

No. 886,937.

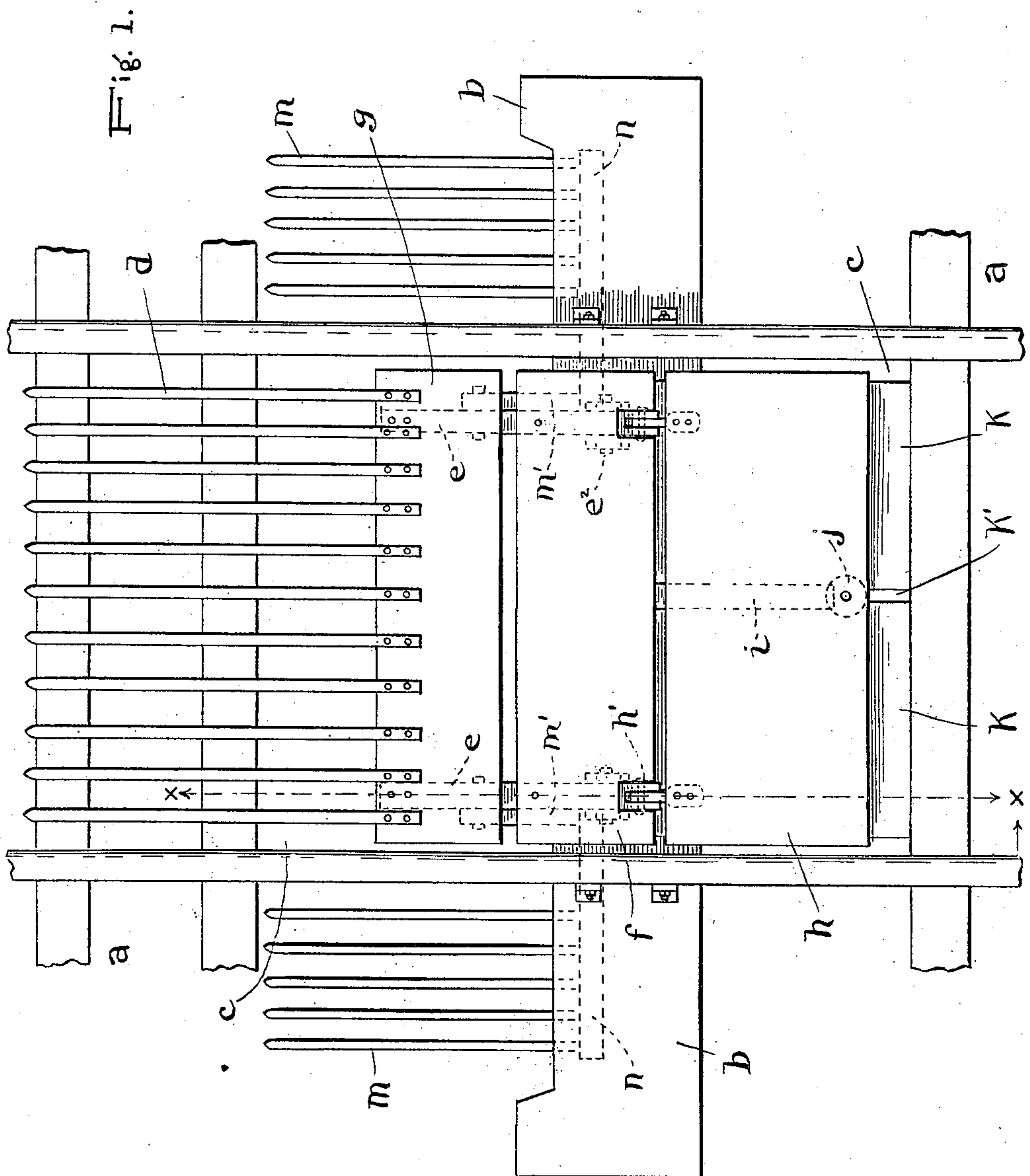
PATENTED MAY 5, 1908.

J. BROWN & W. H. SHELBOURNE.

RAILWAY CATTLE GUARD.

APPLICATION FILED JAN. 27, 1908.

3 SHEETS—SHEET 1.



Witnesses

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George M. Anderson

Inventors

W. H. Shelbourne  
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3 SHEETS—SHEET 2.

Fig. 2.

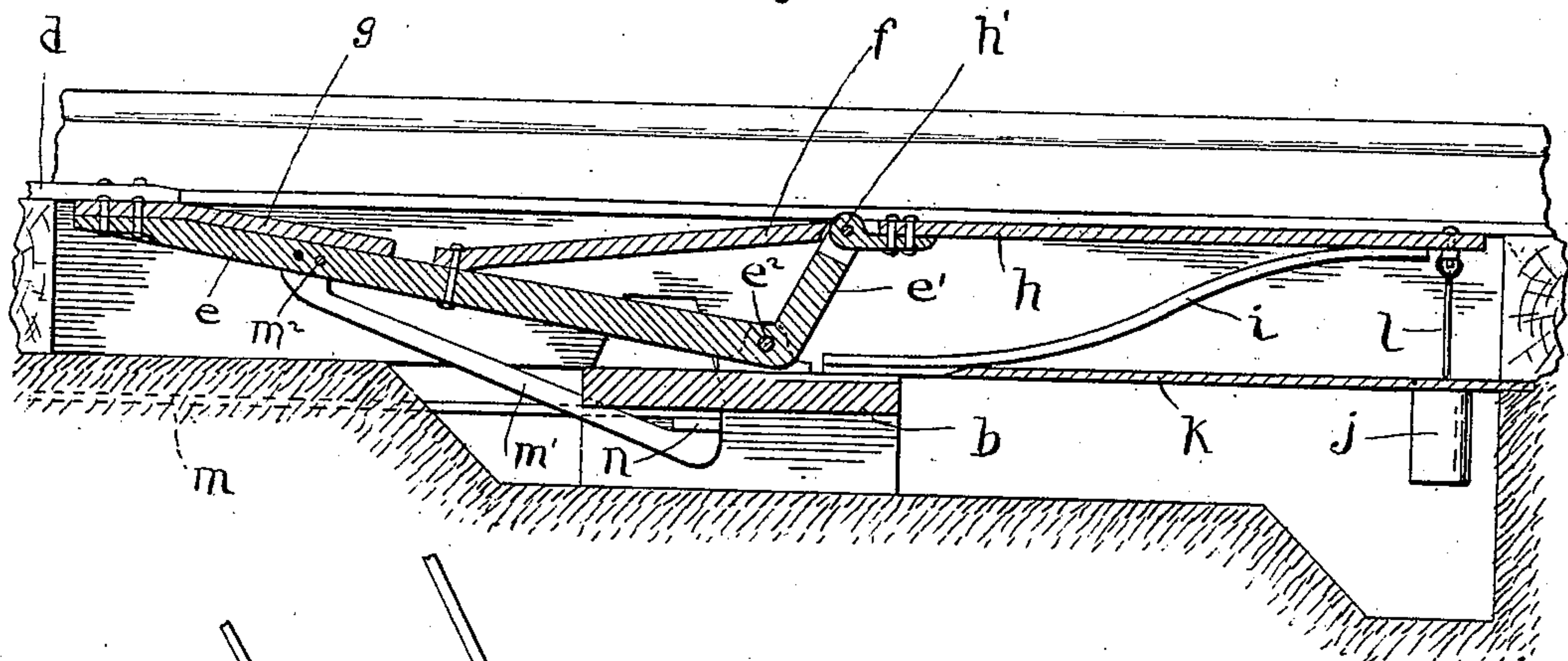
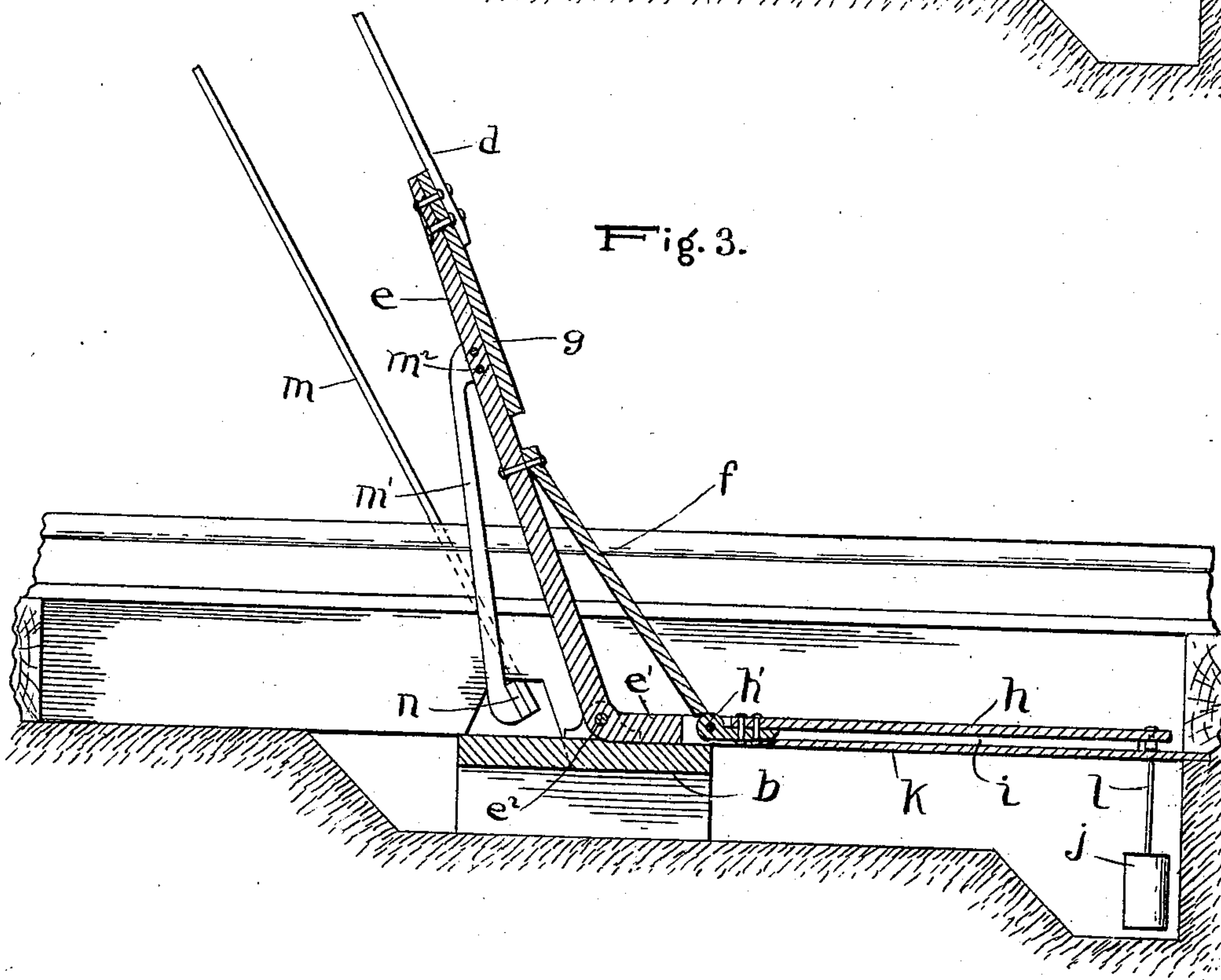


Fig. 3.



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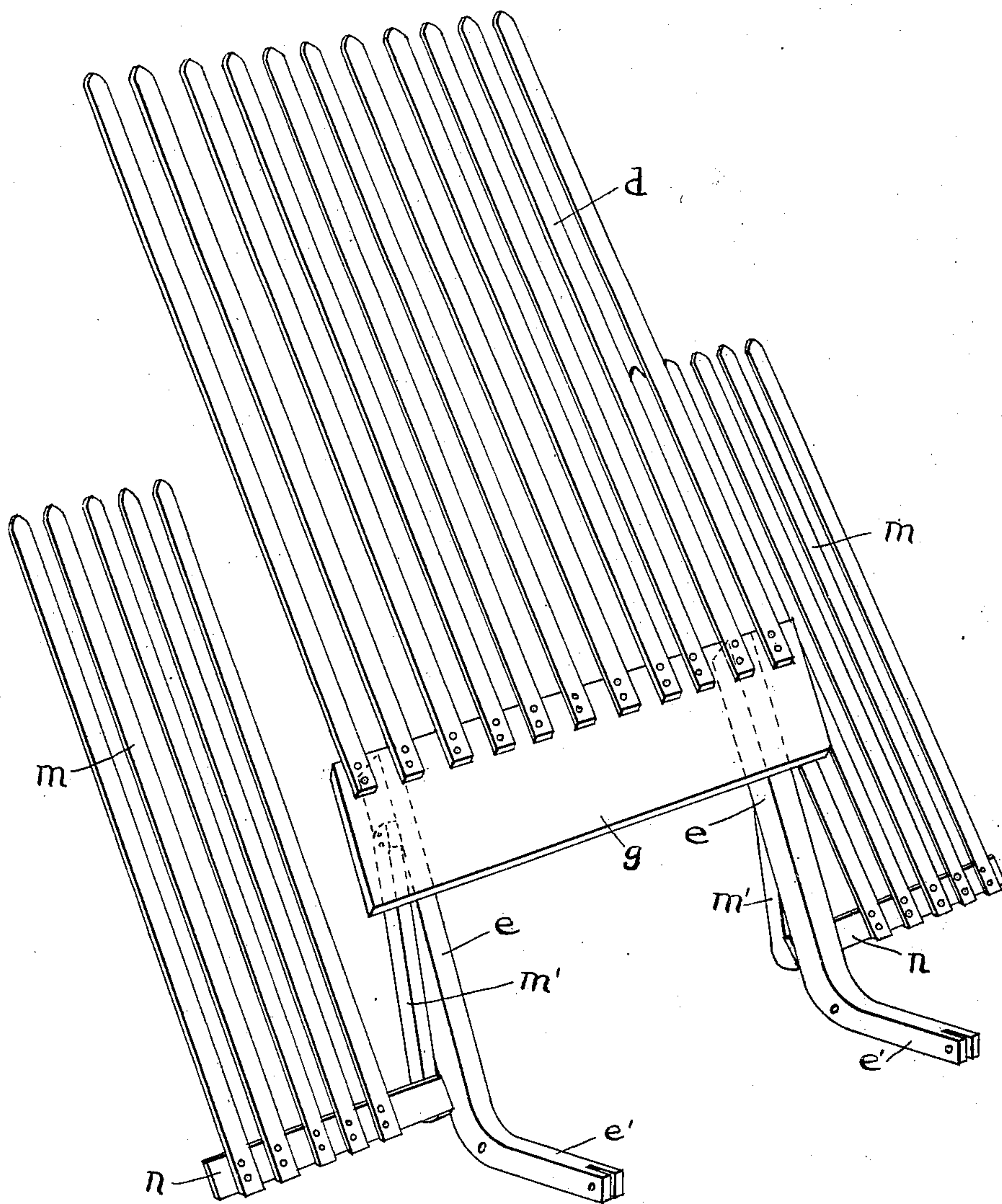
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3 SHEETS—SHEET 3.

Fig. 4.



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# UNITED STATES PATENT OFFICE.

JOSEPH BROWN, OF LIVERMORE, AND WILLIAM H. SHELBOURNE, OF RUSSELLVILLE,  
KENTUCKY.

## RAILWAY CATTLE-GUARD.

No. 886,937.

Specification of Letters Patent.

Patented May 5, 1908.

Application filed January 27, 1908. Serial No. 412,926.

*To all whom it may concern:*

Be it known that we, JOSEPH BROWN, a citizen of the United States, resident of Livermore, in the county of McLean and State of Kentucky, and WILLIAM H. SHELBOURNE, a citizen of the United States, resident of Russellville, in the county of Logan and State of Kentucky, have made a certain new and useful Invention in Railway Cattle-Guards; and we declare the following to be a full, clear, and exact description of the same, such as will enable others skilled in the art to which it appertains to make and use the invention, reference being had to the accompanying drawings, and to letters or figures of reference marked thereon, which form a part of this specification.

Figure 1 is a plan view of one section of the guard in depressed position with hidden parts in dotted lines. Fig. 2 is a section on the line  $x-x$ , Fig. 1. Fig. 3 is a similar view with the guard raised. Fig. 4 is a detail perspective view of the guard proper.

The invention relates to cattle guards for railway tracks, being designed to provide improved means for preventing passage of cattle either way upon such tracks, and it consists in the novel construction and combinations of parts as hereinafter set forth.

In the accompanying drawings, illustrating the invention, one-half of the invention will be shown, it being understood that the two halves are exactly alike but working oppositely, so that cattle attempting to get upon the track from either side will operate one of the guards, which will bar their passage.

In these drawings the letter  $a$ , designates a section of railway tracking and  $b$ , a transverse beam or timber below the ties, which are cut away or omitted adjacent to said timber, leaving a space  $c$ , between the track rails.

$d$ , is the guard, which is provided with frame bars  $e$ , having upturned end portions  $e'$ , said frame bars being pivoted at the angles thereof at  $e^2$ , in rear of the upturned portions, to the beam or timber  $b$ . A transverse plate  $f$ , overlies the upturned portions  $e'$ , of, the frame bars and connects them, the guard  $d$ , proper, consisting of pointed pickets of gate character, being carried by a transverse plate or bar  $g$ , also connecting the frame bars  $e$ .

$h$ , is the table fitting between the rails in the space  $c$ , and having at its rear edge piv-

otal connection with the upturned ends  $e'$ , of the frame bars  $e$ , as shown at  $h'$ . This table is supported in horizontal position by means of a spring device  $i$ , having connection with the timber  $b$ . A weight  $j$ , is suspended from the front of the table, such weight being located below a slot or opening  $k'$ , in a platform  $k$ , below such table, the suspension wire  $l$ , passing through such slot or opening. The slot or opening is smaller than the weight so that the table is kept permanently in horizontal position.

Smaller guards of similar character to the main guard and marked  $m$ , are arranged to be operated with the main central guard  $d$ , at each side thereof to bar the passage of cattle at the sides of the track. Each such guard  $m$ , has an inward extending supporting frame bar  $n$ , located below the track and provided with an upward extension  $m'$ , at its inner end, rigidly secured to one of the frame bars  $e$ , at  $m^2$ . Thus should cattle step upon the track at the point where the guard is located, which is at some place where they are likely or obliged to pass, they will first step upon one of the tables  $h$ , which present outward from the two sections or halves of the guard. The table will be depressed by the weight of the animal and will, through its pivotal connection with the upturned end portions of the frame bars of the guard device, cause such guard to rise in front of and bar the passageway, as shown in Fig. 3 of the drawings. The upturned ends  $e^2$ , of the frame bars are arranged however to contact with the timber  $b$ , before the guard has reached the vertical position, so that when the animal steps off from the table, as it is obliged to do, the guard will fall through its own weight or gravity to normal horizontal position, resting upon the ties. The transverse plate  $f$ , connecting the frame bars  $e$ , and lying in front of the table  $h$ , acts as a guard plate to prevent the animal getting its foot or feet in the space or depression at such point.

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

1. A cattle guard for railway tracks including a support, a vertically swinging gate having supporting side bars hinged to said support and having upturned end portions, a table having pivotal connection at its rear edge with said upturned end portions, and a

spring device for supporting said table in horizontal position, said upturned end portions of the side bars being arranged to have contact with said support before the gate  
5 arrives at vertical position, whereby the gate will fall to normal position through gravity.

2. A cattle guard for railway tracks, including a support, a vertically swinging gate having supporting side bars hinged to said  
10 support, and having upturned end portions, a table having pivotal connection at its rear edge with said upturned end portions, a spring device for supporting said table in horizontal position, lateral guards at each

side of said gate and operating therewith, 15  
said upturned end portions of the side bars being arranged to have contact with said support before the gate arrives at vertical position, whereby it will fall to normal position through gravity. 20

In testimony whereof we affix our signatures, in presence of two witnesses.

JOE BROWN.

WILLIAM H. SHELBOURNE.

Witnesses:

W. E. MOSELEY,

C. F. THOMASSON.