(No Model.)

P. L. BRADY.

CATTLE GUARD FOR RAILROADS.

No. 526,124. Patented Sept. 18, 1894.

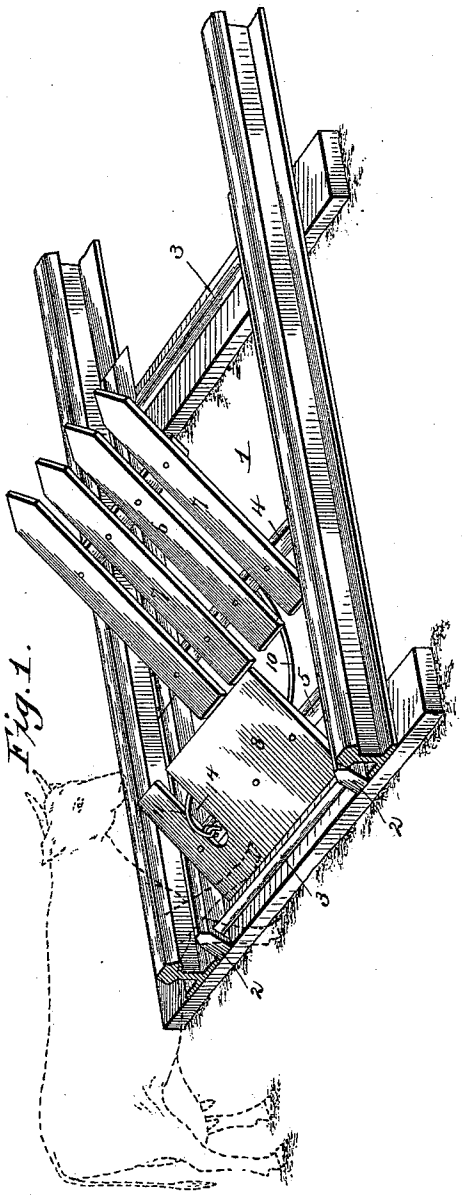

Fig. 1.

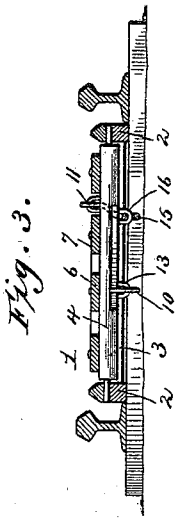

Fig. 3.

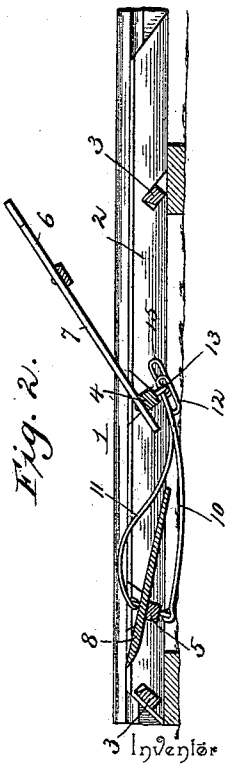

Fig. 2.

Inventor

Peter L. Brady.

Witnesses

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UNITED STATES PATENT OFFICE.

PETER L. BRADY, OF HEARNE, TEXAS.

CATTLE-GUARD FOR RAILROADS.

SPECIFICATION forming part of Letters Patent No. 526,124, dated September 18, 1894.

Application filed April 13, 1894. Serial No. 507,458. (No model.)

To all whom it may concern:

Be it known that I, PETER L. BRADY, a citizen of the United States, residing at Hearne, in the county of Robertson and State of Texas, have invented a new and useful Cattle-Guard for Railroads, of which the following is a specification.

The invention relates to improvements in cattle-guards for railroads.

The object of the present invention is to improve the construction of cattle-guards for railroads, and to provide a simple and inexpensive device which will effectually prevent cattle from passing from one field or inclosure into another or into a railway inclosure where a railway track traverses the same and causes a break in the fences, and which will not be liable to catch an animal or person crossing it, exposing such to injury should a train be approaching.

A further object of the invention is to provide such a guard that will lie normally below the upper edges or treads of the rails, and which will not be injured by a train or a dragging iron thereof.

The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the claims hereto appended.

In the drawings: Figure 1 is a perspective view of a railway guard constructed in accordance with this invention, the gate being shown raised through depressing one end of the tilting platform. Fig. 2 is a longitudinal sectional view of the same, the gate being tilted or elevated by reason of depressing the other end of the platform. Fig. 3 is a transverse sectional view.

Similar numerals of reference indicate corresponding parts in the several figures of the drawings

1 designates a supporting frame, designed to be mounted on the cross-ties of a railway track, between the rails thereof, and comprising longitudinal sills 2, and cross-bars 3, and having journaled between the sides or sills 2, transverse rollers or shafts 4 and 5. The shaft 4 has secured to it a tilting gate 6, which may be of any desired construction employing the pickets 7, or any other suitable means for forming a gate. The gate is adapted to be tilted by rocking the shaft, which is accomplished by a depressible or tilting platform 8, mounted on the other shaft 5 and connected with the shaft 4 by rods 10 and 11.

The rod 10, which connects the shafts that are parallel with the cross-ties, is downwardly bowed and loosely connected at its outer end with the platform-shaft on the under side thereof, and is provided at its inner end with a longitudinal loop 12, which is linked into an eye 13, of the gate-shaft 4. The eye 13 of the gate-shaft normally lies or is arranged at the inner end of the loop when the gate is in a horizontal position; and when the outer end of the platform is depressed, the inner end of the loop engages the eye of the rock-shaft and partially rotates the latter to tilt the gate and elevate the same in front of an animal to prevent it from using the track as an entrance into a railroad inclosure or another field. The other connecting rod 11 has its outer end similarly attached to the upper side of the platform-shaft. It is upwardly bent adjacent to its outer end and is located in a longitudinal opening 14 of the platform, and it is provided at its inner end with a longitudinal loop 15, which is similar to that of the other connecting rod and which is linked into an eye 16 of the gate-shaft. The loop 15 has its inner end arranged adjacent to an eye 16 when the gate is in a horizontal position, whereby, when the inner end of the platform is depressed, the gate-shaft will be partially rotated to elevate the gate. This construction enables the platform when tilted at either end to produce an operation of the gate; and the loops permit the eye, which is not actuated by its loop, to move outward on the same and to have a limited movement independent thereof sufficient to permit a tilting of the gate by the other connecting rod. The longitudinal opening of the platform permits an upward tilting of the same without coming in contact with the upper connecting rod.

In the accompanying drawings only one section of the cattle-guard is shown, but, as will be readily understood, a section is designed to be placed at each side of the track; and the gate, which has its pickets pointed away from the platform in order to prevent any danger of

catching an animal in the cattle-guard, may readily be reversely arranged, as will be easily understood.

The cross-bars are triangular in cross-section and present inclined outer faces to prevent any dragging iron of a train from injuring the cattle-guard.

It will be seen that the cattle-guard is simple and inexpensive in construction, and positive and reliable in operation; and that as soon as an animal steps upon and depresses either end of the platform the gate will be raised in front of it to cause it to turn back.

Changes in the form, proportion, and the minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of this invention.

What I claim is—

1. In a cattle-guard, the combination of a frame, transverse shafts journaled therein, a gate mounted on one of the shafts, a platform secured to the other shaft and projecting from opposite sides thereof and adapted to have either of its ends depressed, and the upper and lower connecting rods having their outer ends attached to the platform-shaft and their inner ends loosely connected with the gate-shaft and having a limited longitudinal movement thereon independent of each other substantially as and for the purpose described.

2. In a cattle-guard, the combination of a frame, the transversely-disposed gate and platform shafts journaled therein, the gate-shaft being provided with eyes, a gate mounted on the gate-shaft, a platform centrally arranged on the other shaft, and the upper and lower connecting rods having their outer ends attached to the platform-shaft and provided at their inner ends with longitudinal loops loosely engaging the eyes of the gate-shaft, substantially as described.

3. In a cattle-guard, the combination of a frame, the gate and platform shafts journaled therein, the gate-shaft being provided with eyes, a gate secured to the gate-shaft, a platform mounted on the other shaft and provided with a longitudinal opening, and the upper and lower connecting rods having their outer ends attached to the platform-shaft and provided at their inner ends with longitudinal loops linked into the eyes of the gate-shaft, the upper connecting rod being bent upward and located in the longitudinal opening of the platform, substantially as described.

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

PETER L. BRADY.

Witnesses:
T. P. GRIFFIN,
W. W. WILSON.