

E. ENGLE,
CATTLE GUARD.
APPLICATION FILED JAN. 25, 1911.

1,028,007.

Patented May 28, 1912.

2 SHEETS—SHEET 1.

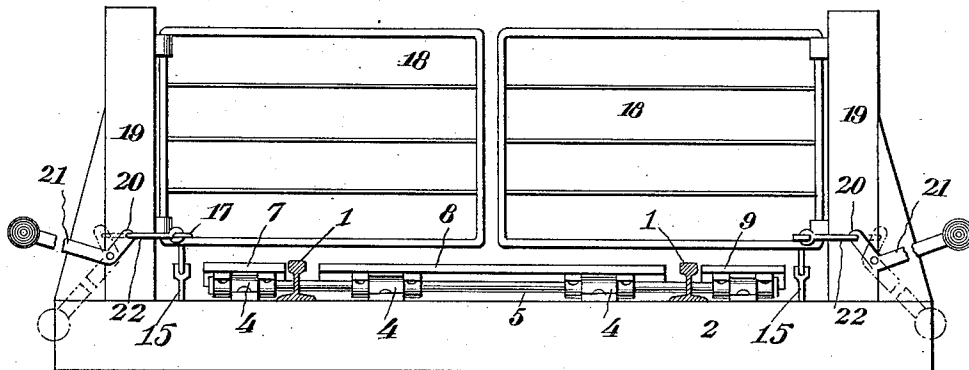
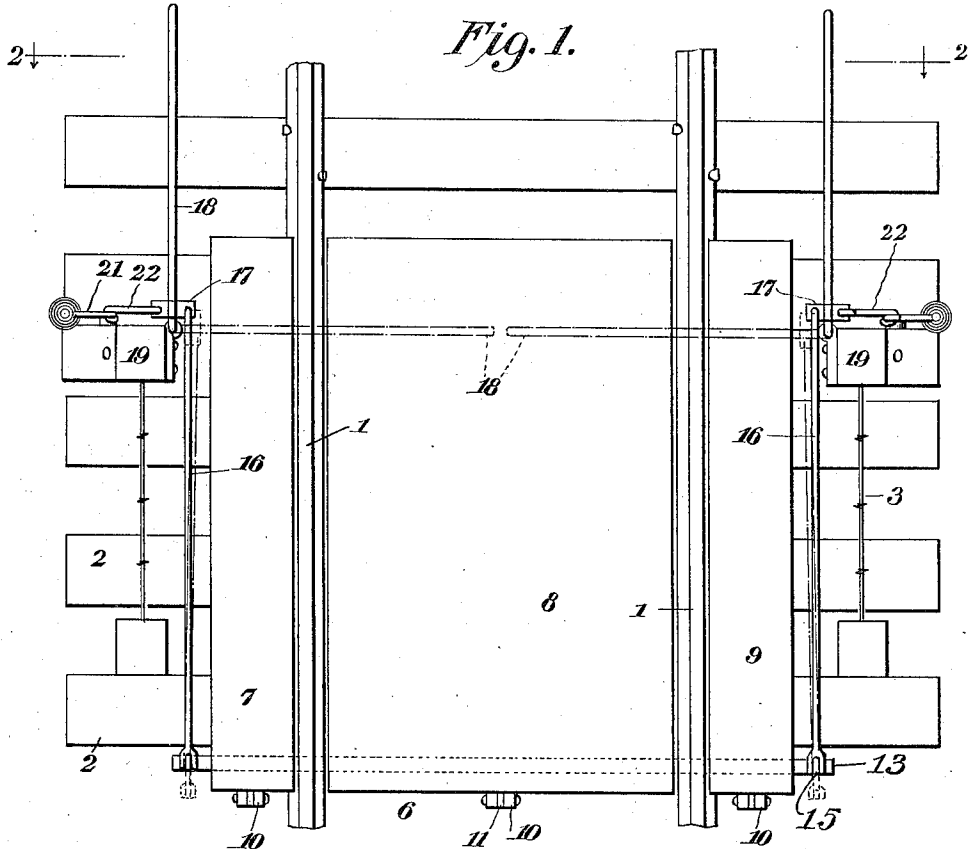


Fig. 2.
Witnesses
L. B. Salt.
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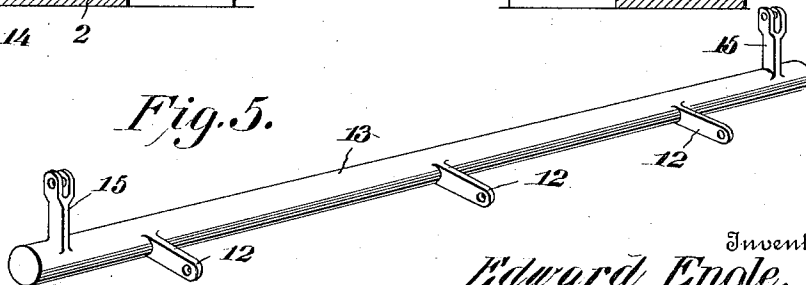
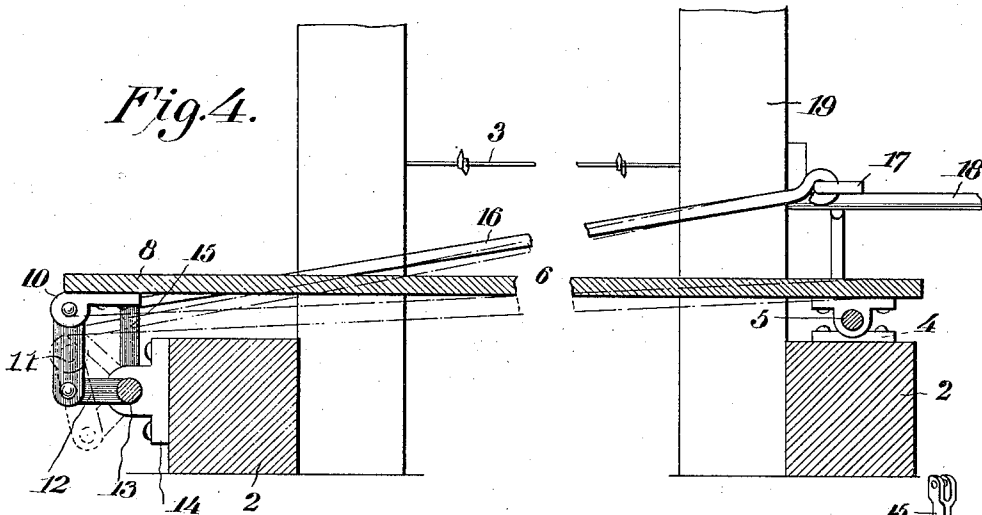
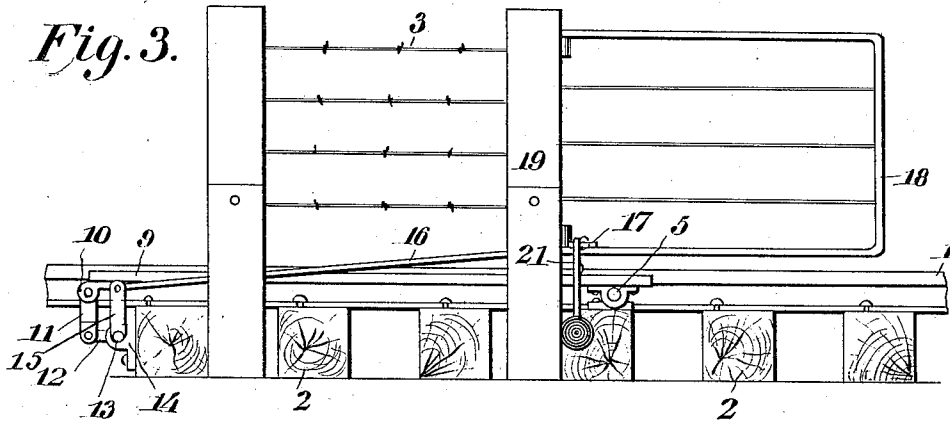
Inventor
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By *Victor J. Evans*
Attorney

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D. B. Salt.

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UNITED STATES PATENT OFFICE.

EDWARD ENGLE, OF PITTSBURG, KANSAS.

CATTLE-GUARD.

1,028,007.

Specification of Letters Patent.

Patented May 28, 1912.

Application filed January 25, 1911. Serial No. 604,593.

To all whom it may concern:

Be it known that I, EDWARD ENGLE, a citizen of the United States, residing at Pittsburg, in the county of Crawford and State of Kansas, have invented new and useful Improvements in Cattle-Guards, of which the following is a specification.

This invention relates to cattle guards and the object of the invention is the provision in a device of this character of means for operating automatically a pair of gates which will cut off the passage across the track between two separate sections divided by a road or separate fields upon the weight of an animal stepping upon the track.

Further objects of the invention will appear as the following specific description is read in connection with the accompanying drawings, which form a part of this application, and in which:—

Figure 1 is a top plan view showing the gates in open position in full lines and in closed position in dotted lines. Fig. 2 is a vertical sectional view showing the position of the gates when closed in full lines and when open in dotted lines. Fig. 3 is a side elevation, partly in section. Fig. 4 is a longitudinal vertical sectional view. Fig. 5 is a detail perspective view of the crank shaft.

Referring more particularly to the drawings 1 represents the track rails which are mounted upon the usual ties 2 and extend along parallel with the line of fence 3 which guards the track at an angle to the road to be protected.

Mounted upon one of the ties 2 in bearings 4 is a pivotal shaft 5 upon which one end of a three-part platform 6 is journaled. This platform comprises separate sections 7, 8 and 9, the former and latter lying on the outsides of the track 1 and the intermediate section 8 lying between the rails. The opposite or free ends of the platform sections have connected thereto hinge members 10 from which pivotally depend links 11 whose lower ends are connected through crank arms 12 upon a crank shaft 13. This crank shaft is journaled in bearings 14 arranged upon one of the ties 2 and has projecting up from its ends suitable crank arms 15 which are positioned at right angles to the crank arms 12 and have connected thereto the operating links 16. The opposite ends of the links 16 are connected to one side of rocking

plates 17 which are secured upon the gates 18 pivoted to the uprights 19 and the opposite sides of the plates 17 are connected to the vertical arm 20 of the bell crank levers 21 through links 22 and the outer end or horizontal rim of each of the bell crank levers is weighted. When an animal attempts to pass from the road to the inclosure between the fence, the weight thereof is thrown upon the free end of the platform and thus said end is depressed and operates through the crank arms 12 and 15 and the links 16 to turn the gates upon the standards, whereby they will extend horizontally across the track rails 1. In this operation the bell crank levers are operated and when the weight of the animal is removed from the platform the weighted ends of the levers act to throw the gates to normal open position so that the train may pass over the rails without coming into contact therewith.

Having thus described the invention, what I claim as new is:—

The combination with ties and track rails mounted thereon, of a bearing shaft carried by one of said ties, a platform pivotally mounted at one end upon said bearing shaft and arranged in sections between and on opposite sides of the rails, a crank shaft pivoted on one of the ties and having a plurality of crank arms pivotally connected to the opposite end of each section of the platform, cranks arranged at right angles to the platform crank arms, a pair of standards carried by one of the ties adjacent the pivotal end of the platform, gates pivoted upon said standards and adapted to swing horizontally across the tracks beyond the pivotal point of the platform sections, cross arms on said gates, links connecting said last named cranks and one end of said cross arms for operating the gates, weighted bell crank levers mounted upon the standards, and links interconnecting the opposite ends of the cross arms with the bell crank levers, whereby the gates will be automatically held in open position normally and the free end of the platform raised.

In testimony whereof I affix my signature in presence of two witnesses.

EDWARD ENGLE.

Witnesses:

ELSIE CLARK,
A. J. CURRAN.