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R.R. Cattle Gate.

No. 119,178.

Patented Sep. 19, 1871.

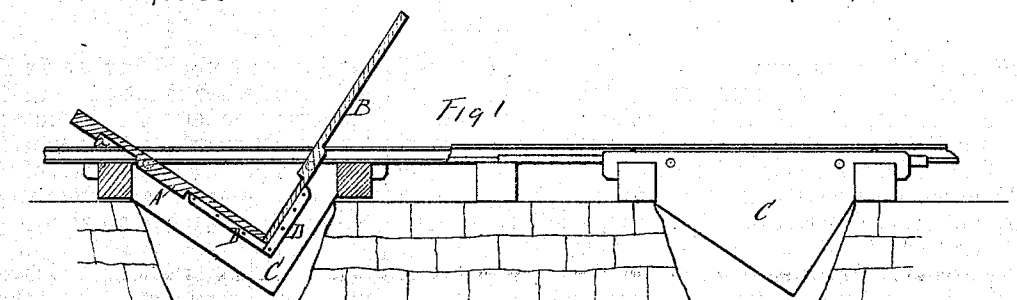


Fig 2

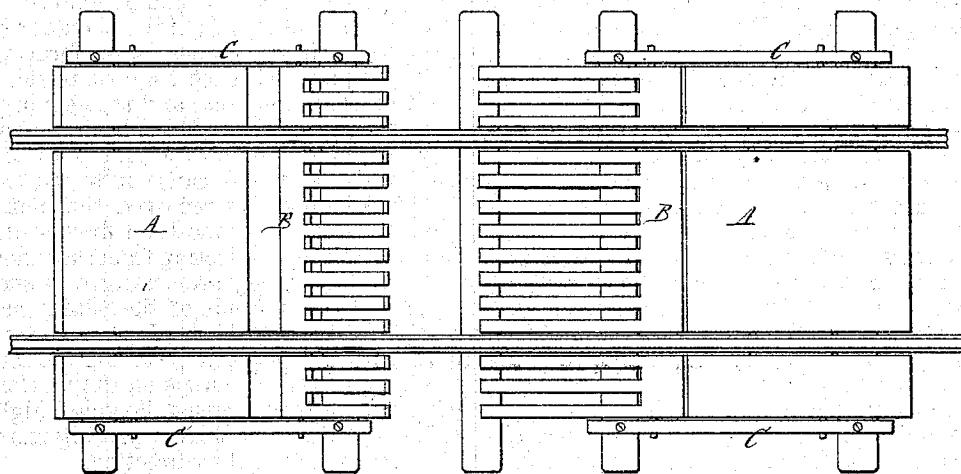
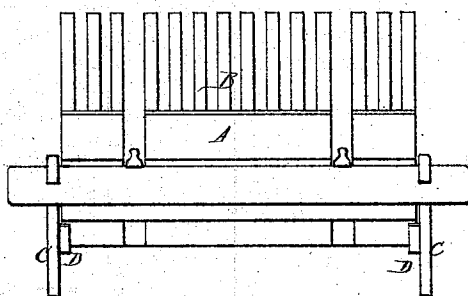


Fig 3



Witnesses.

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UNITED STATES PATENT OFFICE.

WILLIAM A. PUGH AND JAMES F. BIGGER, OF RUSHVILLE, INDIANA.

IMPROVEMENT IN RAILWAY CATTLE-GATES.

Specification forming part of Letters Patent No. 119,178, dated September 19, 1871.

To all whom it may concern:

Be it known that we, WILLIAM A. PUGH and JAMES F. BIGGER, of Rushville, in the county of Rush and State of Indiana, have invented a new and valuable Improvement in Stock-Guards; and we do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawing making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawing is a representation of a side elevation and section of this invention. Fig. 2 is a plan view. Fig. 3 is an end view of the same.

This invention has relation to stock or cattle-guards for railroads and for other purposes; and consists in the construction and novel arrangement of devices, hereinafter described, designed to operate in such a manner as to raise obstacles to the progress along the track of cattle or animals passing from side to side thereof.

The contrivance in which this invention is embodied is arranged on the line of the railroad track, and should be about fourteen feet in length and from twelve to eighteen inches wider than the track, so that the transverse fence, which should extend to the sides of the contrivance, will avoid collision with the passing cars.

The main portions of this invention are the platforms A, guards B, and side arms C, with platform and guard-stops D.

The whole contrivance is designed to be of cast or wrought-iron, as the most suitable material, although wood will answer the purposes of the invention, and of about the following dimensions, viz.: platforms, each four feet long; guards, each three feet long—making the entire length of the machine fourteen feet. It has a rectangular form and is supported on the cross-ties of the track, which are laid in accordance with the peculiarities of the invention. The platform should be about from one-half to three-fourths of an inch thick, fluted transversely, and perforated. The perforations answer two purposes—to lighten the platforms and let water through them. The trans-

verse fluting forms a foothold for the animal standing on the platform when it tilts, so that it can retreat. A groove, *a*, is left near the outer end of each platform, underneath, to form a bed for the ties supporting them. The inner end of the platform overlaps the guard to an extent to elevate the inner end of the latter to an almost perpendicular position when the platform is tilted. For this purpose, and to make the upper surfaces even, the platform is cut out underneath and the guard above, so as to form shoulders and thus present no unevenness. The guard, at its base or point next to the platform, should be solid for about the distance of one foot from the shoulder, and from thence to its inner end cast in the form of palings. The side pieces C reach from tie to tie, to which their ends are secured, and to them are pivoted the platforms and guards in such a manner that any weight bearing on the inner half of the platform will tilt it and cause it to tilt the guard. When the weight is removed the platform and guards rise and assume their first positions. D represents stops projecting from the inner faces of the pieces C. They are arranged in such a way as to receive the ends of the tilted guards and platforms when they are depressed far enough, and to prevent them from tilting too much.

When any animal steps on the platform it immediately falls and raises the guard high enough to prevent the animal from passing it and going along the track in that direction.

I claim as my invention—

The combination and arrangement of the platforms A operating by sliding contact, guards B, side pieces C, and oblique stops D, constituting an automatically rising-and-falling cattle-guard for railroads and other purposes, and operating substantially as described.

In testimony that we claim the above we have hereunto subscribed our names in the presence of two witnesses.

WILLIAM A. PUGH.
JAMES F. BIGGER.

Witnesses:

ABRAHAM S. BOWEN,
EDWARD D. BEHER.

(91.)