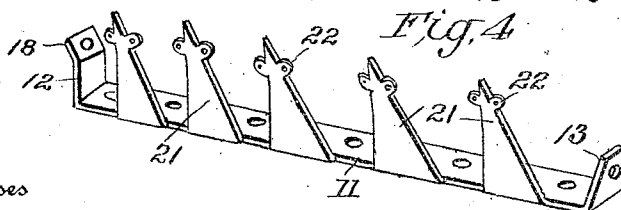
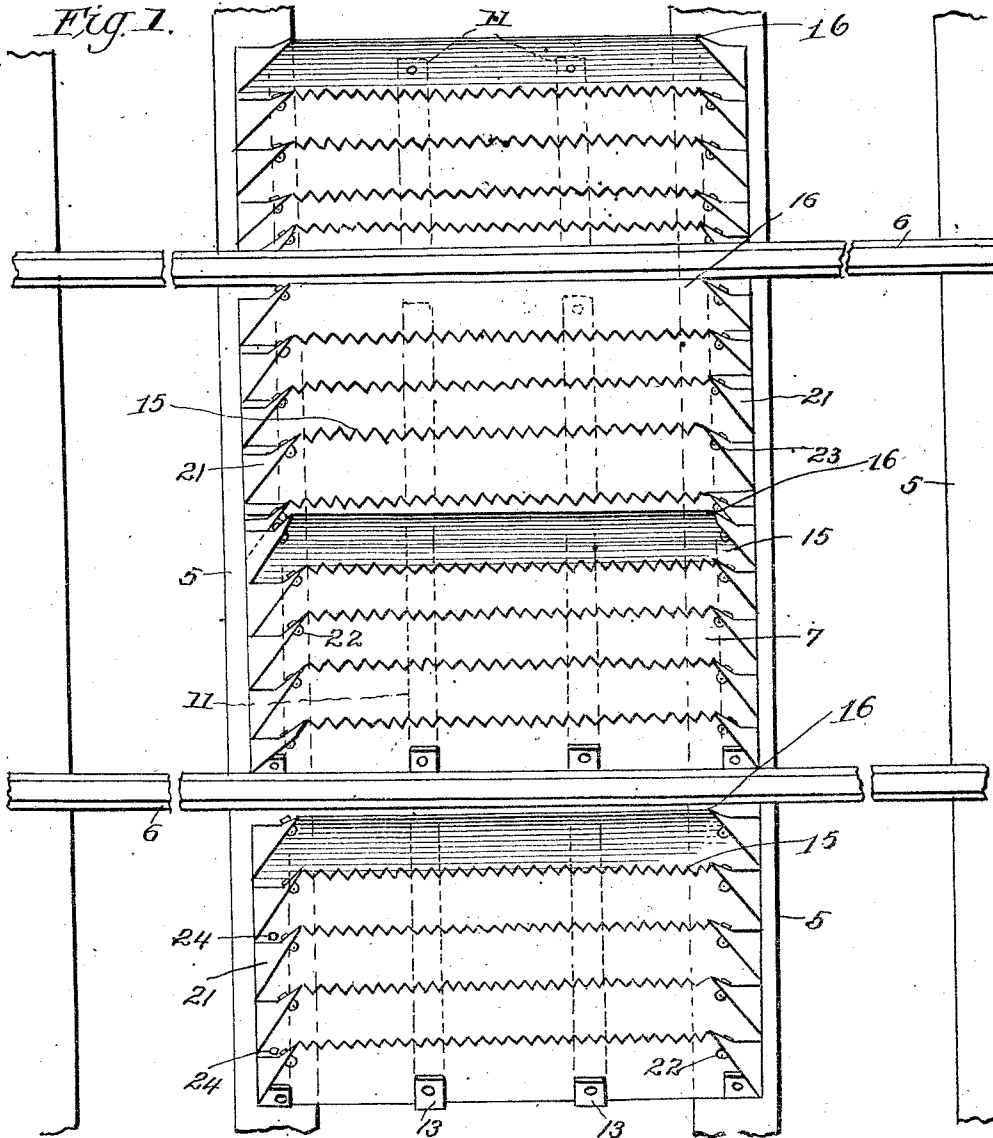


W. GEBHART.
RAILWAY CATTLE GUARD.
APPLICATION FILED FEB. 11, 1911.

1,009,404.

Patented Nov. 21, 1911.

2 SHEETS-SHEET 1.



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Fig. 2.

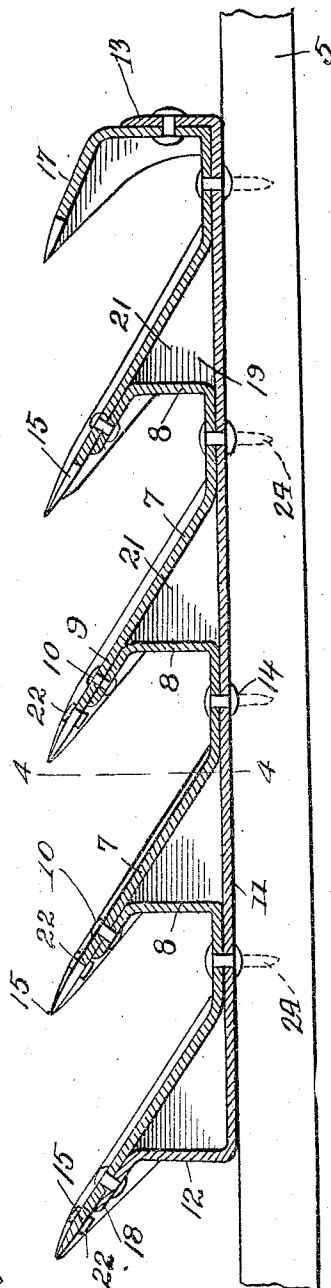
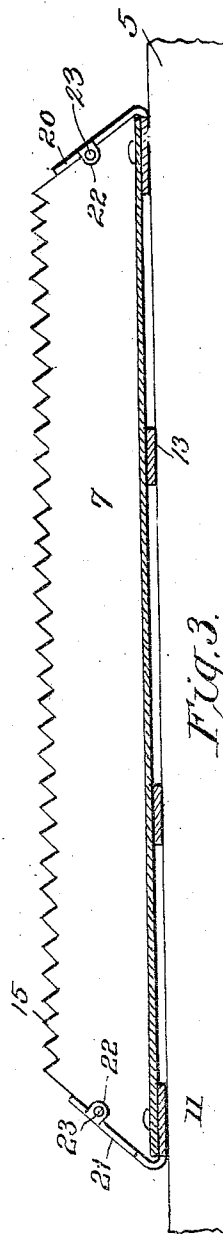


Fig. 3.



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UNITED STATES PATENT OFFICE.

WILLIAM GEBHART, OF PIEDMONT, MONTANA.

RAILWAY CATTLE-GUARD.

1,009,404

Specification of Letters Patent. Patented Nov. 21, 1911.

Application filed February 11, 1911. Serial No. 608,063.

To all whom it may concern:

Be it known that I, WILLIAM GEBHART, a citizen of the United States, residing at Piedmont, in the county of Jefferson and State of Montana, have invented certain new and useful Improvements in Railway Cattle-Guards, of which the following is a specification.

This invention relates to railway cattle guards, and has for its object the provision of a comparatively simple and thoroughly efficient device of this character, the construction of which is such as effectually to turn cattle and other live stock and thus prevent the stock from straying along a railway track or in the path of a moving train.

A further object is to provide a cattle guard including a plurality of independent sections each provided with overlapping inclined blades having terminal teeth or serrations adapted to prick the leg of an animal should the latter attempt to walk along the track at said sections.

A further object is to form the overlapping blades with inclined or beveled ends so as to prevent any projections carried by or depending from a car, from catching on the blades and accidentally displacing the cattle guard; during the passage of a train over the track.

A still further object is generally to improve this class of devices so as to increase their utility, durability and efficiency.

With these and other objects in view, as will more fully appear as the description proceeds, the invention consists of certain constructions, arrangements and combinations of the parts that I shall hereinafter fully describe and claim.

For a full understanding of the invention, reference is to be had to the following description and accompanying drawing, in which:

Figure 1 is a top plan view of a cattle guard constructed in accordance with my invention showing the same in position on a railway track. Fig. 2 is a transverse sectional view of one of the guard sections. Fig. 3 is a longitudinal sectional view taken

on the line 4—4 of Fig. 2. Fig. 4 is a perspective view of one of the end braces detached, showing the construction of the attaching ears.

Corresponding and like parts are referred to in the following description and indicated in all the views of the accompanying drawings by the same reference characters.

The improved cattle guard forming the subject-matter of the present invention, is especially designed for use along railway tracks, and by way of illustration is shown in connection with a section of track of the ordinary construction in which 5 designates the cross ties and 6 the rails.

The guard is preferably formed in four sections, two of which are secured to the cross ties between the rails 6, there being a single section arranged on the outside of each rail and preferably disposed in alignment with the intermediate sections as shown. Each section is preferably formed of a plurality of inclined blades 7 each having one end thereof bent upwardly in a vertical plane at 8, and thence bent laterally to form an attaching lip 9 for engagement with the lower face of the adjacent blade and to which it is secured by bolts, rivets or similar fastening devices 10. The blades 7 are held rigidly in assembled position by a plurality of transverse braces 11 preferably formed of metal and having their terminal portions bent upwardly to produce upstanding flanges 12 and 13 for attachment to the adjacent blades. The intermediate portion of each inclined blade 7 is flattened at and rigidly secured to the adjacent brace 11 by bolts or rivets 14, there being preferably four of such braces to each section of the cattle guard. The forward longitudinal edges of some of the blades 7 are preferably serrated to produce a plurality of spurs or teeth 15 adapted to prick the leg of an animal and thus prevent the animal from attempting to cross or walk along the track. The free longitudinal edge of one of the end blades of each guard is preferably devoid of teeth or serrations, as indicated at 16, while the opposite end plate of each section is bent inwardly at 17 so that when

the inner sections of the guard are assembled between the rails 6, the toothless edge 16 of one section will overlap the inclined face 17 of the mating section and thus form a continuous transverse barrier to the passage of live stock.

It will here be noted that the attaching lip 18 of the forward flange 12 is spaced inwardly from the smooth longitudinal edge 16 of the adjacent inclined blades 7, so that the edge 16 may be bent laterally to conform to the inclination of the face 17 of an adjacent section, thus to permit said edge 16 to be properly spaced with respect to the adjacent rails 6. It will also be noted that by arranging the inclined blades 7 in this manner, a series of substantially triangular shaped pockets 19 will be produced, said pockets opening through the bottom of the guard. The opposite ends of each blade 7 are inclined or beveled at 20 so as to prevent any obstruction carried by or depending from a car, from catching on the ends of the blade and displacing the guard sections as the train travels over said sections.

The end braces or bars 11 are preferably stamped or otherwise formed with spaced inclined plates 21, which latter serve to form closures for the opposite ends of the pockets 19 and also serve to reinforce and strengthen the cattle guard. Each plate 21 is provided with oppositely disposed laterally extending fingers 22 which bear against the outer faces of the adjacent inclined blades 7 and to which they are permanently secured by bolts or rivets 23. The blades 21 not only form closures for the pockets 19 and serve to reinforce the guard sections, but also prevent the entrance of rain or snow beneath the guard sections and present a smooth bearing surface at the end of each inclined blade. Each guard section is pierced by one or more openings for the reception of spikes 24, the latter being driven into the adjacent cross ties 5 so as to retain the guard sections in position on the railway track.

Thus it will be seen that should an animal step on any one of the inclined blades 7, the hoof of said animal will slide downwardly in the direction of the vertical portion 8 of said blade, thus causing the leg of the animal to come in contact with the teeth or spurs 15, with the result that the animal will immediately leave the track. It will of course be understood that the sections may be made in different sizes and shapes and provided with any number of inclined blades, without departing from the spirit of the invention.

Having thus described the invention, what is claimed is:

1. A cattle guard including a plurality of inclined blades having their upper ends con-

nected and their lower ends spaced apart to form intermediate pockets, the opposite ends of said blades being beveled and end plates bearing against the beveled ends of the blades and forming closures for the pockets, said end plates being provided with oppositely disposed attaching fingers for engagement with the adjacent inclined blades.

2. A cattle guard including a plurality of overlapping inclined blades some of which are provided with teeth, all of said blades having their opposite ends beveled and braces connecting the inclined blades and provided with spaced upstanding end plates engaging the beveled ends of the blades and provided with attaching fingers for engagement with the adjacent faces of the blades.

3. A cattle guard including a plurality of inclined blades having their upper edges connected and their lower edges spaced apart to form intermediate pockets; terminal and intermediate braces secured to the blades, the opposite ends of said blades being beveled, and spaced end plates carried by the terminal braces and provided with spaced oppositely disposed attaching fingers bearing against the inclined blades at the beveled ends thereof.

4. A cattle guard including a plurality of spaced inclined overlapping blades, some of which have their longitudinal edges serrated to form teeth, the opposite ends of said blades being beveled and spaced apart to form intermediate pockets and end plates bearing against the beveled ends of the blades and forming closures for said pockets, said end plates being provided with oppositely disposed attaching fingers for engagement with the adjacent inclined blades.

5. A cattle guard including a plurality of overlapping inclined blades, some of which are provided with smooth longitudinal edges, and others with teeth, a plurality of spaced braces connecting said blades, one end of each brace being secured to the lower face of the blade having the smooth edge, and terminating short of said smooth edge, the opposite ends of the inclined blades being beveled, the braces at the opposite ends of the blades being bent upwardly to produce spaced plates for having oppositely disposed attaching fingers for engagement with the adjacent inclined blades at the beveled ends thereof.

6. A cattle guard including a plurality of transverse braces, a series of overlapping inclined blades, each having an intermediate portion thereof rigidly secured to the adjacent brace and its rear end extended upwardly in a substantially vertical plane and permanently secured to the lower face of the adjacent inclined blade to form intermediate pockets, the longitudinal edges of some of the blades being serrated, the op-

posite ends of the blades being beveled, and
end plates carried by some of the braces
and bearing against the beveled ends of the
adjacent blades to form closures for the
5 pockets, each end plate being provided with
oppositely disposed attaching fingers adapt-
ed to embrace the adjacent inclined blades.

In testimony whereof, I affix my signa-
ture in presence of two witnesses.

WILLIAM GEBHART. [L. s.]

Witnesses:

WILLIAM J. DEVINE,
PETAR DIMITROFF.