

No. 848,374.

PATENTED MAR. 26, 1907.

C. O. JENKS.  
CATTLE GUARD.  
APPLICATION FILED JULY 9, 1906.

2 SHEETS—SHEET 1.

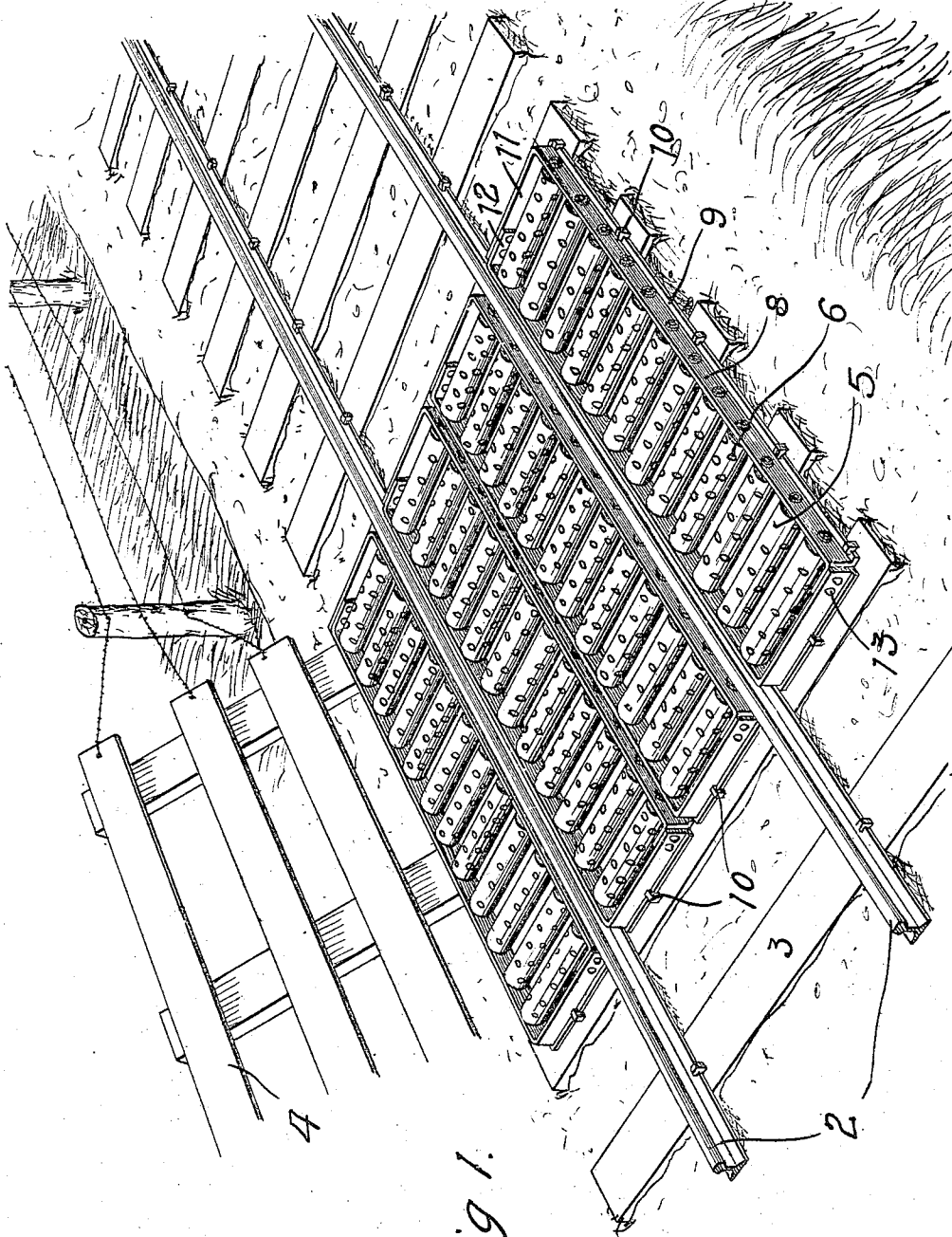


Fig. 1.

WITNESSES  
*M. Walstrom*  
*C. S. Hanson*

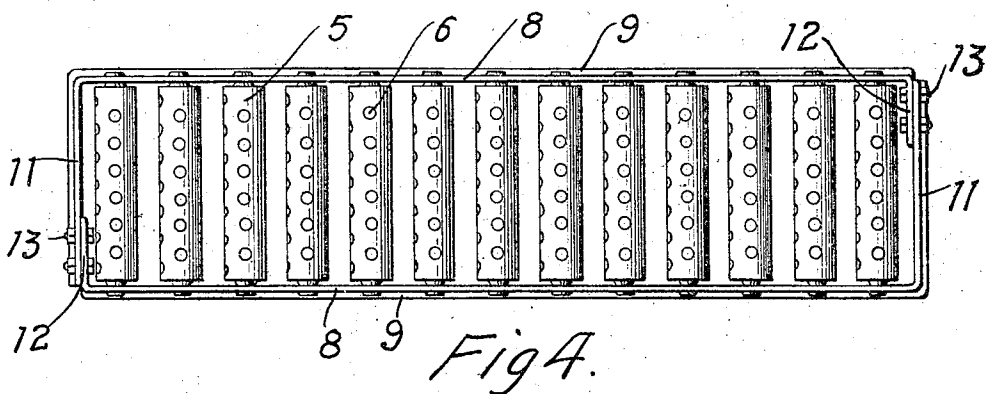
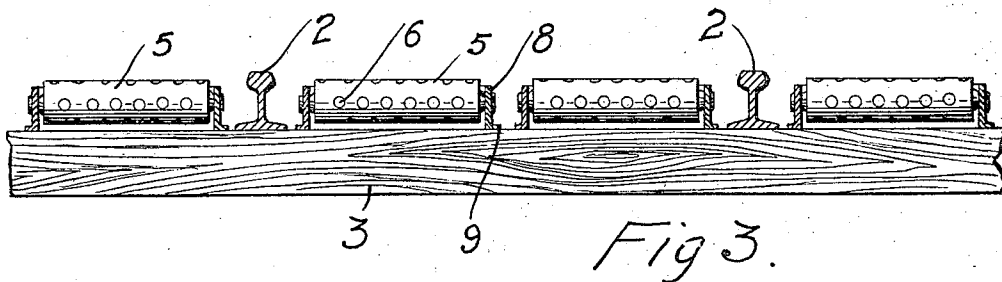
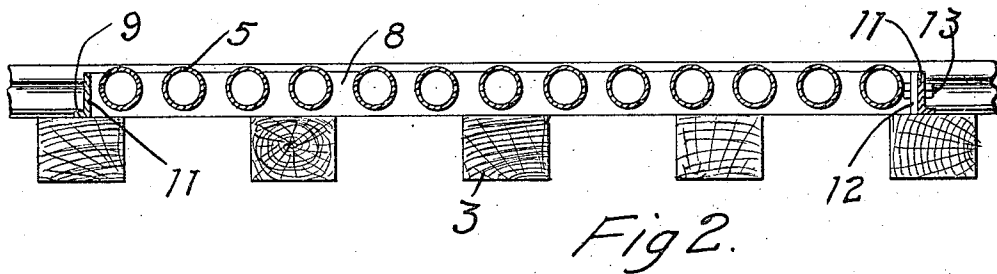
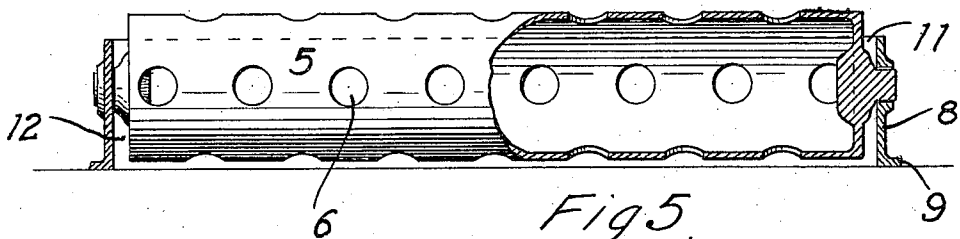
INVENTOR  
CHARLES O. JENKS  
BY *Paul & Paul*  
HIS ATTORNEYS

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2 SHEETS—SHEET 2.



WITNESSES  
*W. H. Watson*  
*C. G. Hanson.*

INVENTOR  
CHARLES O. JENKS  
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# UNITED STATES PATENT OFFICE.

CHARLES O. JENKS, OF HAVRE, MONTANA.

## CATTLE-GUARD.

No. 848,374.

Specification of Letters Patent.

Patented March 26, 1907.

Application filed July 9, 1906. Serial No. 325,198.

*To all whom it may concern:*

Be it known that I, CHARLES O. JENKS, of Havre, county of Chouteau, State of Montana, have invented certain new and useful Improvements in Cattle-Guards, of which the following is a specification.

My invention relates to a roller cattle-guard; and the object of the invention is to provide a guard wherein all projecting parts which would endanger employees or be liable to become entangled with loose and dragging brakes or other rigging of the cars are eliminated.

A further object is to provide a cattle-guard which will positively prevent livestock from passing thereover, but at the same time has no parts in which stock endeavoring to cross might be caught and held.

A further object is to provide a cattle-guard of simple but strong and durable construction and one which can be placed on the track without any previous preparation and can be boxed and shipped and put in place in a brief period of time and without the employment of skilled labor.

The invention consists generally in various constructions and combinations, all as hereinafter described, and particularly pointed out in the claims.

In the accompanying drawings, forming part of this specification, Figure 1 is a perspective view of a cattle-guard embodying my invention. Fig. 2 is a sectional view showing the position of the rollers in their supporting-frame and the relative location of the rollers and ties when the guard is in use. Fig. 3 is a transverse view of the track, showing the position of the roller-frames and rollers between and outside the track-rails. Fig. 4 is a detail view of one of the frames with the rollers mounted therein; and Fig. 5 is a detail sectional view illustrating the manner of mounting the rollers in their supporting-frames.

In the drawings, 2 represents the track-rails, 3 the ties, and 4 a fence, such as is usually used in connection with a cattle-guard on each side of a highway-crossing.

5 represents a series of rollers cast with perforations 6 at intervals to decrease weight and having trunnions projecting from each end and journaled in the side plates 8, which have flanges 9 at their lower edges and are secured to the ties by spikes 10. The plates 8 have right-angled extensions or end pieces

11 and 12, oppositely arranged and adapted to lap by one another, as shown in Fig. 4, and are secured together by bolts 13. These extensions 11 and 12 form the ends of the frame and are provided with the flanged lower edges and are spiked to the ties. The side plates are duplicates of one another, and no fitting is necessary in assembling the parts and mounting the rollers in their bearings. The cattle-guard is made up of a series of these frames and rollers, there being as many of them used as preferred, according to the size of the frames; but ordinarily four of them will be sufficient, as indicated in Fig. 1, one frame being placed on the ties outside the rails on each side and two side by side between the rails. The rollers will revolve in the direction of a moving train, and any loose parts, such as brake rods or straps, hanging down and dragging on the track will not be caught by the revolving rollers, nor will there be any danger of employees being caught and injured therein, nor will stock attempting to cross the guard be endangered.

Only two castings are required in the manufacture of the guard, including the rollers and the frame-sections. The rollers may be made of any suitable diameter and length, according to the size required. It can be set up and shipped ready to be laid on the track and can be easily and quickly put in place, and being composed of but two parts will require only a small stock of repairs to be kept on hand.

I claim as my invention—

1. A cattle-guard comprising a frame adapted to rest on the ties and having flanged lower edges to be engaged by the spikes, and a series of rollers journaled in said frame transversely with respect to the track, said rollers having a series of holes therein and trunnions at each end.

2. A cattle-guard comprising a series of rollers having holes therein and trunnions at each end, and frames wherein said rollers are journaled transversely with respect to the track.

3. The combination, with the track-rails and ties, of a cattle-guard composed of frames, there being one frame outside the rails on each side of the track and two frames side by side between the rails, said frames having flanged lower edges adapted to rest on the ties and be secured by the spikes thereon, and hollow rollers journaled in said frame

transversely with respect to said track-rails, said rollers being cast cylindrical in form and provided with integral trunnions at each end.

4. The combination with the track-rails  
5 and ties, of frames comprising side plates having right-angled end extensions, the extensions of one side plate being secured to those of the opposite side plate, means securing said plates to the ties and a series of rollers

journalled in said plates transversely with respect to the track-rails.

In witness whereof I have hereunto set my hand this 15th day of June, 1906.

CHARLES O. JENKS.

Witnesses:

H. E. CONNER,  
M. W. FRYBURG.