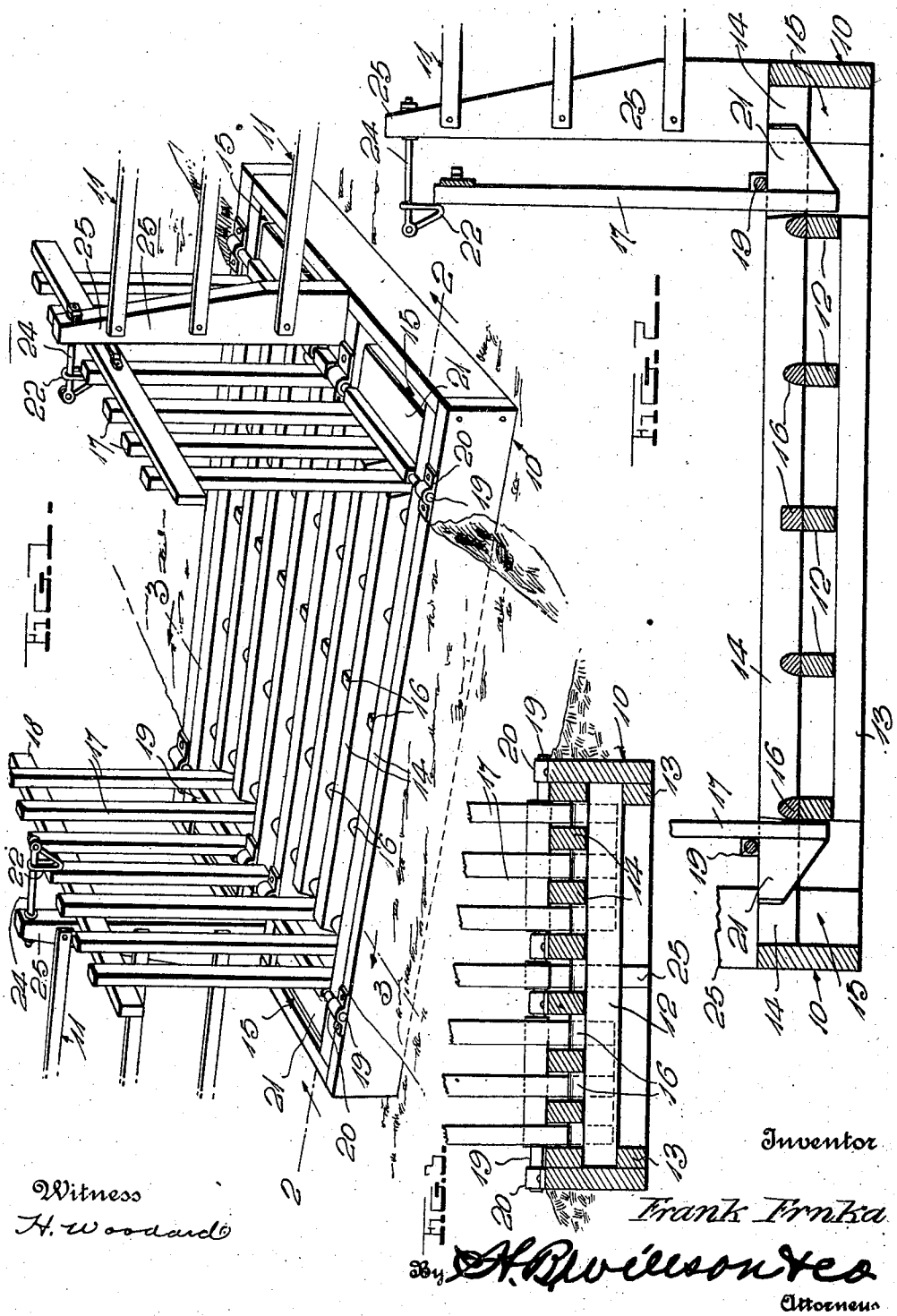
Feb. 1, 1927. 1,616,361

F. FRNKA

COMBINED STOCK GUARD AND PASS-WAY

Filed May 6, 1926 2 Sheets-Sheet 1



Witness
H. Woodard

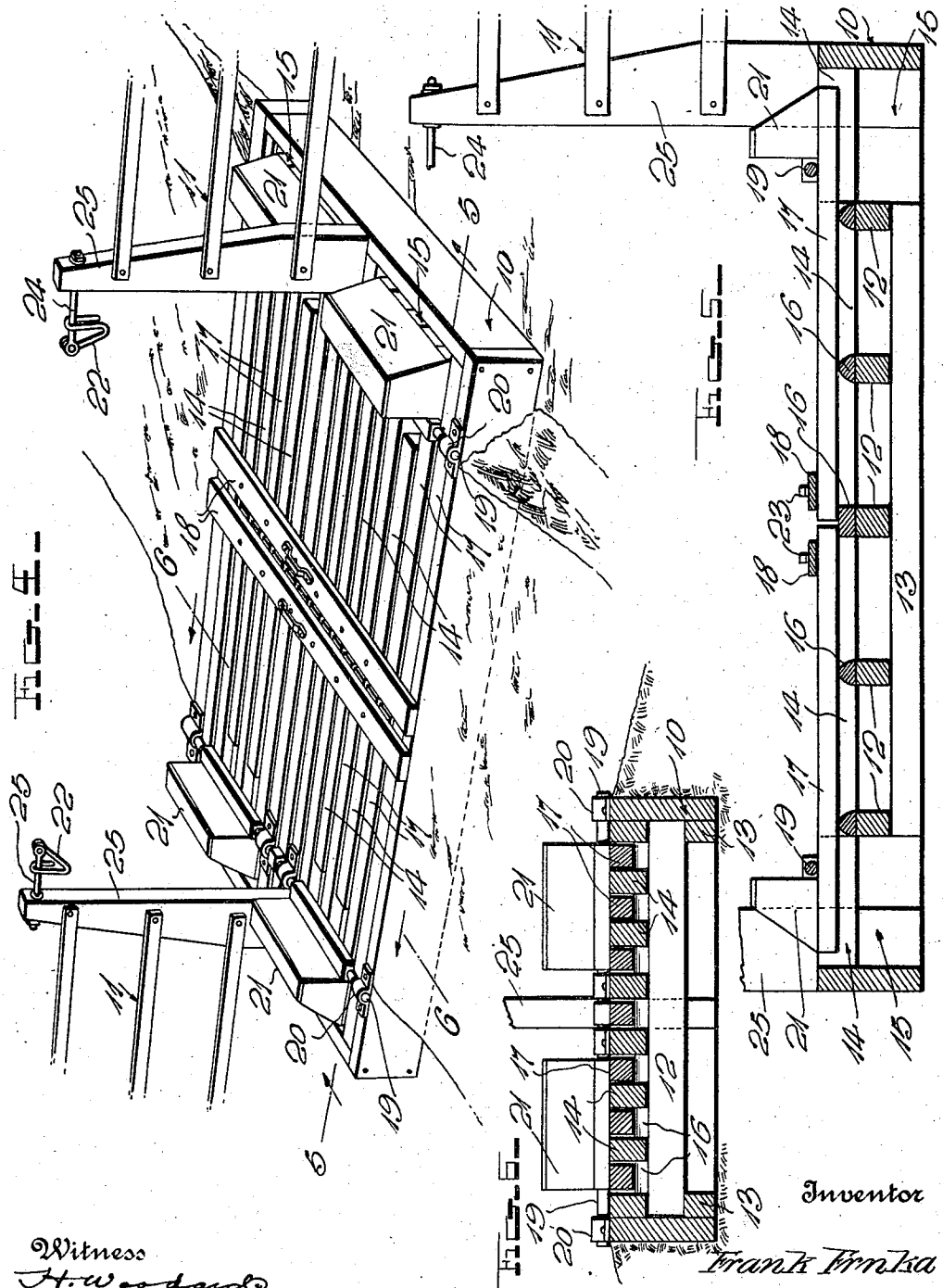
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COMBINED STOCK GUARD AND PASS WAY

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UNITED STATES PATENT OFFICE.

FRANK FRNKA, OF COLUMBUS, TEXAS.

COMBINED STOCK GUARD AND PASS WAY.

Application filed May 6, 1926. Serial No. 107,221.

The invention relates to improvements in structures adapted primarily for use in fences instead of a gate, for the purpose of permitting automobiles and the like to pass from one side of the fence to the other, while preventing cattle and other stock from so passing, provision being made however for conditioning the device, so that stock and horsedrawn vehicles may readily pass from one side of the fence to the other, whenever desired.

The object of the invention is to provide a new and improved construction which, while being rather simple and inexpensive, will be highly efficient, easy to condition either to permit travel of stock and horse drawn vehicles thereover or to allow motor traffic, and will be generally desirable.

With the foregoing in view, the invention resides in the novel subject matter hereinafter described and claimed, the description being supplemented by the accompanying drawings.

Fig. 1 is a perspective view showing the same in condition to permit automobiles and the like to pass while preventing stock from passing.

Figs. 2 and 3 are sectional views as indicated by lines 2—2 and 3—3 of Fig. 1.

Fig. 4 is a perspective view illustrating the device conditioned for stock and horse drawn vehicles passage.

Figs. 5 and 6 are sectional views on lines 5—5 and 6—6 of Fig. 4.

In the drawings above briefly described, the numeral 10 designates a rectangular base frame of any desired size and proportions, which frame may be mounted in a gap of a fence 11, may span a drain ditch, or may be otherwise located as occasion may demand, and while no foundation has been shown to support this base frame, it is of course understood that one of any desired form could be used if desired.

Extending transversely of the frame 10, below the top of the latter, I dispose a number of sills 12 whose ends are secured to the parallel side members of said frame and may well rest upon appropriate cleats 13 secured to said side members. Supported upon these sills and extending longitudinally within the frame, with their upper edges flush with the top of the latter, are a number of spaced, parallel bars 14, some of which extend entirely to the end members of the frame while others terminate in spaced relation with said end members to provide openings 15 for a purpose to appear. Brace blocks 16 are secured upon the upper edges of the sills 12 between the stationary bars 14 and contact with these bars, most of these blocks having somewhat sharpened or rounded upper portions to prevent accumulation of dirt and the like, although the blocks along the tranverse center line of the device, have flat upper surfaces for a purpose which will hereinafter become clear.

Two series of spaced, parallel, filling bars 17 are provided for the spaces between the stationary bars 14, these filling bars being mounted so that they can be moved either into or out of operative relation with said stationary bars. When the bars 17 are operatively positioned as seen in Figs. 4, 5 and 6, they are flush or approximately flush with the upper surfaces of said stationary bars, so that horses, cattle or other stock may readily walk across the device. When the bars 17 are moved to inoperative position, however, the spaces between the bars 14 are left unfilled, so that stock will not attempt to walk from one side of the frame 10 to the other. In the present showing, these bars 17 are pivotally mounted, so that they may either swing downwardly and rest upon the blocks 16 as seen in Figs. 4, 5 and 6, or may swing to the upstanding positions shown in Figs. 1, 2 and 3.

At one end, the series of bars 17 are secured to transverse members 18, while transverse shafts 19 are secured to these bars near their other ends. These shafts 19 are rockably mounted in appropriate bearings 20 suitably mounted near the ends of the frame 10 and it will be seen that some of the bars 17 project beyond said shafts and carry counterbalancing weights 21, which weights may well be boxes filled with earth, stone or other suitable material. While the weights 21 make it easier to upwardly swing the bars 17 to the normally idle position shown in Figs. 1, 2 and 3, they are not sufficient to in themselves swing said bars to this position. Hence, the bars 17 will remain lowered when once moved to this position so as to fill the spaces between the stationary bars 14 and permit stock and horse drawn vehicles passage across the device. Then, when further use of the device in this manner is not required, the bars 17 may be swung up-

wardly, and any appropriate latches 22 may be provided to so hold them. In the present showing, handles 23 are provided on the bars 18 to assist in upwardly swinging them and the attached bars 17.

The latches 22 may be mounted in any desired manner. Preferably, however, they are pivoted upon metallic arms 24 projecting from posts 25, said posts rising from the ends of the base frame 10 and serving to anchor the portions of the fence at opposite ends of the device.

It will be seen from the foregoing that while the invention is rather simple and inexpensive, and may be easily constructed and installed, it will be highly efficient and in every way desirable. Excellent results may be obtained from the general construction disclosed and it may therefore be followed if desired. However, within the scope of the invention as claimed, numerous variations may be made, and obviously, I am not restricted to materials, size, proportions, etc. Moreover, I wish it understood that the relatively stationary and movable bars such as 14 and 17, could well be used in connection with structures other than that herein disclosed, for instance, in reconstructing all or a portion of a bridge spanning a drain ditch. Moreover, while two series of the bars 17 have been shown, it will be understood that in some instances, one series of longer bars might be used instead.

I claim:

1. A combined stock guard and pass-way comprising spaced parallel horizontal bars, sills transverse to said bars and supporting them stationarily, spaced parallel filling bars for the spaces between the stationary bars, a transverse member connecting said filling bars at one end of the latter, a transverse shaft to which said filling bars are connected near their other end, the latter projecting beyond the shaft and having a counterbalance, means rockably mounting said shaft to permit swinging of said filling bars to operative position or to an upstanding idle position, and means for normally holding said filling bars in said upstanding idle position.

2. A structure as specified in claim 1 together with bracing blocks for said stationary bars secured to the upper surfaces of said sills and serving to support the filling bars in operative position.

In testimony whereof I have hereunto affixed my signature.

FRANK FRNKA.