

No. 608,426.

Patented Aug. 2, 1898.

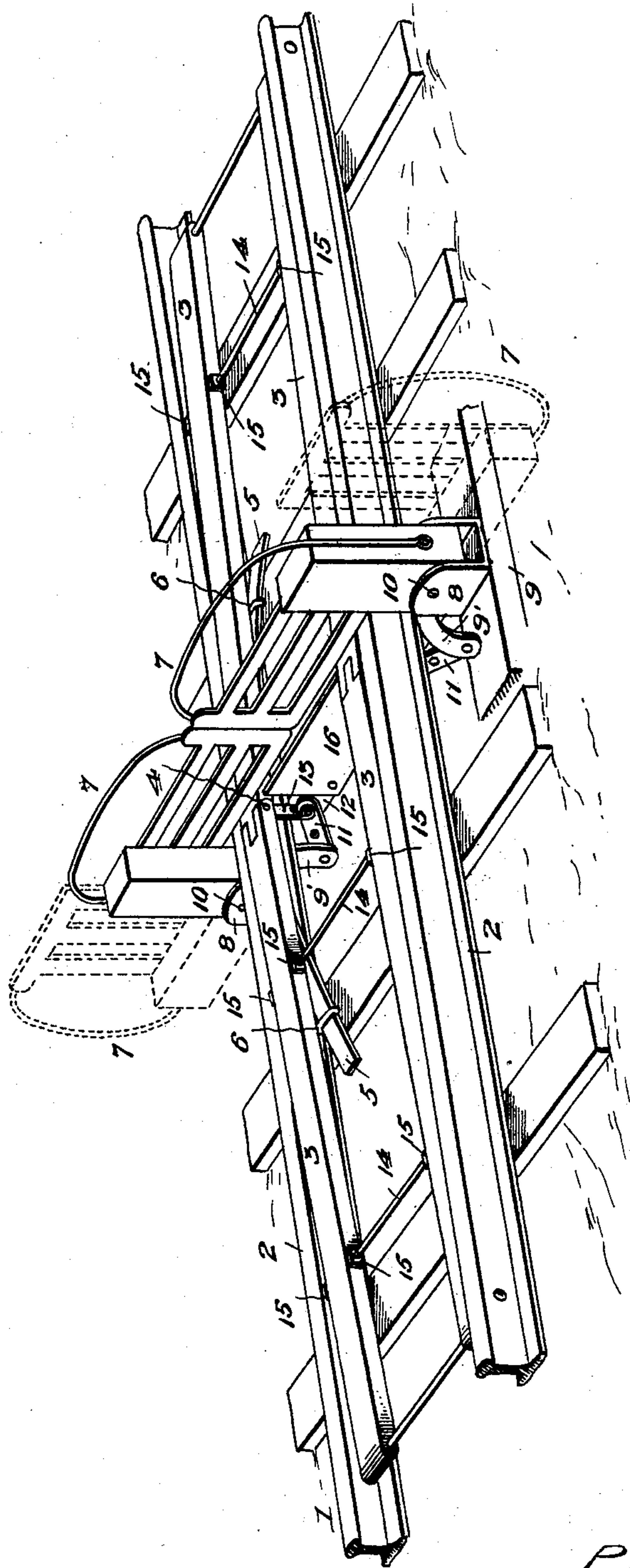
P. H. HAZEL.  
CATTLE GUARD.

(Application filed Jan. 27, 1898.)

(No Model.)

2 Sheets—Sheet 1.

Fig. 1.



Witnesses

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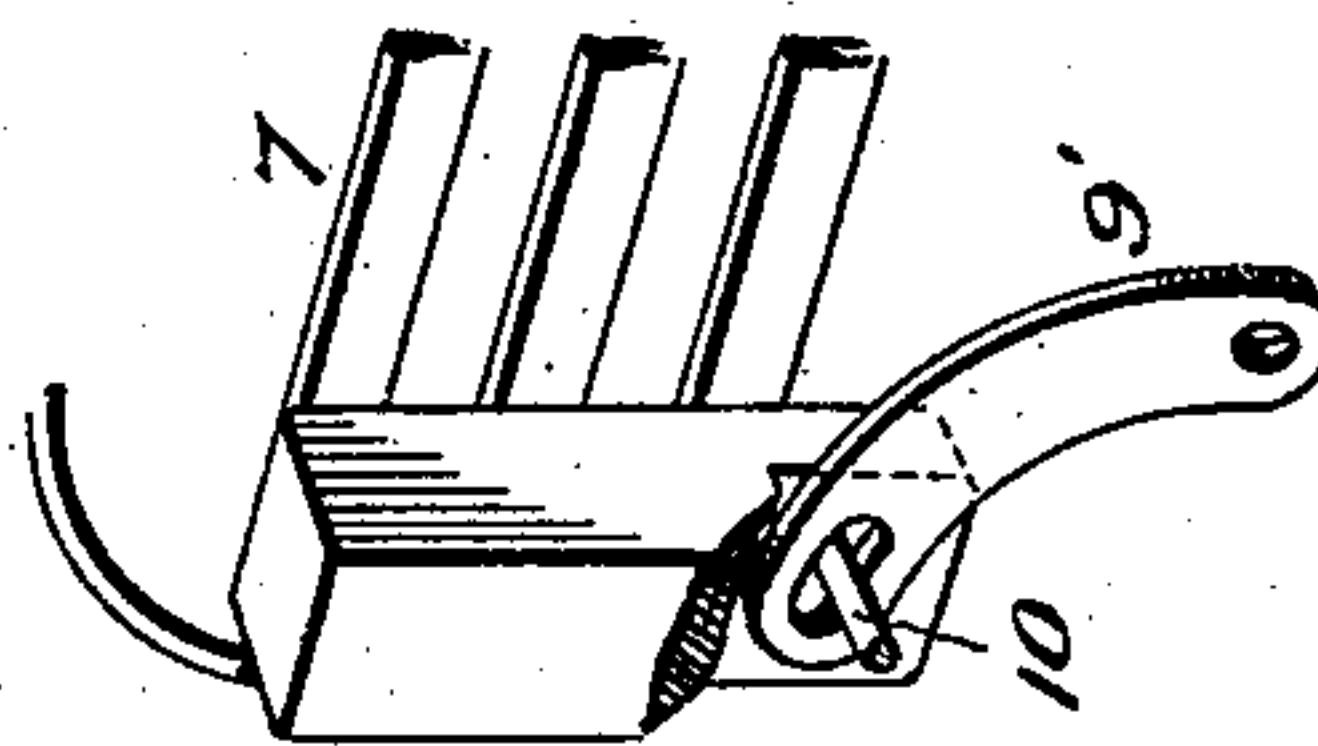
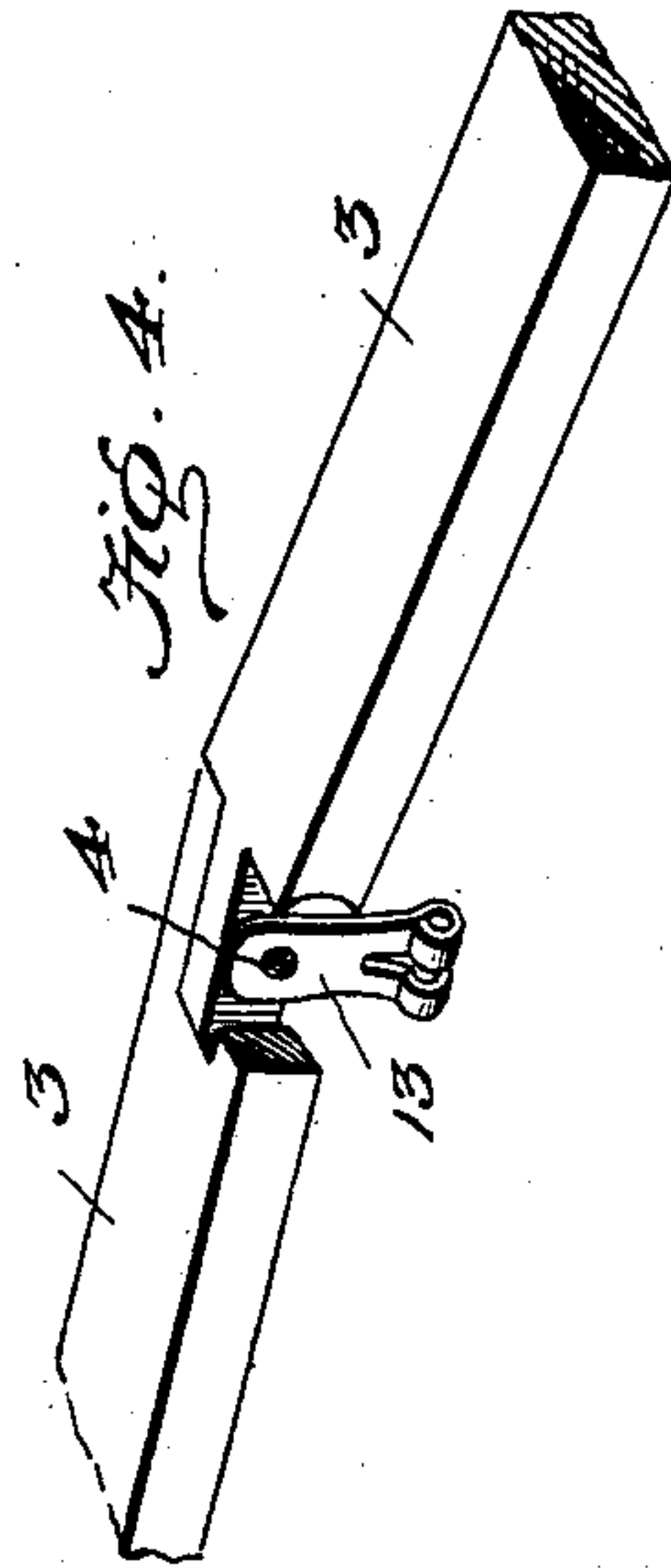
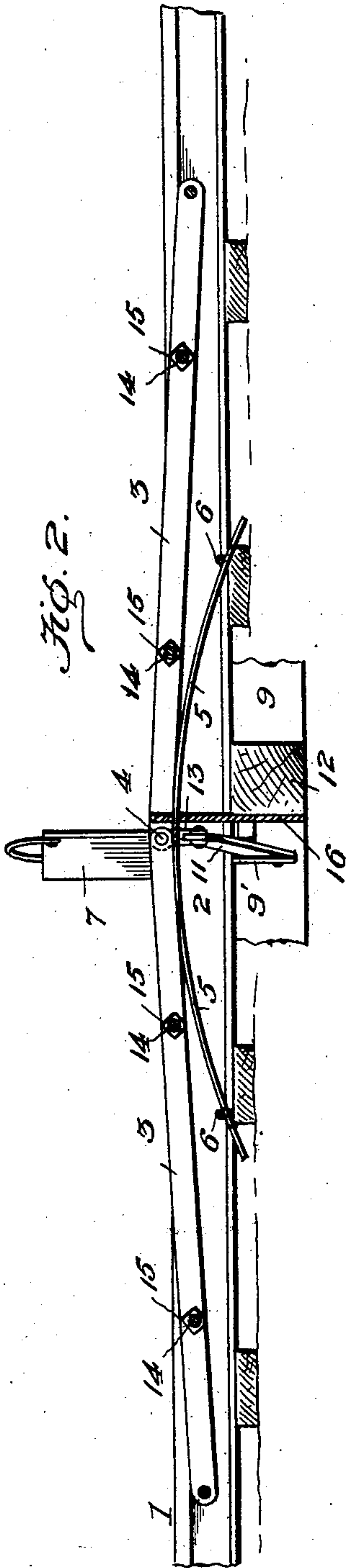
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# UNITED STATES PATENT OFFICE.

PETER H. HAZEL, OF SALEM, ARKANSAS, ASSIGNOR OF ONE-HALF TO B. H. CASTLEBERRY, OF SAME PLACE.

## CATTLE-GUARD.

SPECIFICATION forming part of Letters Patent No. 608,426, dated August 2, 1898.

Application filed January 27, 1898. Serial No. 668,170. (No model.)

*To all whom it may concern:*

Be it known that I, PETER H. HAZEL, a citizen of the United States, residing at Salem, in the county of Fulton and State of Arkansas, have invented certain new and useful Improvements in Cattle-Guards; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention has relation to cattle-guards; and the object of the invention is to provide a simple and inexpensive device of this character by means of which cattle are prevented from wandering up and down the track where the farm or pasture is divided or cut through by a railroad, the construction being such that the moving train will operate the gates of the guard, throw them back and allow the train to pass, and after the train has passed the gates will be closed.

A further object of the invention is to provide means whereby after the gates have been opened and the train is moving along through the gateway the said gates will not be jolted or jarred by the wheels of the cars as they pass over the trip-beams.

With these objects in view the invention consists in certain features of construction and combination of parts, which will be hereinafter fully described and claimed.

In the accompanying drawings, Figure 1 is a perspective view of my improved cattle-guard, showing in full lines the position of the gates when closed and in dotted lines the position when opened. Fig. 2 is a central longitudinal sectional view. Fig. 3 is a detail perspective view of one of the gate-posts, showing the lower end broken away and the engagement of the slotted link with said post; and Fig. 4 is a similar view of the meeting ends of one of the trip-rails, showing a portion broken away to illustrate the connection of the link with said trip-rail.

In said drawings, 1 denotes the railroad-track. To the rails 2 are pivoted the outer ends of the trip-rails 3, jointed at their inner ends, as shown at 4.

5 denotes bow-springs, the ends of which extend through staples 6, secured to the ties of the track, and have a sliding engagement

therewith. The bowed portions of the springs bear against the trip-rails on their under sides immediately below the jointed portions and serve to hold the rails sufficiently elevated to be engaged by the flanges of the wheels of the cars.

7 denotes the gates, the posts of which are pivoted in brackets 8, secured to the supporting-rails 9 of the track.

9' denotes a link, the upper free end of which is slotted and engaged with a transverse pin 10, passing through the lower end of the gate-post. This link has its lower end pivoted to a lever 11, that in turn is pivoted to a cross-piece 12, arranged below the track.

13 denotes a short link which is hung upon a pivot connecting the jointed ends of the trip-rails and has its lower end connected to the inner end of the lever. This short link has a slight lateral movement corresponding to the throw of the inner end of the lever.

It is evident that when the wheels of the locomotive engage the trip-rails said rails will be depressed. This action will throw the gates to the position shown in dotted lines in Fig. 1, and owing to the fact that the slotted link has a slight movement independent of the gates the constant vibration of the trip-rails will not in the least be transmitted to the opened gates. Were these slots not provided every vibration of the trip-rails would be imparted to the gates and cause them soon to become inoperative or damaged to such an extent as to need repair.

In order to adjust the rails with respect to the tread-rails of the track, I provide tie-rods 14, which are provided with threaded ends. Nuts 15 are placed upon the threaded ends at the inner edge and outer edge of each jointed rail, so that said rail may be adjusted laterally to be in position to be engaged by the flanges of the wheels. If desired, a guide-plate 16 may be secured to the cross-rail at a point adjacent to the jointed ends of each trip-rail, which will serve, in addition to the tie-rods, to prevent the coming together of the trip-rails at the jointed portions.

Having thus described my invention, what I claim, and desire to secure by Letters Patent, is—

In combination with the railroad-rails, trip-

rails pivoted thereto at their outer ends, and each consisting of jointed sections connected together by tie-rods, bow-springs arranged beneath the jointed rails and having their  
5 ends projecting through and having a sliding engagement with staples secured to the ties, said bow-springs serving to hold the jointed rails normally in position to be engaged by the wheels of a car, pivoted gates adapted  
10 normally to lie across the track, pivoted levers, links connected to the outer ends of said levers, and having a slotted end that projects through slits in the posts of the gates, a pivot passing through said post and  
15 the slotted ends of said links whereby the

links will have a movement independent of said gates, and short links connected to the inner ends of said levers and extending upwardly and connected by the pivot forming the joints of said trip-rails, said short links 20 having a lateral swinging movement corresponding to the throw of the inner ends of said levers, substantially as set forth.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses. 25

PETER H. HAZEL.

Witnesses:

R. H. CHASE,  
J. W. WOLF.