

W. TERRY.
CATTLE GUARD OPERATING MECHANISM.
APPLICATION FILED NOV. 5, 1908.

967,999.

Patented Aug. 23, 1910.

Fig. 1.

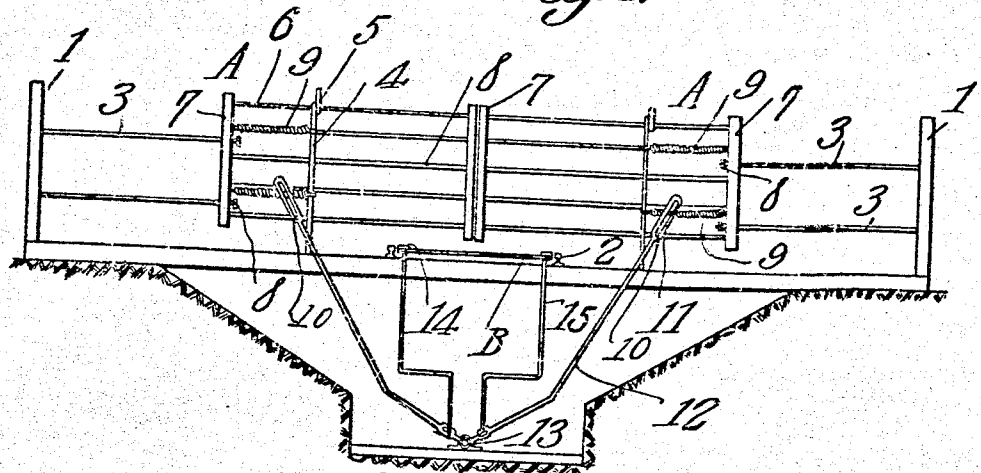
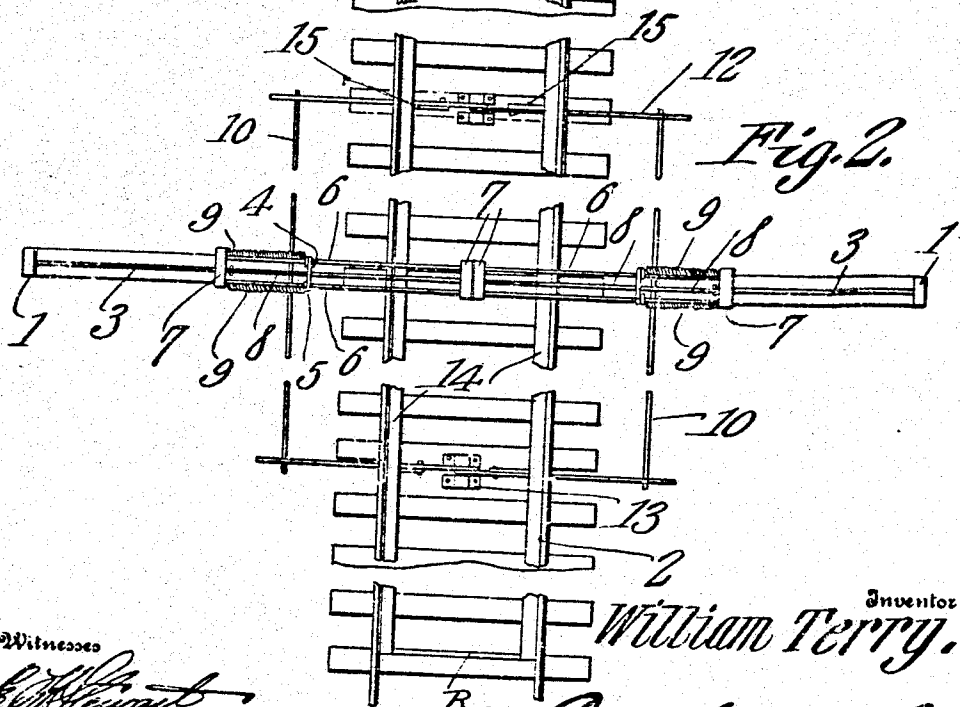


Fig. 2.



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UNITED STATES PATENT OFFICE.

WILLIAM TERRY, OF LOUISVILLE, KENTUCKY.

CATTLE-GUARD-OPERATING MECHANISM.

967,999.

Specification of Letters Patent. Patented Aug. 23, 1910.

Application filed November 5, 1909. Serial No. 526,451.

To all whom it may concern:

Be it known that I, WILLIAM TERRY, a citizen of the United States, residing at Louisville, in the county of Jefferson and State of Kentucky, have invented a new and useful Cattle-Guard-Operating Mechanism, of which the following is a specification.

This invention relates to cattle guards of that type designed to be used along railroad tracks and its object is to provide a device of this character which is normally in a position to prevent live stock from leaving an inclosure by way of the railroad track passing therethrough, simple means being utilized whereby the said guard will be automatically opened by a train approaching the same.

Another object is to provide means for maintaining the guard in open position until after the train has passed the same, simple means being utilized for returning the parts to their normal positions immediately subsequent to the passage of the train.

With these and other objects in view the invention consists of certain novel details of construction and combinations of the parts hereinafter more fully described and pointed out in the claim.

In the accompanying drawings the preferred form of the invention has been shown.

In said drawings, Figure 1 is a vertical transverse section through the depressible guard actuating frame and showing the guard in elevation. Fig. 2 is a plan view of the complete apparatus.

Referring to the figures by characters of reference 1, 1 designate fixed posts located beyond opposite sides of the track 2, each of these posts being provided with one or more horizontal guide rods 3 extending in the direction of the track, there being a guide standard 4 between the track and each set of rods 3. Each standard 4 is preferably in the form of an elongated yoke having guide eyes 5 at its upper end within which are slidably mounted parallel top rods 6 constituting the upper portion of a gate A. These rods are secured at their ends to end strips 7 and additional parallel rods 8 connect the said end strips. One of the end strips 7 has apertures therein through which the rods 3 extend, there being heads 8 upon the free ends of said rods so as to limit the movement of the strips 7 in one

direction thereon. One or more springs 9 connect the apertured strips 7 with the adjoining standard 4, these springs serving to hold the gate A normally removed from its supporting post 1. Inasmuch as both of the gates are of the same construction it will be found that the springs 9 thereof will hold the gates normally together at their adjoining ends, said ends being located above the center of the track 2. The rods 3 and the eyes 5 serve to properly support the gates while in this position.

A rod 10 extends transversely through the gate A and engages one of the rods 8 thereof, this rod 10 being arranged parallel with the track 2 and having each end engaged by the upper slotted end 11 of a lever 12. Said lever projects under the track 2 at a point removed some distance from the gate and is pivotally mounted upon a bracket 13 located under the track. A frame B is located between the rails of the track and the side strips 14 of this frame are located normally in substantially the same plane as the treads of the rails. The sides of the frame have hangers 15 extending therefrom and pivotally connected to the levers 12 at points close to the fulcrums thereof. It is to be understood that the frame B is of considerable length and that when a train is passing thereover, at least two wheels of a car are always in position above the frame.

As has already been pointed out the gates A are normally closed as shown in Fig. 1, and, when they are thus located, the frame B lies with the upper faces of its side strips 14 in substantially the same horizontal plane as the tops of the rails 2. When a train approaches the guard the flanges of the wheels of the cars ride onto the side strips 14 of the frame B and force said frame downward. Motion is thus transmitted through the hangers 15 to the levers 12 and said levers are simultaneously swung laterally so as to press the rods 10 in the direction of the posts 1. Inasmuch as these rods are attached rigidly to the gates A said gates will also be shifted toward the posts and will be held in these positions as long as the frame B is depressed. The train can thus pass between the open gates and as soon as it leaves the depressed frame B, the said frame and all of the balance of the mechanism will be returned to their initial

positions by the springs 9 which, as will be obvious, are placed under stress when the gates are opened.

5 It is of course to be understood that various changes may be made in the construction and arrangement of parts of the apparatus without departing from the spirit or sacrificing any of the advantages of the invention.

10 What is claimed is:

The combination with a track having a pit thereunder, of a standard at one side of and close to the track, a post at one side of said track and spaced from the standard, 15 guide rods extending from the post and toward the standard, said standard having guide eyes, a gate slidably mounted within the standard and eyes and upon the rods, a spring connected to one end of the gate 20 and to the standard and constituting means

for holding the gate normally projected over the track, a depressible frame located between the rails of the track, a hanger connected rigidly to the frame and extending into the pit, a lever fulcrumed within said pit and pivotally and slidably engaging the hanger, said lever extending above the pit and having a longitudinal slot, and means upon the gate and projecting into the slot for transmitting motion from said lever to the gate, said gate when shifted by the lever, being adapted to place the spring under stress.

In testimony that I claim the foregoing as my own, I have hereto affixed my signature in the presence of two witnesses.

WILLIAM TERRY.

Witnesses:

NICK STIMINETY,
ROBERT E. WARREN.