

D. A. PRENDERGAST.
CATTLE GUARD.
APPLICATION FILED JUNE 3, 1908.

935,813.

Patented Oct. 5, 1909.

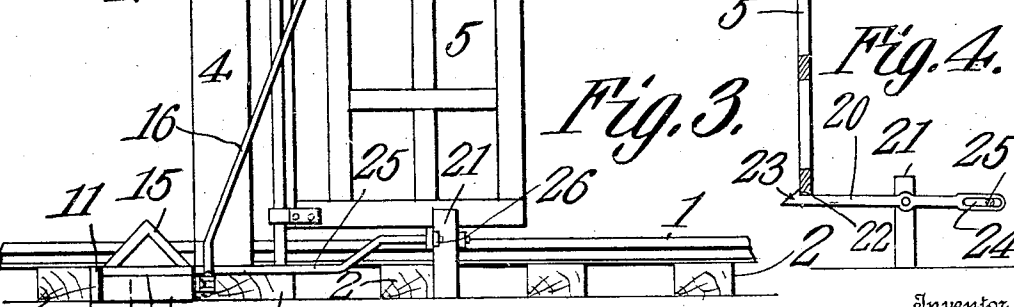
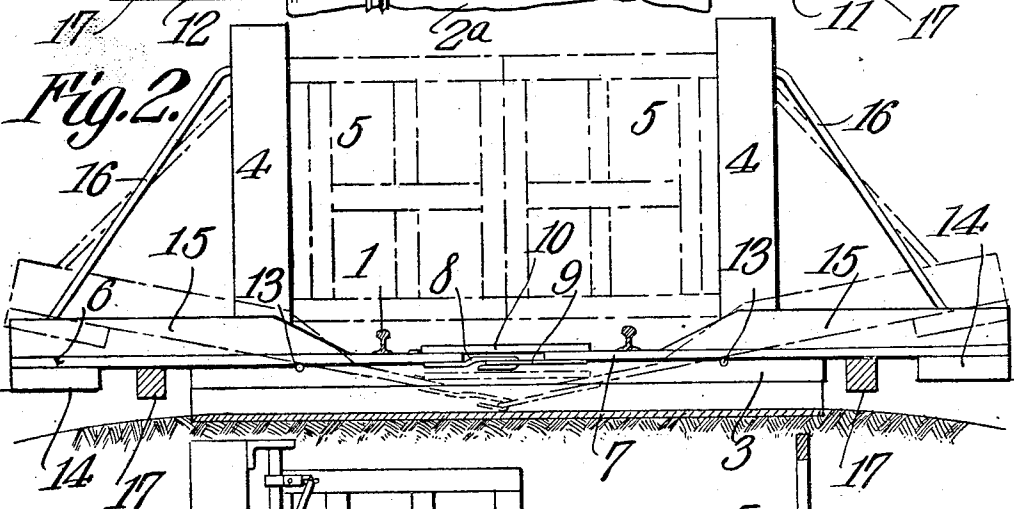
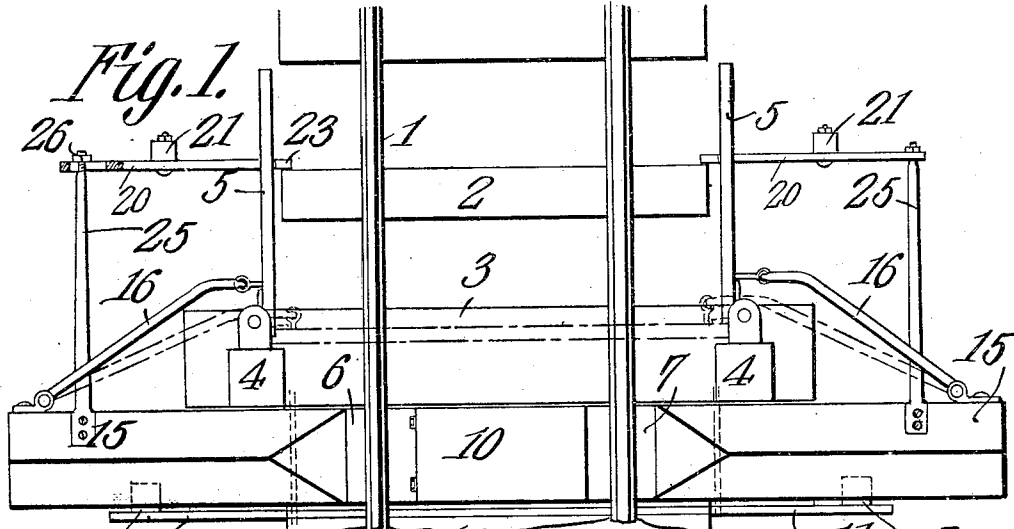


Fig. 4.

Inventor
David A. Prendergast.

By *Chas. H. Snow & Co.*
Attorneys

Witnesses
E. J. Blount
H. P. Hollingsworth

UNITED STATES PATENT OFFICE.

DAVID ALLAN PRENDERGAST, OF BLAINE, WASHINGTON.

CATTLE-GUARD.

935,813.

Specification of Letters Patent.

Patented Oct. 5, 1909.

Application filed June 3, 1908. Serial No. 436,528.

To all whom it may concern:

Be it known that I, DAVID ALLAN PRENDERGAST, a citizen of the United States, residing at Blaine, in the county of Whatcom and State of Washington, have invented a new and useful Cattle-Guard, of which the following is a specification.

This invention relates to cattle guards; and has for its object to provide a simple device to be set up at points where highway roads cross railroad tracks to prevent animals leaving the crossing and walking along the railroad. This object is accomplished by means of two tilting levers connected together endwise between the rails by a loose joint and extending crosswise of the track. The outer ends of the levers are weighted, and through connecting rods attached thereto and to swinging gates, the latter are closed across the track whenever an animal attempting to walk up the track, steps on the connected ends of said levers.

With the above and other objects in view the invention comprises the novel construction, combination and arrangement of parts hereinafter described and claimed, reference being had to the accompanying drawing, in which—

Figure 1 is a plan view of the improved cattle guard set up across a railroad track; Fig. 2 an elevation of the same, the road bed being in cross section; and Fig. 3 an elevation of the device viewed from one side of the track.

Similar reference numerals are used for the same parts in all the figures.

A railroad track 1 laid on cross ties 2 has one of said ties 3 longer and wider than the others on the ends of which tie are erected posts 4 to carry the hinged wings 5 of a double gate adapted to close across the rails of a railroad track. The gate will preferably be set up where a highway road crosses the railroad track and in such manner that the wings or gates 5 will open on the side away from the highway. The axis of rotation of each gate is inclined to the vertical in such direction as to cause them to open by gravity when not held closed, but if desired the axis of rotation may be vertical.

Between the highway side of the large cross tie 3 and the next tie 2^a are two vertically swinging levers 6 and 7 placed endwise with relation to each other and extending in opposite directions and in the same straight line across the track, each lever passing be-

neath one of the rails. The inner ends of the levers 6 and 7 are slightly separated, but are connected by elongated hooks 8 and 9 which cause the levers to vibrate in unison. The gap between the two levers 6 and 7 is bridged by a board or plate 10 hinged to one lever and resting loosely on the other so that when the inner ends of the levers are depressed as shown in dotted lines Fig. 2, the widened gap between the inner ends of the levers will be covered.

Projecting from each end of the cross tie 2^a are extensions 11 and 12 in which and in the large cross tie 3 the ends of the lever pivots 13 rock.

The levers 6 and 7 project some distance beyond the track rails and have attached to their outer ends weights 14 preferably on the under side, and angular tread blocks 15 on their upper sides which reach from the outer ends of the levers nearly to the rails.

A connecting rod 16 is pivotally attached to the outer end of each lever 6 and 7 and to the top of the gate 5 on the same side of the track, a little forward of its axis of rotation. Thus connected, when the inner ends of the levers 6 and 7 are depressed, as by the weight of an animal stepping thereon, their outer ends rise, and, through the medium of the connecting rods, cause the gates 5 to close across the track and prevent the animal from walking thereon. As soon as the weight is removed from the levers their outer ends fall by gravity to normal position. The gates will also open by gravity as heretofore explained assisted by the weighted ends of the levers. Angular tread blocks similar to the blocks 15 will be laid at the side of the track and along the same for a suitable distance to prevent animals leaving the highway road, as is now done. Stops 17 fastened to the extensions 11 and 12 prevent the levers 6 and 7 falling below a horizontal plane.

The gates 5 if not fastened in their open position may be closed across the track by a strong wind, by suction from passing trains or by other means and an accident result therefrom. To prevent the gates operating under ordinary use except when the levers 6 and 7 are moved on their fulcrums, a latch 20 is pivotally mounted between its ends on a short post 21 at each side of the track and perpendicularly disposed thereto. Each latch has a shoulder 22 to engage the bottom of and hold a gate when in open position and a beveled end 23 by which it may be

depressed to permit the gate swinging behind the shoulder in the well known manner.

The outer end of each latch 20 has a longitudinal slot 24 for the end of a rod 25, bolted 5 to the under side of the respective levers 6 and 7, said rods extending parallel to the track. Each rod 25 has a nut 26 on the end which passes through the slot in the latch 20 to prevent these parts separating or becoming disengaged from each other. 10

When an animal treads on that part of the platform 10 between the rails, the outer ends of the levers 6 and 7 rise and disengage the latches from the gates through the medium 15 of the rods 25, so that the gates may be closed by the connecting rods 16. As soon as the weight is removed from the levers they return to normal position and raise the latches into engagement with the gates.

20 What is claimed is:

A cattle guard comprising gate posts arranged at opposite sides of a track, a swinging gate connected to each of the posts, said gates being movable into position across the 25 track, levers loosely connected at their ad-

joining ends and extending under the track and beyond the sides thereof, the outer ends of said levers being weighted to maintain the levers normally in predetermined positions, connecting rods pivotally secured to 30 the outer ends of the levers, each rod being pivotally attached to one of the gates and adjacent the hinge of said gate, a post adjacent each gate, a latch pivotally mounted upon each post and having a head for auto- 35 matically engaging one of the gates when swung open, and rigid means extending laterally from and movable with each lever for slidably engaging the latch to actuate it in unison with the lever, said levers and 40 latches being movable in parallel planes, the pivots thereof being movable along parallel lines.

In testimony that I claim the foregoing as my own, I have hereto affixed my signature in the presence of two witnesses. 45

DAVID ALLAN PRENDERGAST.

Witnesses:

A. Y. SEELY,

ROY H. SHOTWELL.