

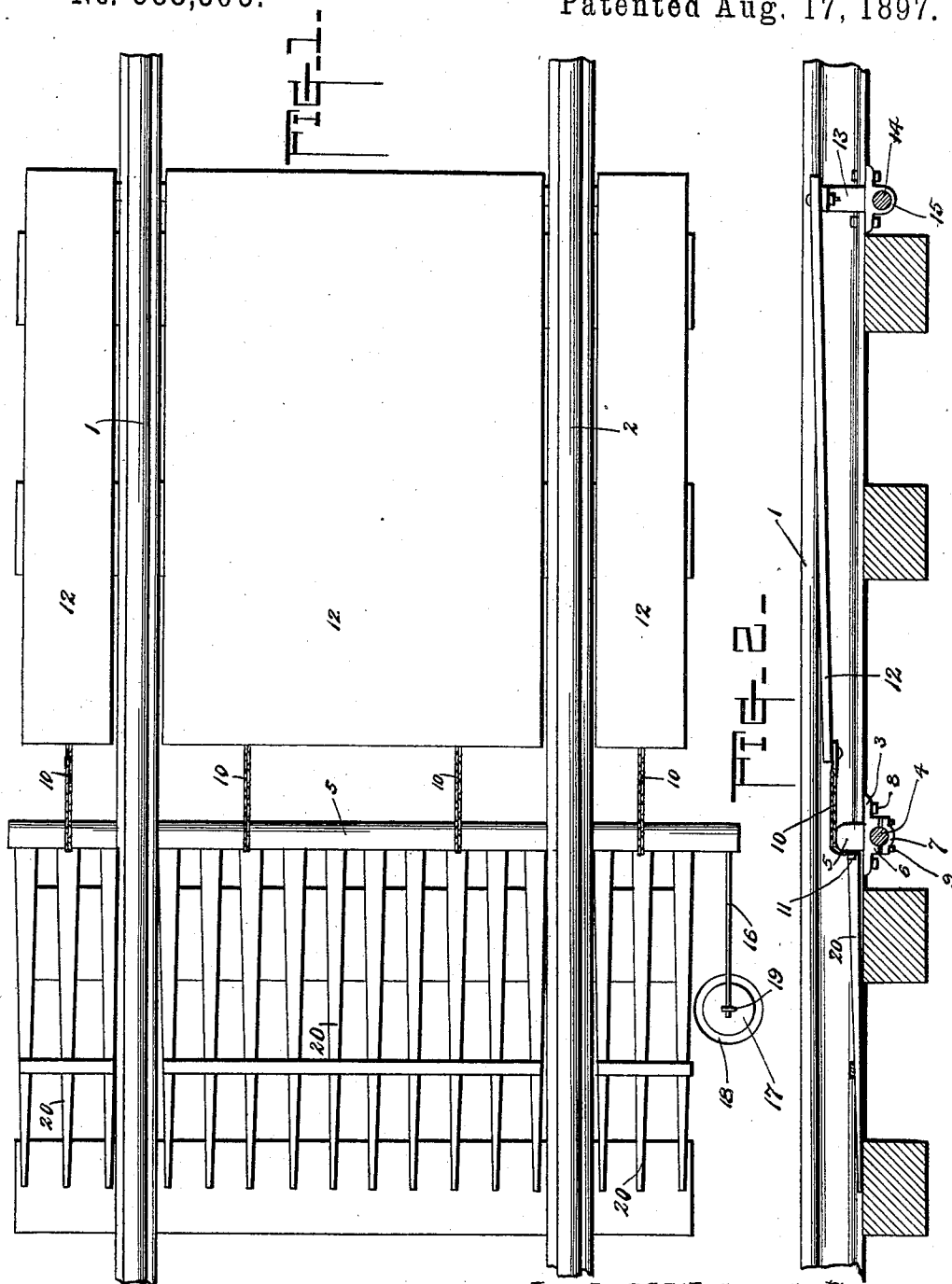
(No Model.)

2 Sheets—Sheet 1.

J. M. WESTMORELAND & B. STRANGE.
RAILWAY CATTLE GATE.

No. 588,303.

Patented Aug. 17, 1897.



Witnesses
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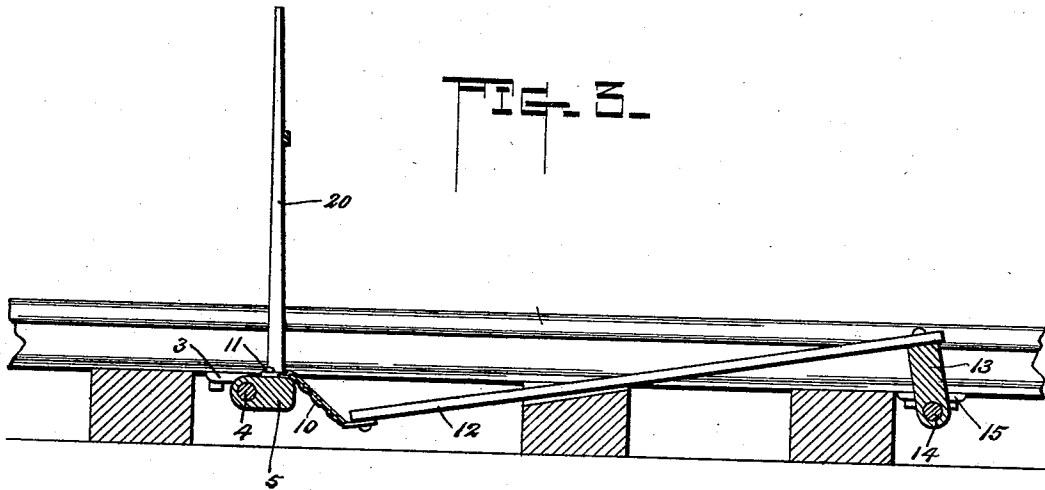
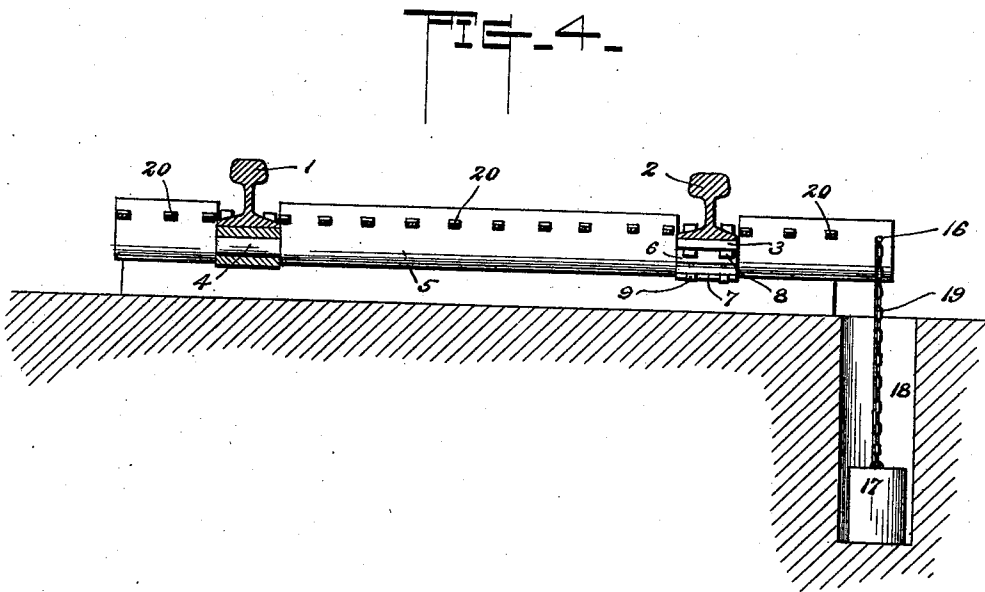
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2 Sheets—Sheet 2.

J. M. WESTMORELAND & B. STRANGE.
RAILWAY CATTLE GATE.

No. 588,303.

Patented Aug. 17, 1897.



Witnesses
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UNITED STATES PATENT OFFICE.

JOSEPH M. WESTMORELAND AND BENJAMIN STRANGE, OF ADA, TEXAS.

RAILWAY CATTLE-GATE.

SPECIFICATION forming part of Letters Patent No. 588,303, dated August 17, 1897.

Application filed April 24, 1897. Serial No. 633,738. (No model.)

To all whom it may concern:

Be it known that we, JOSEPH M. WESTMORELAND and BENJAMIN STRANGE, citizens of the United States, residing at Ada, in the county of Montgomery and State of Texas, have invented certain new and useful Improvements in Railway Cattle-Gates; and we do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

Our invention relates to improvements in automatic cattle-gates; and the object is to provide a simple, reliable, and effective device of this class.

To this end the invention consists in the construction, combination, and arrangement of the device, as will be hereinafter more fully described, and particularly pointed out in the claim.

In the accompanying drawings the same reference-characters indicate the same parts of the invention.

Figure 1 is a top plan view of a gate embodying our invention. Fig. 2 is a longitudinal section of the same on the line of one of the railroad-rails. Fig. 3 is a similar view taken on a line between the rails and with the gate elevated or closed. Fig. 4 is a transverse section.

1 and 2 represent the railroad-rails, and 3 3 represent bearing-blocks clamped to the bottom flanges of the rails to secure the cylindrical journals 4 4 of the transverse shaft 5. These bearing-blocks 3 consist of a plate 6 and a cap 7, through which the claw-bolts 8 8 pass to secure the bearing to the rail.

9 9 represent set-screws passing through the cap 7 to adjust the bearing for wear.

The shaft 5 is cam-shaped in cross-section, as shown; and the chains 10 10 pass over the cam-shaped face and are fastened to the bolts 11 11, while the opposite ends of said chains extend under and are secured to the contiguous free ends of the platforms 12 12, the rear ends of which are provided with a cross-brace 13, through which a common shaft 14 passes, and this shaft is mounted in the usual bearing-boxes 15 15.

16 represents a radial horizontal arm fixed on the shaft 5, and 17 represents a weight extending into a well-hole 18, connected to the outer end of said arm by a chain 19.

20 20 represent the gate-panels, fixed to the shaft 5, and in their normal position extend parallel with, between, and on each side of the rails, as shown in Fig. 1.

The operation of the device is very simple and affords an unobstructed passage for the trains, but when the cattle are crossing the track at this point the weight of the animal will depress the platforms 12, and thereby throw the gate-panels into an approximately vertical position and form a barrier to their traveling along the line of the track. After an animal has left the platform the weight restores the gate-panels to their horizontal position.

Although we have specifically described the construction and relative arrangement of the several elements of our invention, we do not desire to be confined to the same, as such changes or modifications may be made as clearly fall within the scope of our invention without departing from the spirit thereof.

Having thus fully described our invention, what we claim as new and useful, and desire to secure by Letters Patent of the United States, is—

An automatic cattle-gate for railways, comprising the bearing-blocks 3 3, adjustably secured to the bottom flanges of the rails, the cam-faced shaft 5, provided with the cylindrical journals 4 4 mounted in said blocks, the gate-panels 20 20 and the radial arm 16 fixed to said shaft, and the weight 17 secured to said arm by the chain 19, in combination with the platforms 12 pivoted at one end to the fixed shaft 14, and the chains 10 connecting said shaft 5 and the free ends of said platforms, substantially as shown and described.

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

JOSEPH M. WESTMORELAND.

BENJAMIN STRANGE.

Witnesses:

A. R. BENNICK,
JAS. G. WILLIAMS.