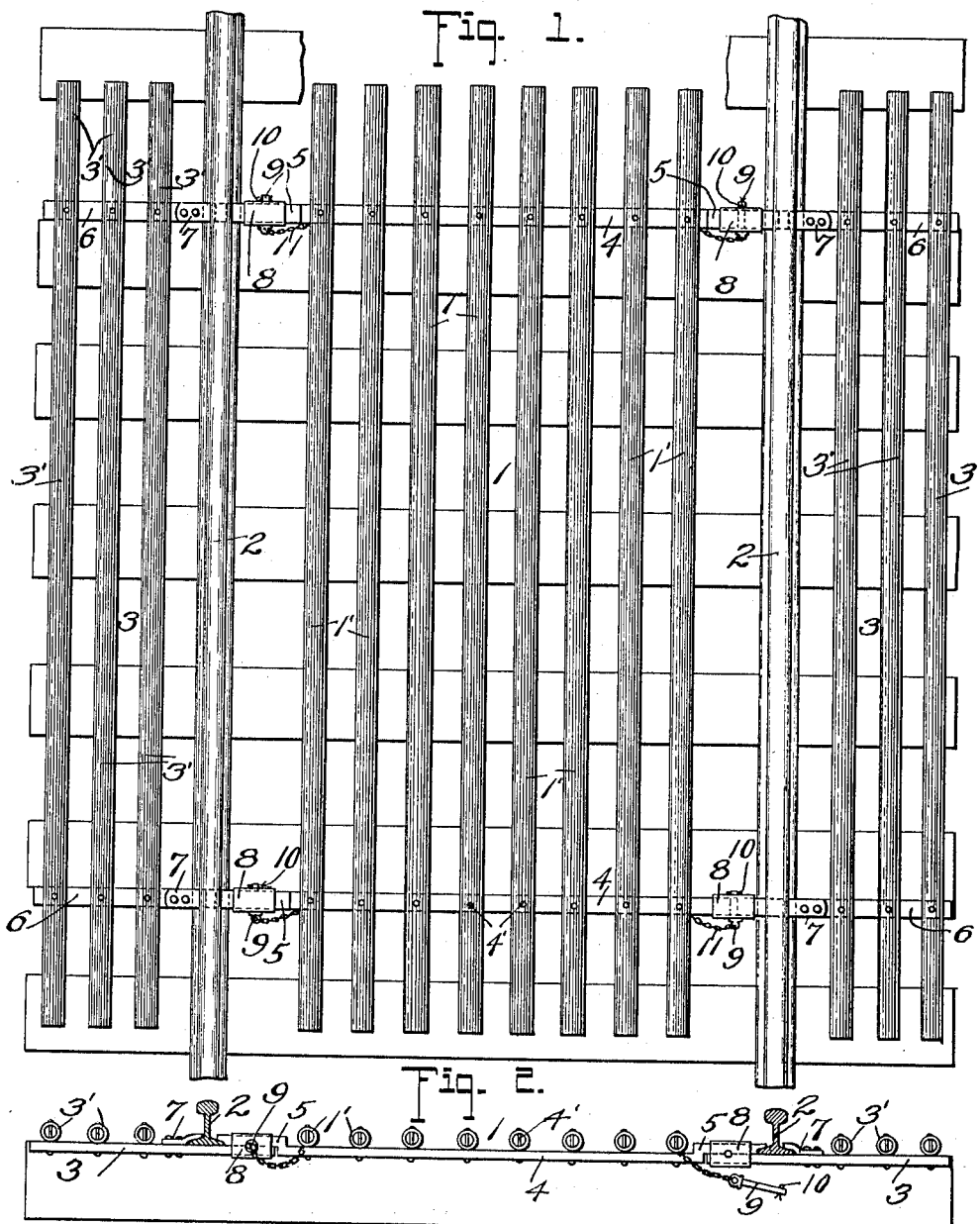


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CATTLE GUARD.
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1,048,330.

Patented Dec. 24, 1912.



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CHARLES MARTIN, OF HOLLENBERG, KANSAS.

CATTLE-GUARD.

1,048,330.

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To all whom it may concern:

Be it known that I, CHARLES MARTIN, a citizen of the United States, residing at Hollenberg, in the county of Washington and State of Kansas, have invented certain new and useful Improvements in Cattle-Guards, of which the following is a specification.

The primary object of this invention is to provide a simple and substantial guard structure for application to a railway passing through an opening in a fence, or closure, whereby the escape of live stock from their confines may be prevented.

Another object of my invention is to provide a guard of the nature above mentioned, comprising sections having novel means for connecting together the sections and at the same time securing the guard to the rails when the former is placed in operative position.

For a full understanding of the present invention, reference is to be had to the following description and the accompanying drawings, in which—

Figure 1 is a plan view of my cattle guard applied to a railway, in operative position; and Fig. 2 is an end elevation of the same.

Throughout the following detail description and on the several figures of the drawings, similar parts are referred to by like reference characters.

Specifically describing my invention, and referring to the drawing, a guard constructed in accordance therewith is composed with an intermediate, or central section 1, arranged horizontally on the ties between the rails 2, and side sections 3 of similar construction disposed on the ends of the ties at the outer sides of the rails 2.

The intermediate section 1 comprises a plurality of preferably round metal tubes 1', arranged parallel with each other and longitudinally of the rails 2, and said tubular members are connected together by means of the transverse bars 4 adjacent their extremities, in any suitable manner, such as by the bolts 4'. The transverse bars 4 are secured to the members 1' therebeneath and their extremities are offset as indicated at 5, said offset portions being adapted to rest on or engage with the base of the rails 2.

The side sections 3 comprise tubular members 3' and these members are connected together by the transverse bars 6 similarly to the construction above described with re-

spect to the intermediate section 1. The transverse bars 6, however, when in their normal operative position, pass beneath the rails 2 and the offset portions 5 of the transverse bars 4. At a suitable point between the innermost tubular members 3', the transverse bars 6 have secured thereto, the clamp members 7, the free ends of which engage over the base of the rails 2.

In applying the cattle guard hereinbefore described, the intermediate section is placed upon the ties between the rails, and box sleeves 8 are inserted over the offset extremities 5 of the transverse bars 4. The side sections 3 are then disposed on the ends of the ties outside of the rails 2 and are moved inwardly until the extremities of the transverse bars 6 pass beneath said rails, and the clamp members 7 engage with the base portions thereof. The inner extremities of the transverse bars 6 are also received in the box sleeves 8 beneath the offset portions 5. To rigidly connect the transverse bars of the several sections a pin 9 is inserted through a horizontal opening in the box sleeves 8 engaging in recesses with which said extremities are provided. To prevent the displacement of these pins 9, keys 10 may be passed through openings in the ends of said pins. Short chains, or connecting members 11 may be secured to the pins at one end and to the transverse bars 4 at the other end to prevent the pins from being lost in moving the section from one place to another.

As will be apparent from the foregoing, the cattle guard may be quickly and easily applied in operative position and comprises a minimum number of parts for effectively serving the purpose for which the guard is intended. Not only are the sections themselves connected together, but the device as a whole is at the same time secured in position to the rails in the manner hereinbefore described.

Having thus described the invention, what is claimed as new is:

1. In combination with a railway, a cattle guard comprising an intermediate section and side sections composed of a plurality of longitudinally disposed tubular members, transverse bars secured to the members and holding them in spaced relation, clamp members secured to the transverse bars of the side sections and adapted to engage with the rails at one side thereof, the transverse bars of the intermediate section being

formed with offset extremities adapted to engage with the rails at the other sides, and means for connecting together the transverse bars of the intermediate section and the bars of the side sections, whereby the guard is also secured in position by the rails.

2. In combination with a railway, a cattle guard comprising an intermediate section arranged between the rails, and composed of a plurality of longitudinally disposed tubular members, transverse bars secured to the tubular members and holding them in spaced relation, the extremities of the bars being offset and engaging with the inner sides of the rails aforesaid, side sections arranged beside the rails at their outer sides and composed of a plurality of longitudinally disposed tubular members, transverse bars secured to the tubular members last mentioned and passing beneath the rails and the offset portions of the transverse bars first mentioned, clamp members secured to the transverse bars of the side sections and adapted to be engaged with the rails at their other sides, connecting sleeves into which the contiguous ends of the transverse bars of the intermediate and side sections are received, and means for securing the sleeves on the ends aforesaid to thereby connect the sections together and hold the guard in position on the railway.

3. In combination with a railway, a cattle guard comprising an intermediate section

arranged between the rails, and composed of a plurality of longitudinally disposed tubular members, transverse bars secured to the tubular members and holding them in spaced relation, the extremities of the bars being offset and engaging with the inner sides of the rails aforesaid, side sections arranged beside the rails at their outer sides and composed of a plurality of longitudinally disposed tubular members, transverse bars secured to the tubular members last mentioned and passing beneath the rails and the offset portions of the transverse bars first mentioned, clamp members secured to the transverse bars of the side sections and adapted to be engaged with the rails at their other sides, the contiguous ends of the transverse bars being provided with oppositely disposed recesses, connecting sleeves into which the contiguous ends of the transverse bars of the intermediate and side sections are received, said sleeves having openings therein registering with the recesses aforesaid, and pins adapted to be inserted in the openings in the sleeves and the recesses aforesaid to thereby connect the sections together and hold the guard in position on the rails.

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

CHARLES MARTIN.

Witnesses:

J. T. LEWIS,

G. R. BARR.