

G. H. DAVIS.
RAILROAD CATTLE GUARD.
APPLICATION FILED DEC. 14, 1911.

1,041,970.

Patented Oct. 22, 1912.

2 SHEETS—SHEET 1.

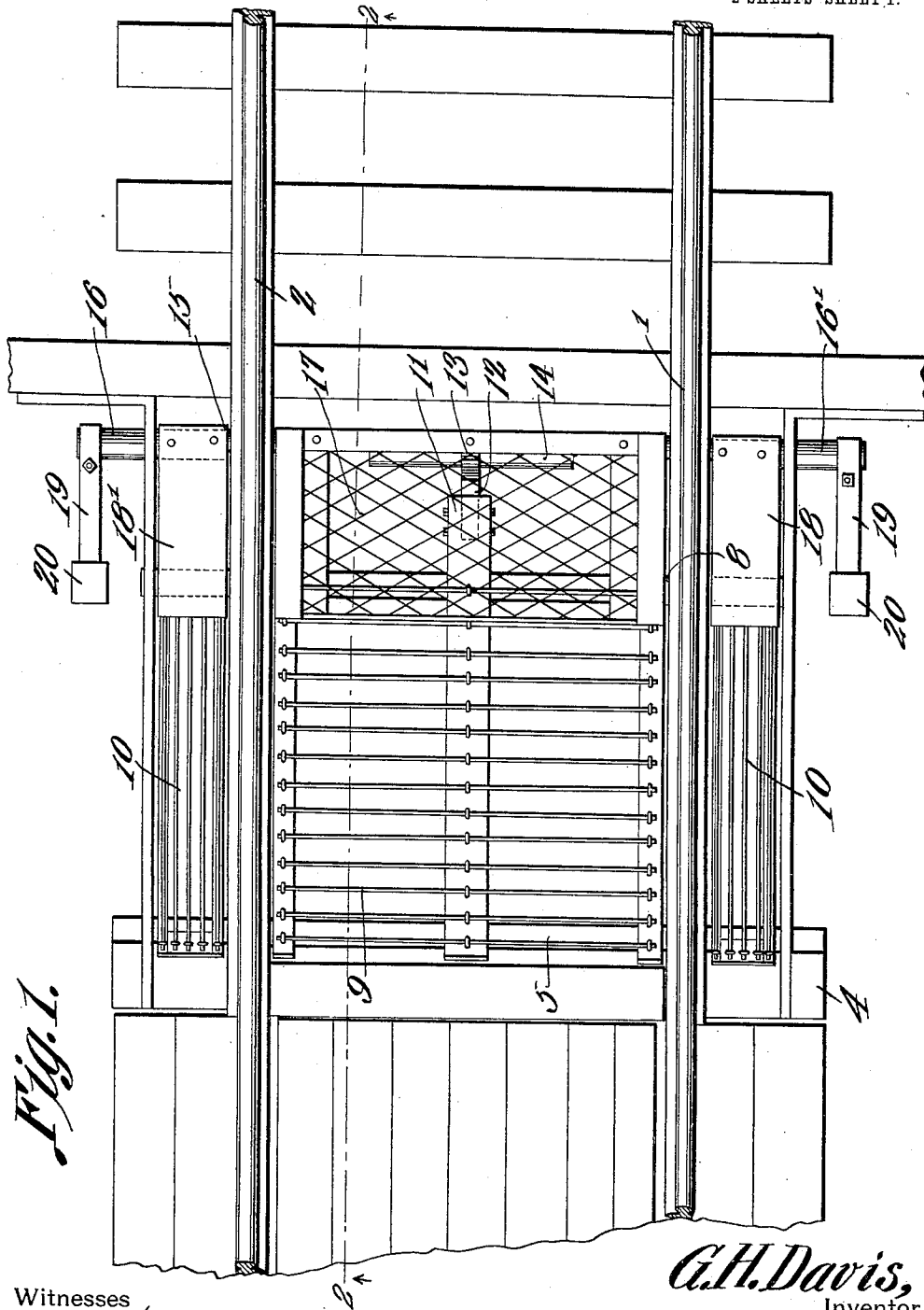


Fig. 1.

Witnesses

J. P. Tomlin
W. H. Martin

G. H. Davis,
Inventor

by

C. A. Snow & Co.
Attorneys

1,041,970.

G. H. DAVIS.
RAILROAD CATTLE GUARD.
APPLICATION FILED DEC. 14, 1911.

Patented Oct. 22, 1912.

2 SHEETS—SHEET 2.

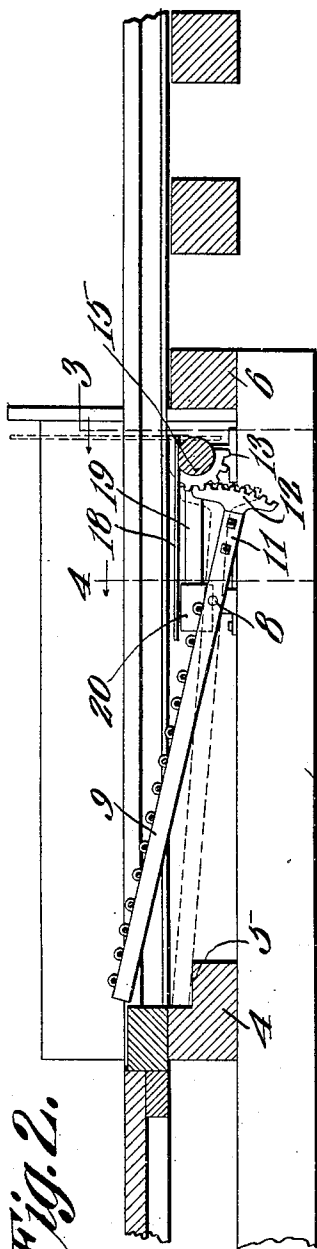


Fig. 2.

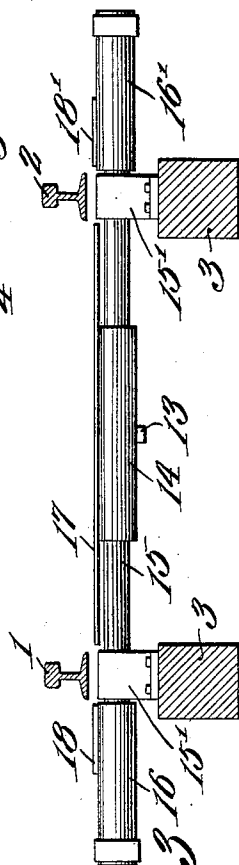


Fig. 3.

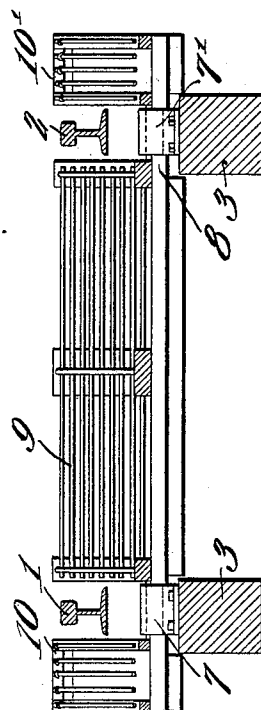


Fig. 4.

Witnesses

J. P. Connelley
Mr. J. Martin.

G. H. Davis,
Inventor

by

C. A. Snow & Co.
Attorneys

UNITED STATES PATENT OFFICE.

GEORGE H. DAVIS, OF SEARCY, ARKANSAS, ASSIGNOR OF ONE-THIRD TO HENRY W. VARNER, OF SEARCY, ARKANSAS.

RAILROAD CATTLE-GUARD.

1,041,970.

Specification of Letters Patent.

Patented Oct. 22, 1912.

Application filed December 14, 1911. Serial No. 665,693.

To all whom it may concern:

Be it known that I, GEORGE H. DAVIS, a citizen of the United States, residing at Searcy, in the county of White and State of Arkansas, have invented a new and useful Railroad Cattle-Guard, of which the following is a specification.

The present invention relates to improvements in railroad cattle guards, the same being a guard adapted to be mounted at various places along the right of way to prevent stock or cattle from walking upon the track, the same being of such construction as readily to be applied without the necessity of producing the ordinary pits as is now the case, and thereby weakening the section or portion of the rail adjacent thereto, the present invention being so constructed as to be readily applied at any point between the rails, and upon each side thereof, by simply removing the ties at such portions and bracing the remaining ties to permit the device to be properly positioned.

A further object of the present invention is the provision of a cattle guard in which two parallel shafts are so mounted, and operably connected together, so that a pivoted treadle mechanism that the cattle may walk upon will actuate the other shaft so as to throw up a guard or panel across the right of way at the track, and thereby prevent the passage of the cattle between the rails or past such panel, all of such mechanism being disposed to be depressed below the tread of the rails when in inoperable position so as not to interfere with the passage of the trains thereover.

With the foregoing and other objects in view, as will appear as the nature of the invention is better understood, the same consists in the combination and arrangement of parts and in the details of construction hereinafter described and claimed, it being understood that changes in the precise embodiment of invention herein disclosed can be made within the scope of what is claimed without departing from the spirit of the invention.

In the drawings:—Figure 1 is a top plan view of a section of the track with the improved cattle guard in operable relation thereto. Fig. 2 is a longitudinal sectional view on line 2—2 of Fig. 1. Fig. 3 is a section taken on line 3—3 of Fig. 2. Fig. 4 is a section taken on line 4—4 of Fig. 2.

Referring to the drawings, the numerals 1 and 2 designate the rails of the system, while 3 designates the longitudinal sleepers that are adapted to be placed below to connect the respective ties 4 and 6, the ties 4 being cut away or recessed as at 5, as and for the purpose hereinafter to be described.

Connected to the upper face of the respective sleepers 3 are the journaling lugs or castings 7 and 7', in which is transversely journaled for rotation the shaft 8, said shaft 8 being of such a length as to extend across and beyond the outer faces of the respective rails, so as to have properly connected thereto the main treadle 9 and its auxiliary treadles 10 and 10', which are connected as shown, so as to normally assume the position as shown in full lines in Fig. 2, the recessed portion 5 of the tie 4 permitting the downward movement of the said treadles operated by the cattle, as will hereinafter appear.

An arm or lever 11 is carried by the main treadle 9 and carries upon its extreme end the toothed segment 12 which is in mesh or gear at all times with the teeth 13 of the roll 14, said roll 14 being keyed upon the transverse shaft 15, which is journaled in the brackets or castings 15' mounted upon the respective sleepers 3 similarly to the brackets or castings 7 and 7'. By this means the shaft 15 is disposed for oscillation as the shaft 8, the extreme ends of said shaft 15 beyond the casting 15' having keyed thereon the rollers 16 and 16'.

Carried by the respective rollers 14, 16 and 16', is the main panel 17 and the two auxiliary panels 18 and 18', the same being adapted to be moved from the full line position of Fig. 2 to the dotted line position thereof when any one of the respective treadles 9, 10 or 10' are depressed by the cattle.

In order to normally hold the parts in the full line position as shown in Fig. 2, the lever 19 is connected to the extreme terminal of the shaft 8 so that the weight 20 carried thereby, and holding the lever down, will exert a pressure upon the said shaft 15 to cause the guards 17, 18 and 18' to lie in the full line position in Fig. 2, thus raising the outer free ends of the respective treadles 9, 10 and 10', so that the approach of the cattle between or upon both sides of the respective rails 1 and 2, and the placing of

their weight upon any one of the said treadles will depress the said treadles to the dotted line position of Fig. 2 and simultaneously elevate the respective guards 17, 18 and 18' to the dotted line position of Fig. 2. By this means the right of way is properly blocked and guarded to prevent the trespassing of the cattle upon the right of way.

- 10 When the cattle guard is in operable relation, the usual guides are disposed so that the cattle in passing over the right of way or the rails upon opposite sides thereof, will be forced to tread upon one of the respective
15 treadles 9, 10 or 10'.

By this arrangement and construction of cattle guard, it is evident that the same may be placed in position without in any way endangering the road-bed. As is the usual
20 custom in forming pits, the longitudinally disposed sleepers 3 being the only means that are carried below the side of the ties in the road-bed, the proper manipulation of the treadles with the rack 12 requiring the
25 minimum amount of space possible for the proper actuation and installation of this cattle guard.

What is claimed is:

- 30 1. A railroad cattle guard, having two parallel shafts mounted transversely of the right of way of a railroad, a guard panel

carried by one shaft, a treadle panel carried by the other shaft, co-acting gears carried by the treadle panel and shaft carrying the guard panel, and a weighted lever connected to the shaft of the guard panel and normally holding the guard panel in lowered position with the treadle panel elevated.

2. A railroad cattle guard, having two parallel shafts mounted transversely of the right of way of a railroad, the ends of said shafts being beyond the rails, a plurality of guard panels connected to the intermediate portion and ends of one of the shafts, a plurality of treadle panels connected to the other shaft between the rails and exterior thereof, a gear carried by the shaft having the guard panels, an arm carried by the central panel of the treadle panels, a toothed segment carried by said arm and engaging the gear of the guard panel shaft, and a weight actuated lever connected to the shaft of the guard panels and normally holding the guard panels depressed and the treadle panels elevated.

In testimony that I claim the foregoing as my own, I have hereto affixed my signature in the presence of two witnesses.

GEORGE H. DAVIS.

Witnesses:

THOMAS R. GENTRY,
WILLIAM BROWNLOW.