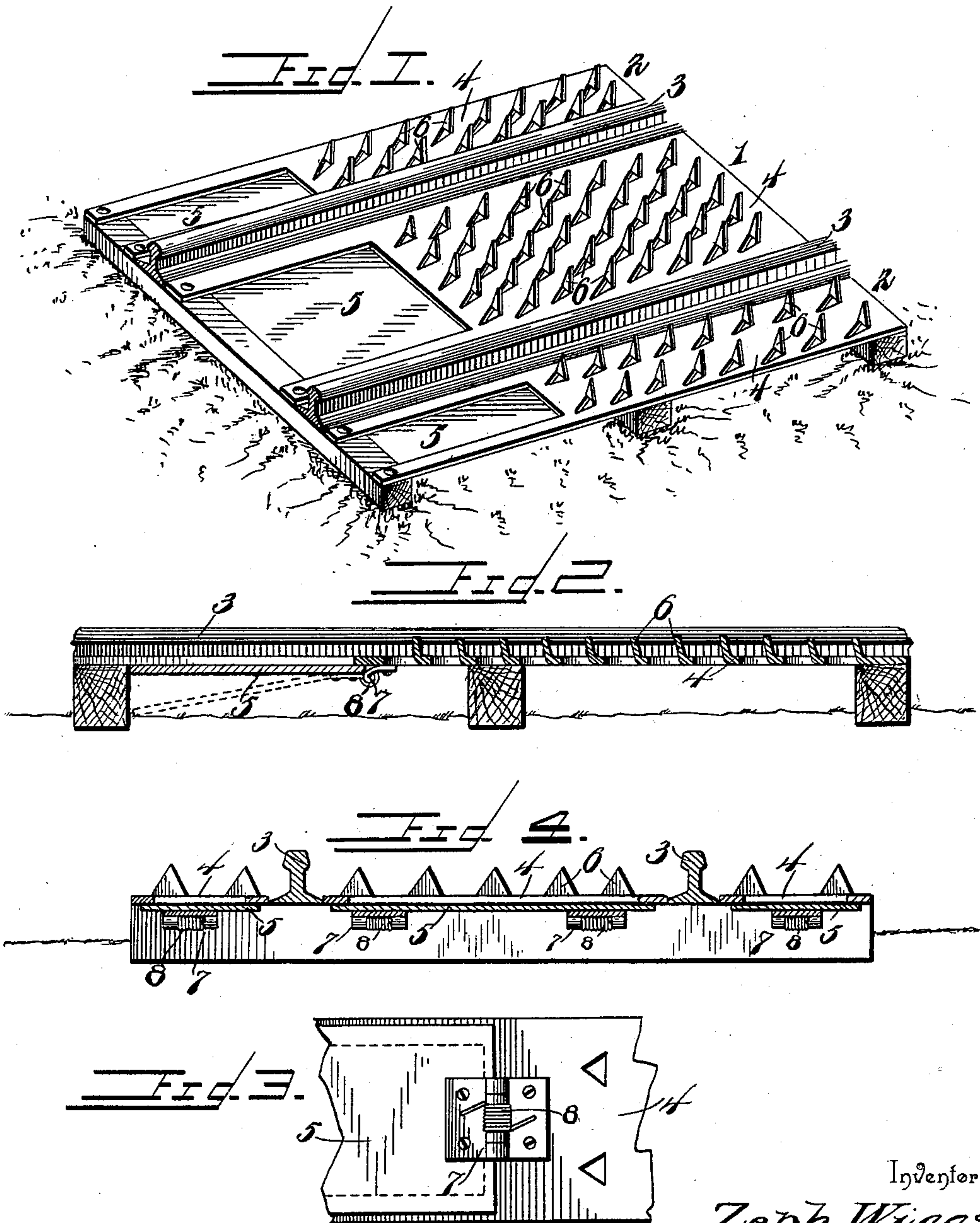


(No Model.)

Z. WIGGS.
RAILWAY CATTLE GUARD.

No. 594,050.

Patented Nov. 23, 1897.



Inventor

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Witnesses

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UNITED STATES PATENT OFFICE.

ZEPH WIGGS, OF DENTON, TEXAS.

RAILWAY CATTLE-GUARD.

SPECIFICATION forming part of Letters Patent No. 594,050, dated November 23, 1897.

Application filed June 28, 1897. Serial No. 642,627. (No model.)

To all whom it may concern:

Be it known that I, ZEPH WIGGS, a citizen of the United States, residing at Denton, in the county of Denton and State of Texas, have
5 invented a new and useful Railway Cattle-Guard, of which the following is a specification.

The invention relates to improvements in railway cattle-guards.

10 The object of the present invention is to improve the construction of cattle-guards and to provide a simple, inexpensive, and efficient one which will effectually prevent stock from passing from one field or inclosure into
15 another by way of a railroad-track, roadway, or the like.

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

In the drawings, Figure 1 is a perspective view of a railway cattle-guard constructed in accordance with this invention. Fig. 2 is a
25 longitudinal sectional view of the same. Fig. 3 is a reverse plan view of a portion of one of the sections of the cattle-guard, illustrating the manner of mounting the springs for supporting the depressible portions or plat-
30 forms normally in a horizontal position. Fig. 4 is a transverse sectional view of the stock-guard.

Like numerals of reference designate corresponding parts in all the figures of the draw-
35 ings.

1 and 2 designate central and side sections of a railway cattle-guard designed to be arranged between the rails 3 and at the outer
40 sides thereof to prevent stock from crossing from one field or inclosure and entering another.

The cattle-guard, although especially designed for use in connection with railway-tracks, may also be employed at other points,
45 if desired. Each section consists of a rigid portion 4 and a hinged platform or portion 5, forming an extension of the rigid portion and adapted to be depressed by stock. The rigid portion 4, which is mounted upon the
50 adjacent cross-ties, is provided with projections or spurs 6, preferably formed by striking triangular portions or tongues up

from a plate of sheet metal or similar material; but obstructions of any other desired character may be employed. The fixed por-
55 tion may also be constructed of separate pieces of material, if desired, and it projects from one cross-tie over the space between the same and the adjacent cross-tie, the inner edge of the depressible platform being
60 connected with the same by hinges 7.

The depressible platform 5, which is constructed with a smooth upper face, is designed to receive the stock, which will step upon the same in preference to treading upon the ob-
65 structions of the fixed portion 4, and when trodden upon the platform 5 will drop between the cross-ties and thereby frighten the stock and prevent them from crossing over the cattle-guard. As soon as the pressure is re-
70 moved from the platform 5 the latter will be returned to a horizontal position by springs 8, preferably mounted upon the pintles of the hinges 7 and engaging the lower face of the platform, as clearly shown in Fig. 3 of the
75 accompanying drawings, but the springs may be mounted in any other suitable manner.

The projecting portion or edge of the fixed part of the cattle-guard is supported by longitudinal bars 9, which extend over the depres-
80 sible platform at the side edges thereof from the said fixed part 4 to the adjacent cross-tie, and they also serve to prevent the cross-ties from slipping laterally and binding against the free edges of the platforms and interfer-
85 ing with the downward movement thereof. The depressible platforms abut against the lower faces of the longitudinal bracing-bars and have their upward movement limited by
90 the same.

This invention has the following advantages:

The cattle-guard is exceedingly simple and inexpensive in construction, and it effectually prevents stock from crossing it.

95 The hinged depressible platforms, which may be arranged at either or both ends of the fixed portions, are adapted to be readily applied to many of the forms of stock-guards in use on railroads, and such combination will
100 avoid discarding many of the surface stock-guards, which are now being removed by railroads from their tracks.

What I claim is—

1. A railway cattle-guard comprising a fixed horizontal portion provided with rigid obstructions, and a smooth depressible platform or portion hinged at its inner end to the fixed portion and forming a continuation of the same, said depressible portion being adapted to drop between the cross-ties when trodden upon by stock, substantially as and for the purpose described.
2. In a device of the class described, the combination with supporting-ties or the like, of a fixed horizontal portion mounted thereon, provided with suitable rigid obstructions and projecting from one of the cross-ties, the rigid longitudinal supporting-bars extending from the projecting edge of the fixed portion to the adjacent cross-tie, and the spring-supported platform hinged at its inner end to the fixed portion, forming a continuation of the same and abutting against the lower faces of the supporting-bars, said platform being adapted to be depressed by stock treading upon it, 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.
- ZEPH WIGGS.
- Witnesses:
R. L. BASS,
CHAS. CAMERON.