

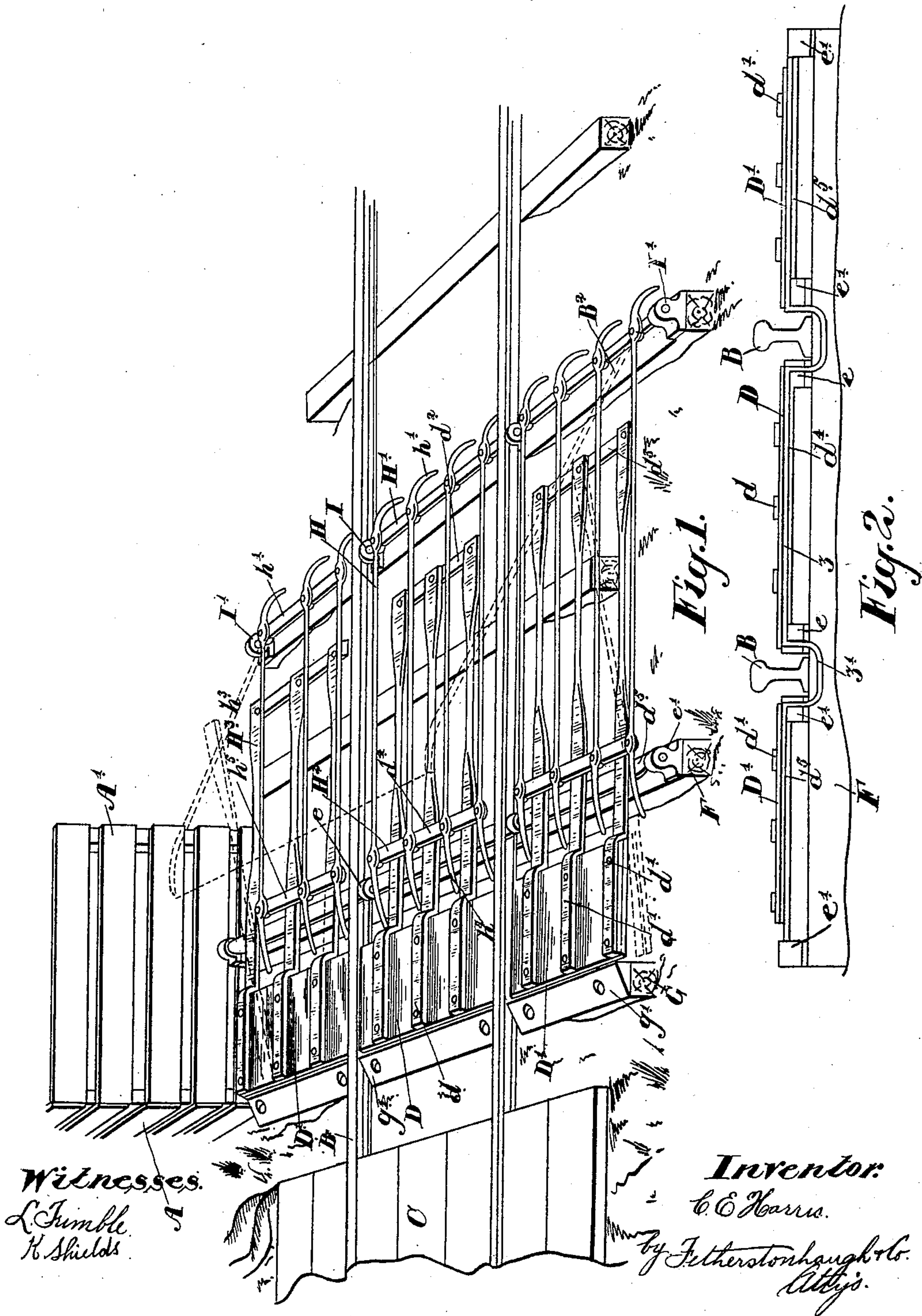
No. 680,377

Patented Aug. 13, 1901.

C. E. HARRIS.
CATTLE GUARD.

(Application filed Feb. 1, 1901.)

(No Model.)



UNITED STATES PATENT OFFICE.

CHARLES ENSIGN HARRIS, OF COOKSVILLE, CANADA.

CATTLE-GUARD.

SPECIFICATION forming part of Letters Patent No. 680,377, dated August 13, 1901.

Application filed February 1, 1901. Serial No. 45,624. (No model.)

To all whom it may concern:

Be it known that I, CHARLES ENSIGN HARRIS, farmer, of the village of Cooksville, in the county of Peel, in the Province of Ontario, Canada, have invented certain new and useful Improvements in Cattle-Guards, of which the following is a specification.

My invention relates to improvements in cattle-guards; and the object of the invention is to devise a simply operated, effective, and comparatively cheap cattle-guard which will absolutely prevent ingress of cattle or horses upon a railroad-track; and it consists, essentially, of a platform or platforms pivoted near the outer end thereof and a barrier or barriers pivoted at the outer end thereof, said barriers being designed to be thrown upwardly on their end pivot by the depression of the outer end of the platform and the consequent raising of the inner end thereof beneath and raising the outer end of the barrier, so as to present raised inner ends to the animal, the parts being arranged and constructed in detail as hereinafter more particularly explained.

Figure 1 represents a perspective view, showing in full lines the normal position of the barrier and in dotted lines the position of the barrier when raised. Fig. 2 represents the cross-section.

A represents the line-fences of a road, which have preferably right-angular projections A', parallel with the railway.

B is the railroad-track, and C the crossing. D is a platform, made of any suitable material and located, preferably, between the rails of the track, and D' D' are corresponding side portions located outside the rails of the track, one to each side of the portion D.

d and d' are bars which are suitably secured to the platforms D and D', respectively, and extend longitudinally substantially parallel to the rails, being connected together at the inner end by the cross-bars d^2 d^3 . The bars d and d' are also connected together intermediate of their length by the cross-bars d^4 and d^5 , respectively, such cross-bars being located, preferably, in proximity to the platforms D and D', with which they are parallel. The ends of the cross-bars d^4 and d^5 are formed in the shape of spindles and are journaled in

suitable bearing-brackets e and e' , respectively, on the cross-sleeper F.

It will be noticed that the platforms D and D' are located over a hollow in the ground, so as to remit the depression of such platform. A cross-sleeper G extends across the track underneath the rails, close to the platforms D and D', such cross-sleepers being preferably provided with inclined face-pieces g and g' , as indicated.

B' represents the ordinary sleepers of the railroad, supporting the rails, and B² the supplemental sleeper, which extends underneath the rails, as indicated.

H is the central barrier, which is formed of the longitudinal bars having the downwardly-curved ends h' and h^2 , as indicated, and cross-bars H' and H². The cross-bar H' is secured by suitable bolts to the longitudinal bars near the ends thereof, and such cross-bar is journaled at the end in suitable brackets I, secured to the cross-sleeper B². The cross-bar H² is secured to the longitudinal bars also by suitable bolts near the inner end thereof. H³ represents the side portions of the barriers, which are similarly constructed, and comprise the longitudinal bars h^3 and the cross-bars h^4 and h^5 , the cross-bars h^5 forming the pivotal cross-bars and being journaled in bearing-brackets I', as indicated.

The platforms D and D' are connected together by the cross-bar 3, which has U-shaped depressions 3', through which the rails extend and which provide for the depression of the three platforms simultaneously.

The operation of the invention is as follows: Upon a cow or horse or other animal attempting to cross onto the tracks it would pass from the crossing C onto one of the platforms D or D' and in so passing would naturally depress the platform, thereby tilting the platform-frame upon its pivotal rods d^5 , thus throwing up the inner end of the platform-frame, and consequently acting upon the outer end of the barriers, so as to raise them, and thus the inner ends of the barriers are thrown upwardly, as indicated in dotted lines, thus presenting a substantial barrier to prevent the ingress of the animal upon the railroad-track. It will be seen that the downwardly-curved ends of the barrier will

prevent anything passing along the track getting caught in the barrier when it is in its normal position, which is, as indicated, beneath the level of the rails.

5 What I claim as my invention is—

In combination in a cattle-guard, a pivoted frame comprising a series of longitudinal bars, a transverse bar connecting said bars at one end and a platform carried by the op-

posite ends of the bars and a second pivoted 10 frame comprising a series of longitudinal bars in staggered relation to the bars of the first frame, the ends of the bars of the second frame being downwardly deflected.

CHARLES ENSIGN HARRIS.

Witnesses:

B. BOYD,

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