

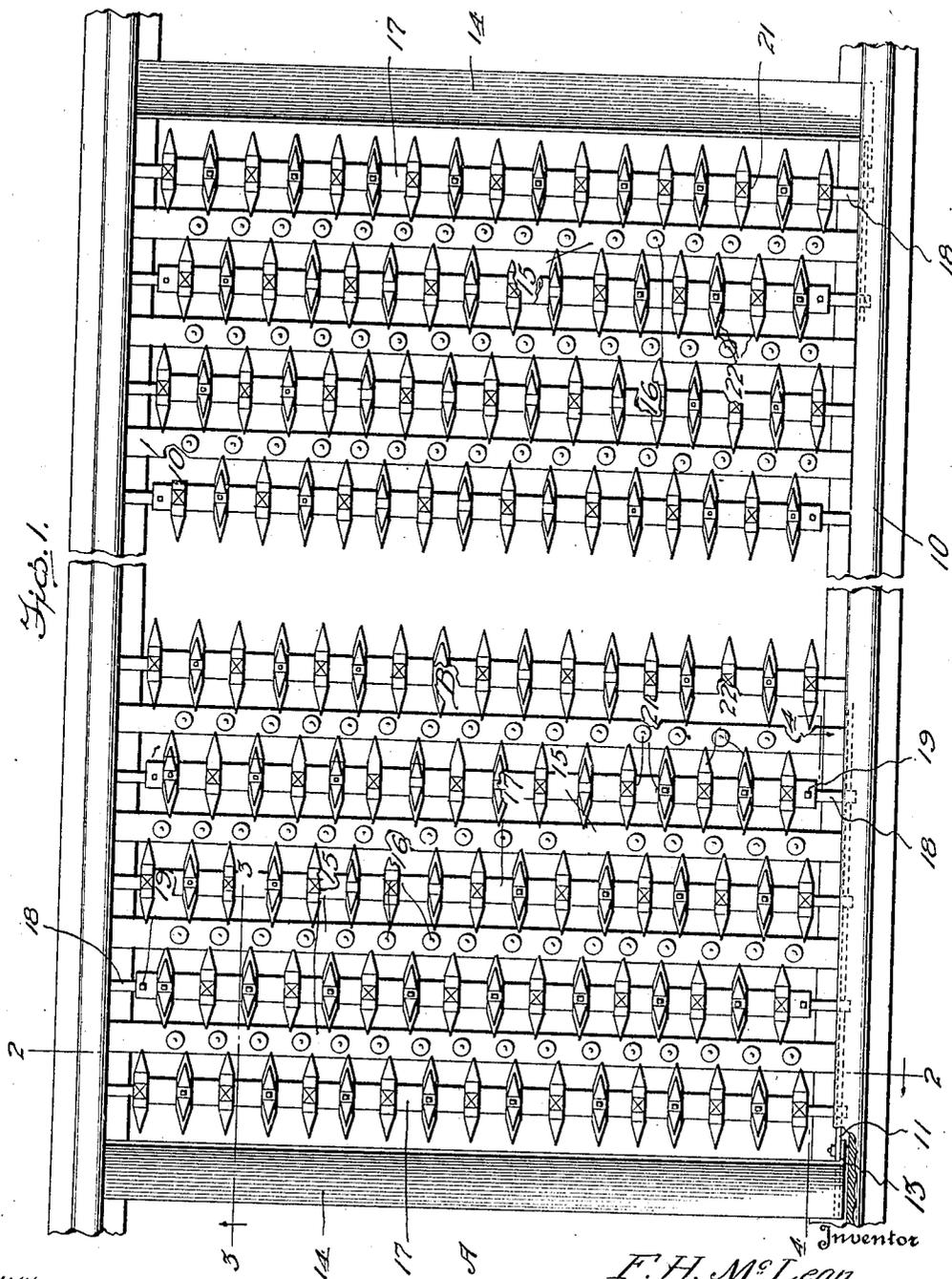
F. H. McLEAN, J. SELINE & B. J. REDDECK.  
CATTLE GUARD.

1,298,527.

APPLICATION FILED MAY 14, 1918.

Patented Mar. 25, 1919.

2 SHEETS—SHEET 1.



Witnesses:

*Paul M. Hunt*  
*E. Hough*

Inventor

*F. H. McLean*  
*John Seline*  
*Bernard J. Reddeck*  
By *Victor J. Evans*  
Attorney

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2 SHEETS—SHEET 2.

Fig. 2.

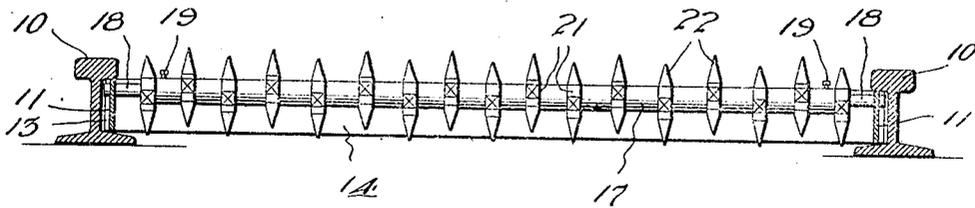


Fig. 3.

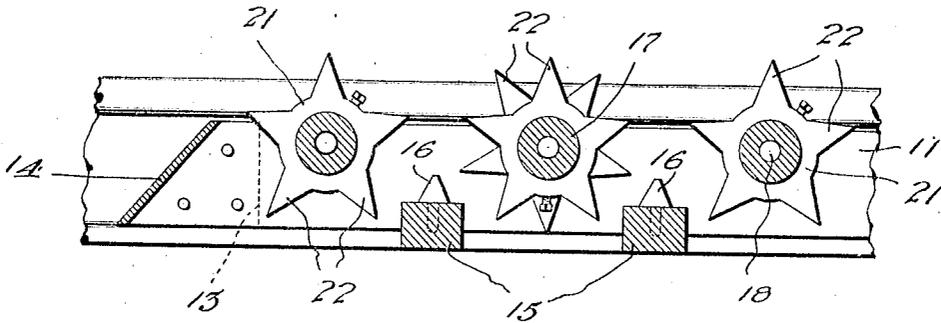
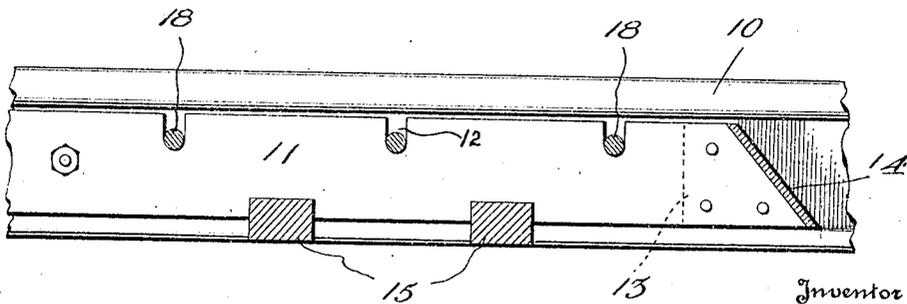


Fig. 4.



Witnesses:

*Paul M. Hunt*  
*E. H. Hunt*

Inventor

*F. H. McLean*  
*John Seline*  
*Bernard J. Reddeck.*

284

*Victor J. Evans*

Attorney

# UNITED STATES PATENT OFFICE.

FRANCIS HAY McLEAN, JOHN SELINE, AND BERNARD J. REDDECK, OF CALGARY,  
ALBERTA, CANADA.

## CATTLE-GUARD.

1,298,527.

Specification of Letters Patent. Patented Mar. 25, 1919.

Application filed May 14, 1918. Serial No. 234,447.

To all whom it may concern:

Be it known that we, FRANCIS H. McLEAN, JOHN SELINE, and BERNARD J. REDDECK, subjects of the King of Great Britain, residing at Calgary, in the Province of Alberta and Dominion of Canada, have invented new and useful Improvements in Cattle-Guards, of which the following is a specification.

This invention relates to a guard which when placed between the rails of a railroad track will prevent animals from straying upon the track or using the track to pass from one field into another.

The primary object of the invention is to provide a guard of this character which may be easily and quickly placed in applied position and embodies a frame to be supported by the track rails and so constructed that the frame may be held against displacement by the bases and heads of the rails.

Another object of the invention is to provide the frame with end rails the arrangement of which is such as to prevent the guard from being damaged by objects depending from trains traveling over the track between the rails of which the guard is mounted.

A further object of the invention is to provide the frame with rollers the construction of which is such that they may co-act with the frame in rendering the application of the rollers to the frame, or their removal therefrom a comparatively easy matter when the frame is in applied position.

With these and other objects in view, the invention resides in the novel combination and arrangement of parts, which will be hereinafter described and particularly pointed out in the claim.

In the drawing:

Figure 1 is a top plan view of a portion of a railroad track to which is shown applied a guard constructed in accordance with the invention.

Fig. 2 is a section on the line 2—2 of Fig. 1.

Fig. 3 is a section on the line 3—3 of Fig. 1.

Fig. 4 is a section on the line 4—4 of Fig. 1.

Like characters of reference denote the corresponding parts throughout the several views in the drawing.

Referring now to the drawing in detail the letter A designates a portion of a railroad track between the rails 10 of which is shown the improved guard B.

The guard B which is intended to lie almost wholly below the tread of the rails 10 when constructed in accordance with the invention includes a rectangularly shaped frame which may be formed from any material suitable for the purpose, although I prefer to employ sheet metal for this purpose. The frame which is supported by the rails 10 comprises a pair of side rails 11 which extend between the heads and the bases of the rails and have formed in their upper edge spaced bearing recesses 12. If desired the rails 11 may be bolted to the webs of the rails 10 to hold the frame against longitudinal movement with relation to the track, although in most instances I find that this is unnecessary. The side rails 11 of the frame are connected at their ends with flanges 13 on the end rails 14 of the frame and these end rails 14 slope upwardly and inwardly of the frame as shown to prevent objects depending from the trains which may pass over the track to which the guard is applied from damaging the guard.

Extending transversely of the frame and resting upon the bases of the rails 10 are cross bars 15 which if desired may be bolted or otherwise suitably secured to the side rails 11 of the frame. The cross bars 15 are provided on their upper faces with spurs and it is preferable that these spurs do not extend above the transverse center line of the frame.

Interposed between the cross bars 15 are rollers 17 provided at their ends with trunnions 18 which extend beyond the side rails of the frame through recesses 12 therein. The trunnions 18 are disposed within openings in the ends of the rollers 17 and are held in adjusted position within these openings by set screws 19 so that the rollers 17 may be readily applied or removed from the frame when the frame is in applied position. Adjustably mounted on the rollers 17 are spaced wheels 21 with the wheels upon one roller out of alinement with the wheels of the rollers upon opposite sides thereof. The rollers 21 do not project above the treads of the rails 10 but are provided on their peripheries with spurs 22 which extend

above the treads of the track rails, but not a sufficient distance to interfere with traffic.

From the foregoing description taken in connection with the accompanying drawing 5 it is apparent that a guard for use in connection with railroad tracks has been provided wherein a roller holding frame has been provided which is so constructed that it may be supported by the track rails and 10 held against displacement thereby although not directly connected with the rails.

Having thus described our invention what is claimed as new is:

A cattle guard for railway tracks comprising a rectangular frame having its side 15 members adapted to be supported between

the heads and bases of the rails, cross bars extending across the frame and having their ends secured to the side members and adapted to rest on the bases of the rails, spurs carried by the upper faces of said bars, said side members having spaced notches therein, rollers having openings in their ends, trunnions detachably and adjustably held in said openings and engaging the notches, 25 wheels adjustably mounted on the rollers and spurs on said wheels.

In testimony whereof, we affix our signatures.

FRANCIS HAY McLEAN.  
JOHN SELINE.  
BERNARD J. REDDECK.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."