

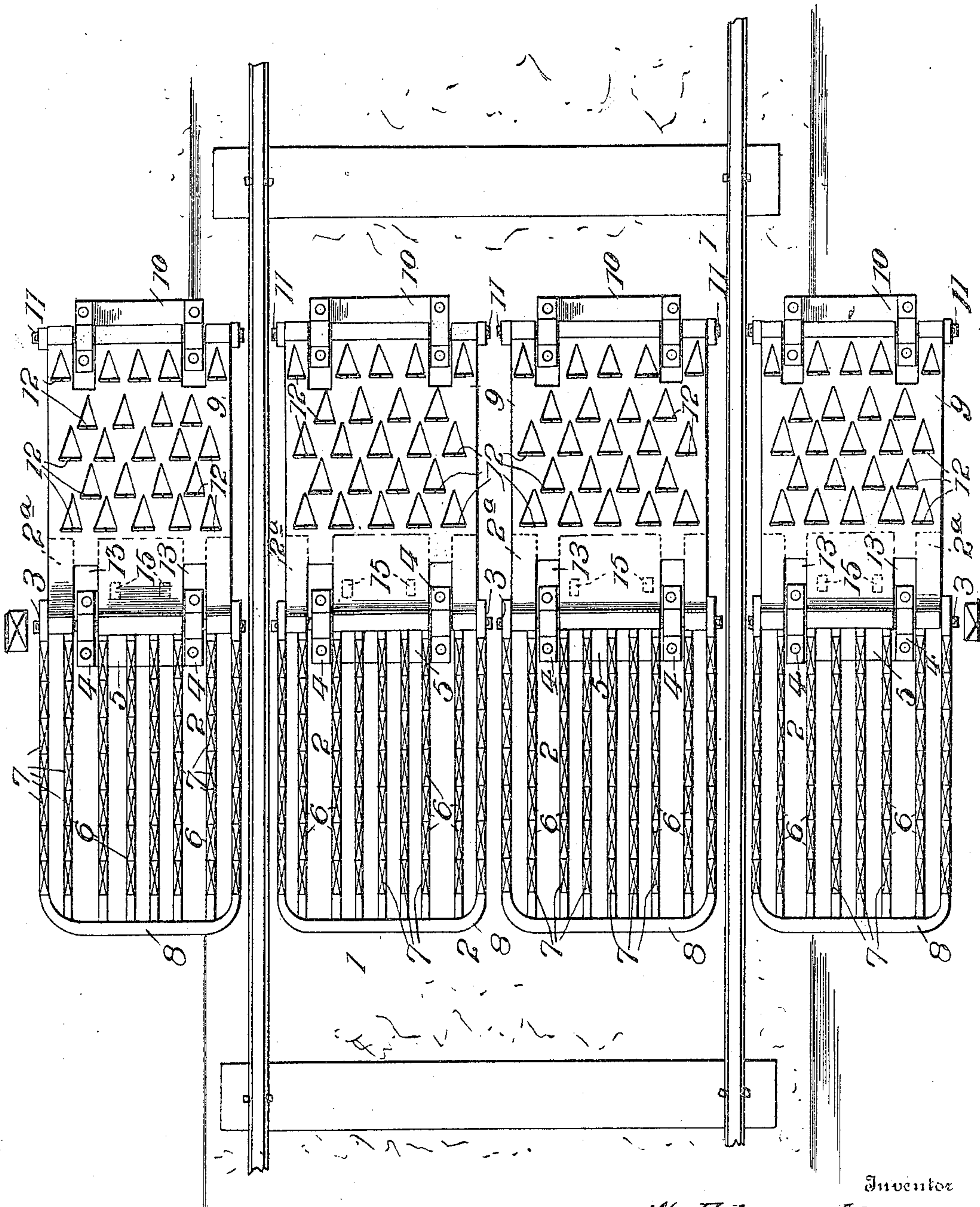
No. 808,522.

PATENTED DEC. 26, 1905.

W. EDWARDS.
CATTLE GUARD.

APPLICATION FILED SEPT. 2, 1905.

2 SHEETS—SHEET 1.



Inventor

W. Edwards

Witnesses

J. M. M. M.
W. H. Woodson

Fig. 1.

By

Thomson, Attorney

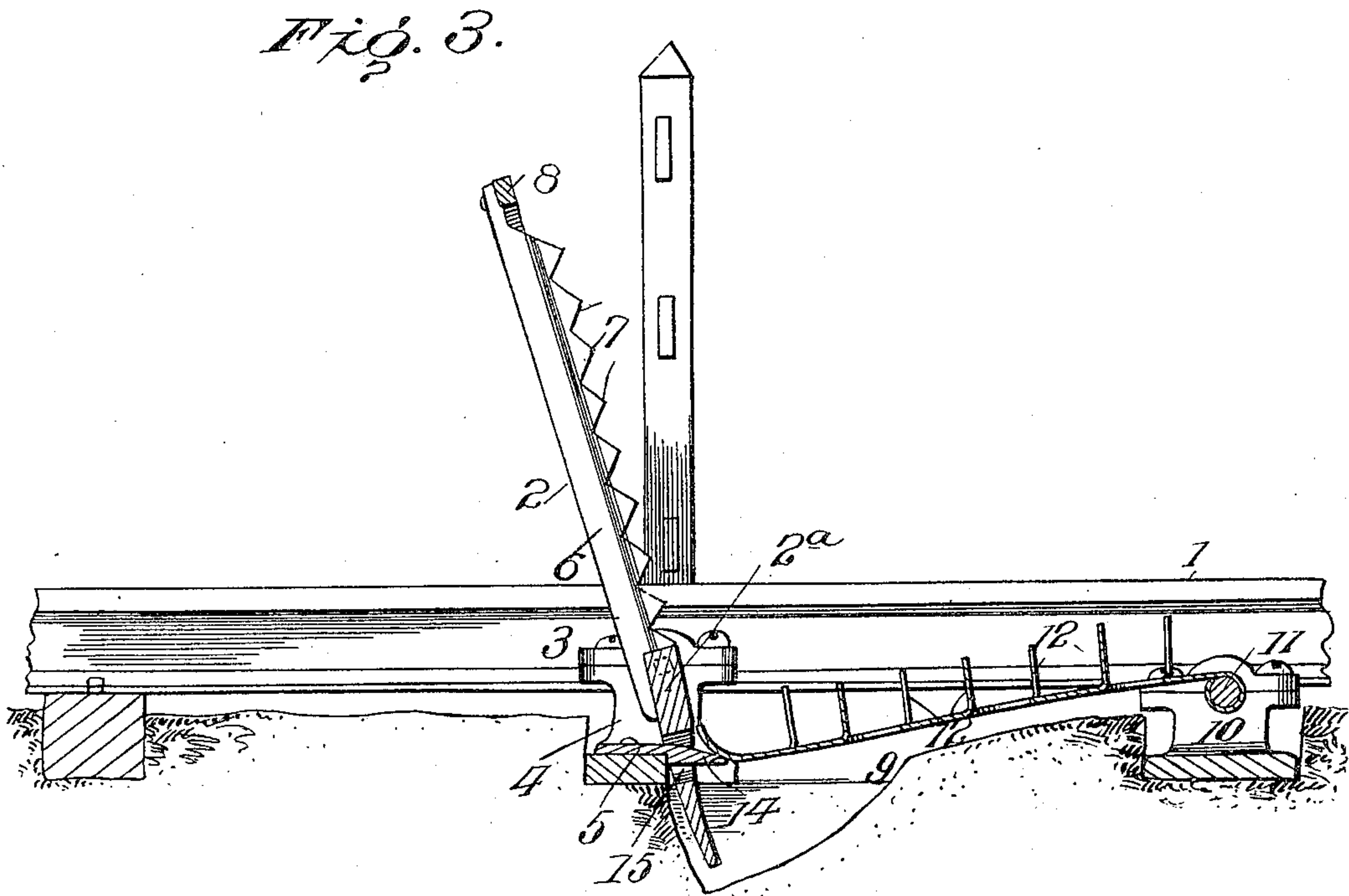
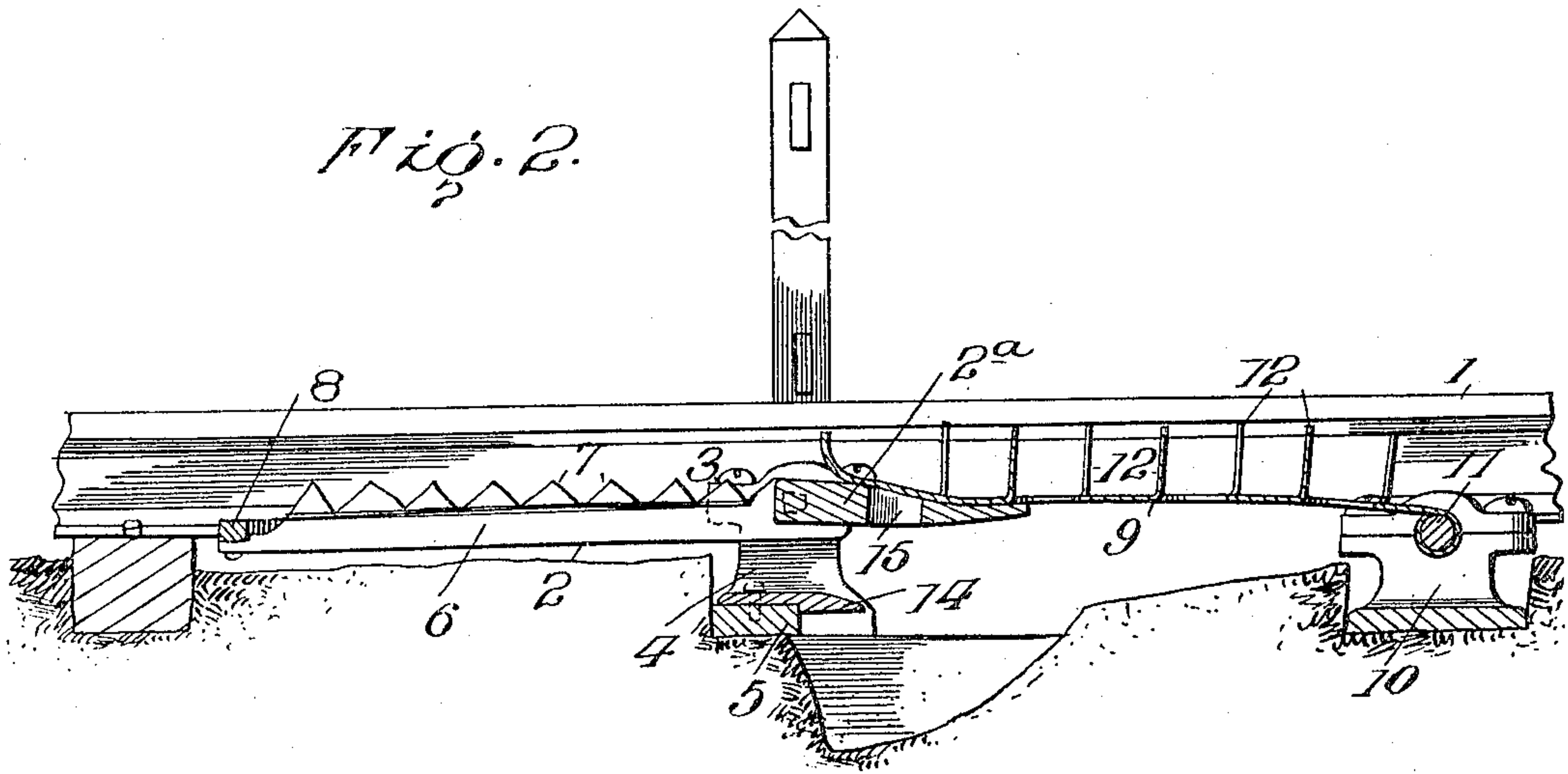
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W. Edwards

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UNITED STATES PATENT OFFICE.

WALTER EDWARDS, OF TURNER, MICHIGAN.

CATTLE-GUARD.

No. 808,522.

Specification of Letters Patent.

Patented Dec. 26, 1905.

Application filed September 2, 1905. Serial No. 276,842.

To all whom it may concern:

Be it known that I, WALTER EDWARDS, a citizen of the United States, residing at Turner, in the county of Arenac and State of Michigan, have invented certain new and useful Improvements in Cattle-Guards, of which the following is a specification.

This invention embodies improvements in cattle-guards of the type used mainly on railroads and embodying, essentially, a gate normally in a horizontal position below the level of the track and adapted to be moved vertically by the cattle as they attempt to pass the guard.

The invention resides, mainly, in the special construction of the guard, including a peculiar gate and movable platform for actuation thereof.

For a full description of the invention and the merits thereof and also to acquire a knowledge of the details of construction of the means for effecting the result reference is to be had to the following description and accompanying drawings, in which—

Figure 1 is a plan view showing the invention as when used on a railway-track. Fig. 2 is a vertical longitudinal sectional view showing the normal position of the guard means. Fig. 3 is a view similar to Fig. 2, the guard having been actuated so as to raise the gate.

Corresponding and like parts are referred to in the following description and indicated in all the views of the drawings by the same reference characters.

In the drawings the numeral 1 designates the track upon which the guard is located, and the gate is indicated at 2.

It will be understood that the guard is preferably composed of sections, two of which are located between the rails of the track and one on the outer side of each rail. Each section of the guard comprises a gate 2, which is pivoted between its ends, as shown at 3, to short vertical standards 4, which project upwardly from a supporting-plate 5, attached to one of the ties of the road-bed. Suitable means, such as spikes, may be utilized to secure the plates 5 to the ties to which they are attached. One end portion of the gate is preferably solid, as shown at 2^a, while the other end portion is composed of spaced longitudinal bars 6, preferably toothed or serrated upon one side, as shown at 7. The bars 6 are secured at one end to the solid end portion 2^a of the gate,

while the other end portions are attached to a U-shaped frame 8, substantially secured to each end of the portion 2^a. The normal position of the gate 2 is horizontal and is such that the same does not interfere with free passage of a train over the track adjacent which the guard is located. The gate 2 is adapted for pivotal movement, however, so as to be raised to assume an approximately vertical position, and for the above purpose a movable platform 9 is pivotally mounted at one side of the gate, being pivoted to a supporting-plate 10, attached to a tie in a manner similar to the manner of securing the plate 5, to which the gate 2 is pivoted. The platform 9 is pivoted at one end, as shown at 11, and the other end portion rests upon the solid end portion of the gate 2. The upper surface of the platform 9 carries a number of vertical projections 12, which are pointed and which are disposed at intervals from the point of pivotal support of the platform to a point some distance from the opposite end thereof. The projections 12 are pointed and are designed to deter the cattle from approaching the guard; but should the cattle step upon the platform 9 at the end portion which rests upon the solid end 2^a of the gate and is not provided with the projections 12 the weight of the animal will depress the platform 9 and the solid end of the gate and effect tilting movement of the gate, so as to raise the bars 6 into an approximately vertical position. The above will of course effectively prevent the cattle or animals from moving in the direction guarded by the gate in a manner which will be apparent.

The platform 9 will of course embody sections which are disposed two between the rails of the track and one on the outside of each rail in order that said platform may properly cooperate with the sections of the guard. The ties across the road-bed to which the plates 5 and 10 are attached will be a couple feet longer than the usual ties employed in order to accommodate the mountings of the guard hereinbefore set forth. The tie to which the plates 5 are secured will be cut away on one side thereof to admit of downward movement of the solid end 2^a of the gate when the latter is actuated, and it is preferred that the platform 9 and the part 2^a of the gate be cut away near the opposite sides thereof, as shown at 13, so that when the parts 9 and 2^a are moved downwardly

the standards 4 will not interfere with such movement, but will admit of the same because of the formation of the spaces at the cut-away portions 13 aforesaid. The downward movement of the part 2^a of the gate is limited, however, by lateral extensions 14 on the plate 5, which pass through openings 15 in this portion of the gate and forms stops to engage the platform 9.

10 Having thus described the invention, what is claimed as new is—

15 In a cattle-guard, the combination of a plate attached to a cross-tie of the track; a gate pivoted between its ends to said plate, a platform pivoted adjacent an end thereof and having its opposite end resting on the

adjacent end portion of the gate to actuate the same, said adjacent end portion of the gate being provided with openings, and projections extending laterally from the plate aforesaid and adapted to pass through the openings in the gate when said gate is tilted by weight on the platform, said projections being adapted further to engage the platform and limit the downward movement thereof.

In testimony whereof I affix my signature in presence of two witnesses.

WALTER EDWARDS. [L. s.]

Witnesses:

WILLIAM M. PRICE,

WELLINGTON EDWARDS.