

(No Model.)

G. H. GOLDRICK & C. C. VOGL.
CATTLE GUARD FOR RAILROADS.

No. 564,685.

Patented July 28, 1896.

Fig. 1.

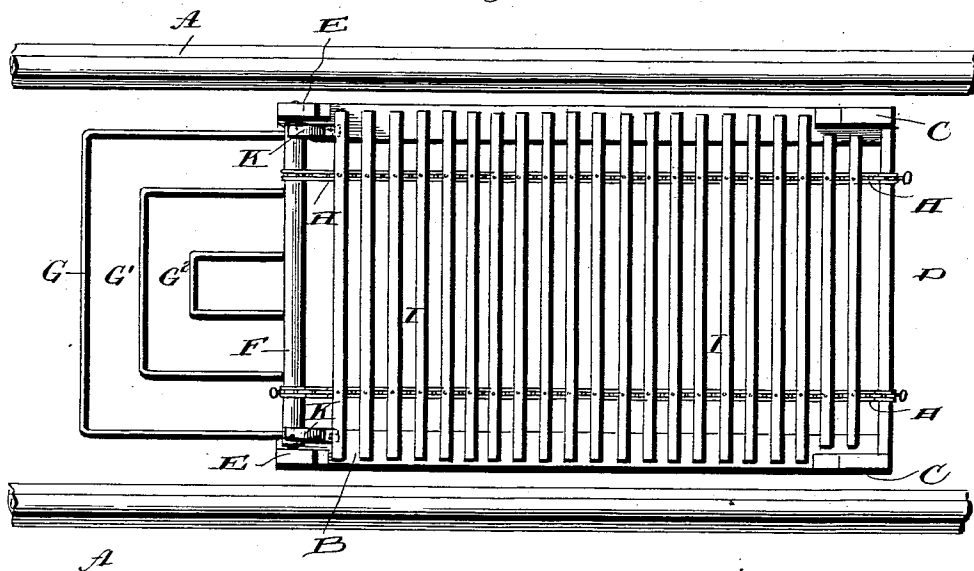


Fig. 4.

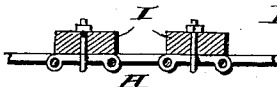


Fig. 2.

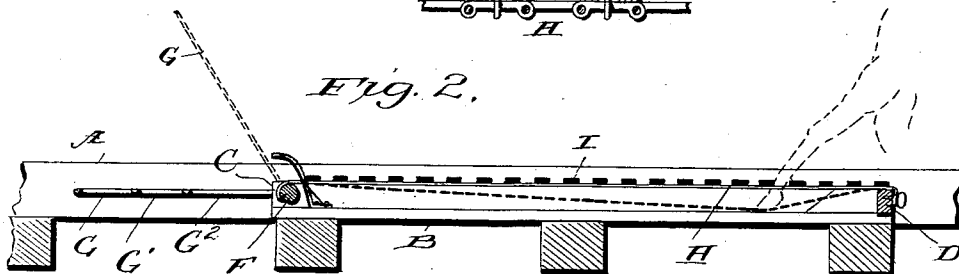
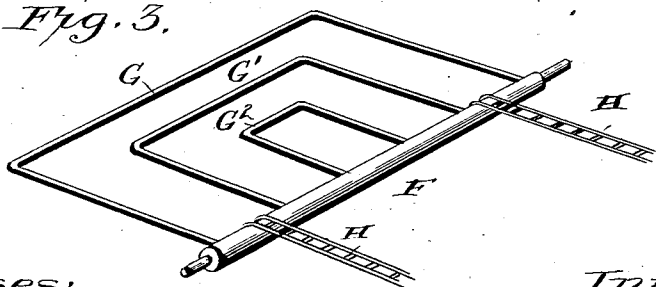


Fig. 3.



Witnesses:
L. C. Hills,
W. Van Loan

Inventors
G. H. Goldrick and
Chas. C. Vogl,
by Franklin H. Doolittle
Atty.

UNITED STATES PATENT OFFICE.

GEORGE H. GOLDRICK AND CHARLES C. VOGL, OF ANIWA, WISCONSIN.

CATTLE-GUARD FOR RAILROADS.

SPECIFICATION forming part of Letters Patent No. 564,685, dated July 28, 1896.

Application filed May 23, 1896. Serial No. 592,809. (No model.)

To all whom it may concern:

Be it known that we, GEORGE H. GOLDRICK and CHARLES C. VOGL, citizens of the United States, residing at Aniwa, in the county of Shawano and State of Wisconsin, have invented certain new and useful Improvements in Cattle-Guards for Railroads; and we do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

This invention relates to certain new and useful improvements in cattle-guards for railroads, and it has for its object the provision of a simple and cheaply-constructed device of the character mentioned which will not readily get out of order, and which, should it become embedded in snow or ice during the winter season, may be readily removed from its seat between the rails and replaced after the ice or snow has been removed.

The invention relates particularly to that class of cattle-guards which is designed to be seated between the railroad-tracks, and in which a gate is automatically raised to prevent animals from passing upon the tracks by the weight of the approaching animal.

To the above ends and to such others as the invention may subserve, the same consisting in the novel construction and in the peculiar combination, arrangement, and adaptation of parts, all as more fully hereinafter described, shown in the accompanying drawings, and then specifically defined in the appended claim.

The invention is clearly illustrated in the accompanying drawings, which, with the letters of reference marked thereon, form a part of this specification, like letters of reference indicating the same parts throughout the several views, and in which—

Figure 1 is a top plan view of the invention. Fig. 2 is a central longitudinal vertical section of the same. Fig. 3 is an enlarged detail in perspective of the gate. Fig. 4 is an enlarged detail in section, showing a suitable means for attaching the chain-links to the cross-strips of the platform.

Reference now being had to the details of the drawings by letter, A A designate railway-rails in a railroad-track adjacent to a road or street crossing.

B B are wooden sills or timbers, which are seated upon the ties and extend parallel with the rails between the tracks.

C C are blocks which are bolted or otherwise attached to the said sills or timbers B at the ends of the timbers next adjacent to the street or crossing, and connecting the said blocks C is a transverse timber D.

At the opposite ends of the sills or timbers B B blocks E E are secured, within openings in which blocks the ends of a shaft or drum F are journaled.

G, G', and G² are metallic rods which have their ends seated in and secured to the shaft F, the said rods being bent in such a manner as to cause the said rods together to constitute a gate, as shown.

H H are flat chains, which are at one of their ends attached to the timber D at the end of the platform farthest removed from the gate, and at their opposite ends are passed over the shaft or drum F, and are attached to the under side of the said shaft or drum.

The chains H are upon their upper faces provided with a series of parallel connecting-slats I I, which said slats are suitably attached to the chain-links in any suitable manner, as, for instance, by bolts passed therethrough, as shown in Fig. 4 of the drawings.

To limit the movement of the gate when thrown upward, as will presently be explained, short fixed arms K are provided, against the ends of which arms the gate is designed to contact when raised.

The operation of the device will, from the foregoing description, be readily understood. It will be seen that the weight of an animal stepping upon the slats I will serve to depress the platform, thus, by drawing upon the chains which are attached to the shaft F, cause a partial rotation of the said shaft, thus raising the gate.

It will be seen that a cattle-guard such as we have described is of few parts, is simple and durable, and that it is equally well adapted to prevent hogs, sheep, and other smaller animals from passing upon the tracks, as well as serving to stop cattle and horses.

While we have described the invention as constructed of wood, it is at once evident that the same may be, if preferred, of metal, and while we have illustrated the gate and platform as placed between the rails of a railroad it is also evident that the gate is equally adapted for use outside of the rails, or, if preferred, three platforms and gates may be used, one being between the rails and one upon each side. As the gates and their connections when so used would be duplicates, it is thought that an illustration of such an arrangement of the gates is unnecessary in this connection.

15 Having thus described our invention, what we claim to be new, and desire to secure by Letters Patent, is--

In a railway cattle-guard, the combination

with two horizontal, parallel timbers or sills having a cross-timber connecting the same at one end, and at the opposite ends provided with a transverse shaft or drum, a gate secured to the shaft, flexible connections between the cross-timber and shaft, said connections passing over and being secured to the under side of the shaft, and a series of transverse strips attached to the said flexible connections, substantially as described and for the purpose specified.

In testimony whereof we affix our signatures in presence of two witnesses.

GEORGE H. GOLDRICK.

CHARLES C. VOGL.

Witnesses:

ADAM VOGL,

THOS. E. MULLEN.