

(No Model.)

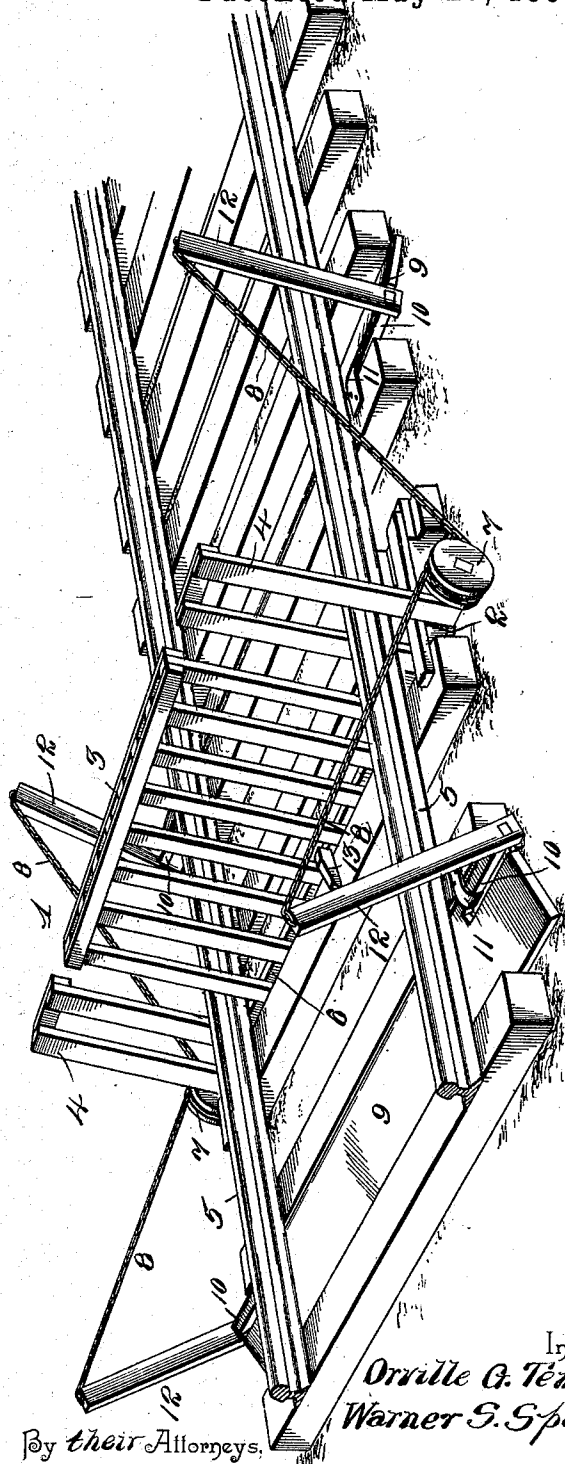
2 Sheets—Sheet 1.

O. G. TEMPLE & W. S. SPENCER.
STOCK GUARD FOR RAILWAYS.

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No. 560,765.

Patented May 26, 1896.



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W. Koerth
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By *their* Attorneys,

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Orville G. Temple
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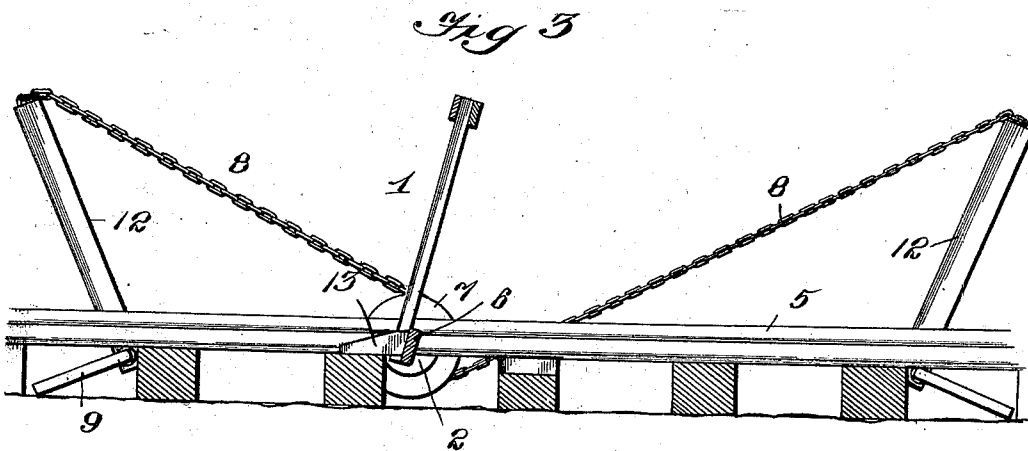
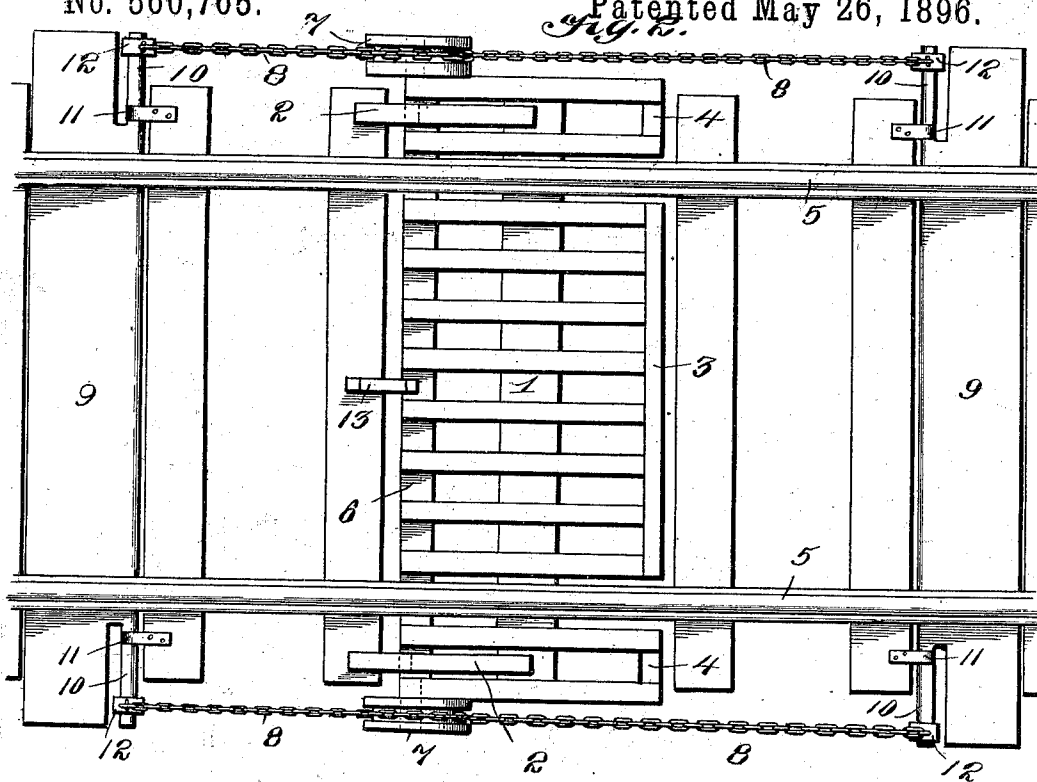
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Witnesses
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UNITED STATES PATENT OFFICE.

ORVILLE G. TEMPLE, OF RUSSELL, KENTUCKY, AND WARNER S. SPENCER,
OF MILTON, WEST VIRGINIA.

STOCK-GUARD FOR RAILWAYS.

SPECIFICATION forming part of Letters Patent No. 560,765, dated May 26, 1896.

Application filed March 4, 1896. Serial No. 581,769. (No model.)

To all whom it may concern:

Be it known that we, ORVILLE G. TEMPLE, residing at Russell, in the county of Greenup and State of Kentucky, and WARNER S. SPENCER, residing at Milton, in the county of Cabell and State of West Virginia, citizens of the United States, have invented a new and useful Stock-Guard for Railways, of which the following is a specification.

The invention relates to improvements in stock-guards for railways.

The object of the present invention is to improve the construction of stock-guards for railways, and to provide a simple, inexpensive, and efficient one, adapted to be readily applied to any ordinary railroad-track without altering the construction thereof, and capable of effectually preventing stock from crossing over a railroad-track from one field into another.

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 stock-guard constructed in accordance with this invention, the gate being elevated. Fig. 2 is a plan view, the gate being lowered. Fig. 3 is a detail sectional view, illustrating the construction of the stop for limiting the upward swing of the gate.

Like numerals of reference designate corresponding parts in all the figures of the drawings.

1 designates a gate constructed of any suitable material and journaled in suitable bearings 2 at opposite sides of a railroad-track, and comprising a central section 3 and end sections 4. The central section 3 extends across the space between the rails 5, and the end sections 4, which may be of any desired size, are located at the outer sides of the rails and are designed to extend across the space at the sides of the track between the same and the adjacent portions of a fence or the like. The gate may consist of pickets secured to a shaft or bottom bar 6, or any other desired form of gate may be used, and it is provided at opposite sides with grooved pulleys 7, connected with the bottom bar or

shaft, and having chains 8 or other suitable flexible connections partially wound around them and arranged in the grooves, as shown. The chains are arranged in pairs at each end of the gate and extend from opposite sides of the same, their outer terminals being connected with depressible platforms 9, which are preferably hinged to the adjacent cross-ties, and which are provided at their ends with journals 10, arranged in suitable bearing-brackets 11 of the cross-ties. The bearing-brackets 11, which may be of any desired construction, are secured to cross-ties, and extend horizontally therefrom away from the gate.

A pair of platforms is provided, and each platform has at its ends upwardly-extending arms 12, located at the sides of the track and secured to the terminals of the journals 10. The outer ends of the chains or other flexible connections employed are secured to the upper ends of the arms 12 of the platform, and their inner portions are partially wound around the grooved pulleys 7, and when the platforms are depressed the pulleys 7 are partially rotated to swing the gate upward to the position illustrated in Fig. 1 of the accompanying drawings. By partially winding the inner portions of the chains around the grooved pulleys in the same direction the chains are simultaneously unwound therefrom or wound thereon, and when one chain is drawn taut and unwound by the depression of the adjacent platform the other chain is slackened, as will be readily understood.

The upward swinging of the gate is limited by a stop 13, mounted on a cross-tie and extending from one side of the same. The projecting portion of the stop is adapted to engage the gate at the bottom thereof to stop the gate before it assumes a vertical position, and the gate is caused to drop back by gravity as soon as the depressible platforms are relieved of the pressure.

It will be seen that the stock-guard is simple and inexpensive in construction, that it is positive, reliable, and automatic in operation, and that it is capable of effectually preventing animals from crossing a track from one field into another.

Changes in the form, proportion, and minor

details of construction may be resorted to without departing from the spirit or sacrificing any of the advantages of this invention.

What we claim is—

- 5 1. A stock-guard comprising an upwardly-swinging gate journaled in suitable bearings and provided with a pulley, a flexible connection arranged on the pulley, connected therewith and extending from the gate, and a depressible platform attached to the outer end of the flexible connection and adapted, when depressed, to rotate the pulley, whereby the gate is swung upward, substantially as described.
- 15 2. A stock-guard for railways comprising an upwardly-swinging gate journaled in suitable bearings, pulleys mounted on the gate and designed to be arranged at opposite sides of the track, depressible platforms located beyond the gate and arranged at opposite sides thereof, flexible connections extending from the platforms to the pulleys and adapted to rotate the latter when the former are depressed, and means for limiting the upward swing of the gate, whereby the latter is caused to drop back by gravity to its initial position, substantially as and for the purpose described.
- 25 3. A stock-guard for railways comprising an upwardly-swinging gate provided with pulleys designed to be arranged at opposite sides of a track, hingedly-mounted depressible platforms provided with arms designed to

be arranged at opposite sides of a track, chains or the like arranged on the pulleys and extending from the gate at opposite directions and connected with the arms of the platforms, and a stop arranged to engage the gate to limit the upward swing thereof, substantially as described.

4. A stock-guard for railways, comprising an upwardly-extending gate provided with pulleys designed to be arranged at opposite sides of a track, hingedly-mounted depressible platforms located at opposite sides of the gate, and provided at their ends with upwardly-extending arms, and flexible connections arranged in pairs at the end of the gate, secured at their outer terminals to the upper ends of the said arms and having their inner portions arranged on the pulleys, substantially as described.

In testimony that we claim the foregoing as our own we have hereto affixed our signatures in the presence of witnesses.

ORVILLE G. TEMPLE.
WARNER S. SPENCER.

Witnesses as to signature of Orville G. Temple:

H. DAVISSON,
E. G. SCRIPTURE.

Witnesses as to signature of Warren S. Spencer:

A. D. NEAL,
W. O. WALTON.