March 30, 1926. 1,579,125

W. R. MARSHALL ET AL

STOCK GUARD FOR ROADWAYS

Filed Dec. 12. 1923 2 Sheets-Sheet 1

Fig. 1.

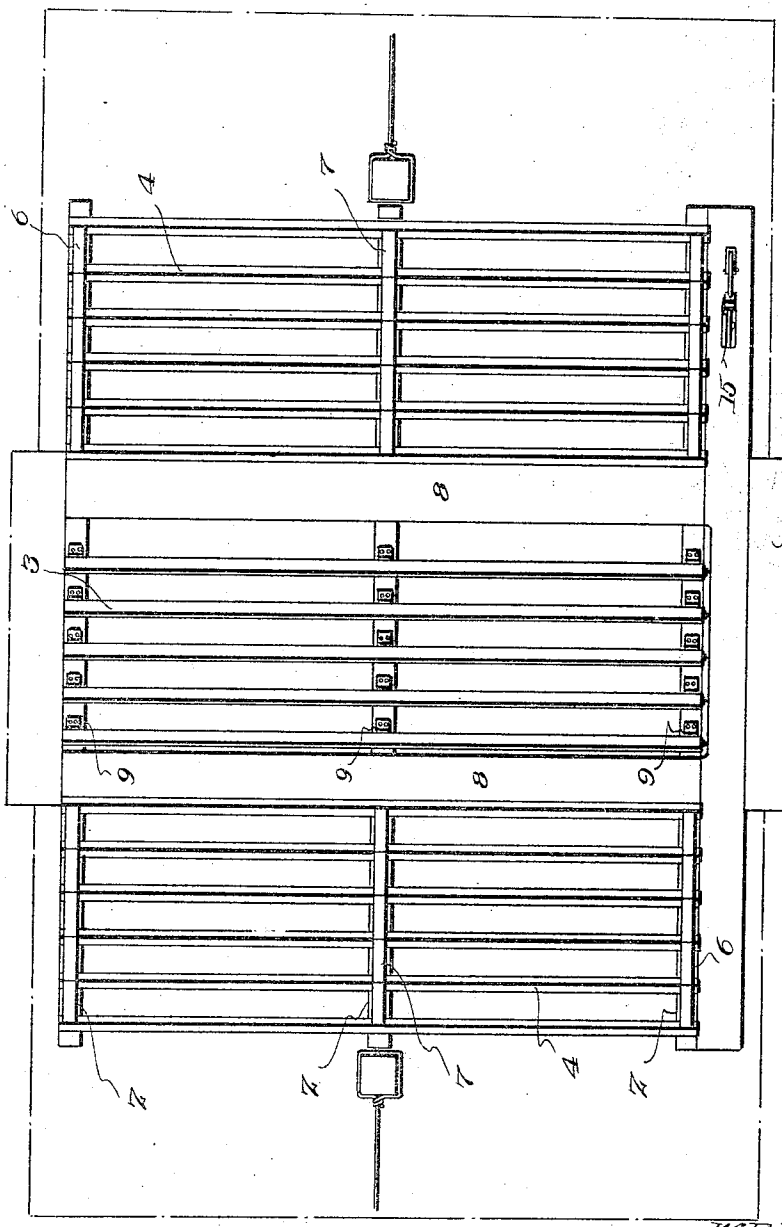
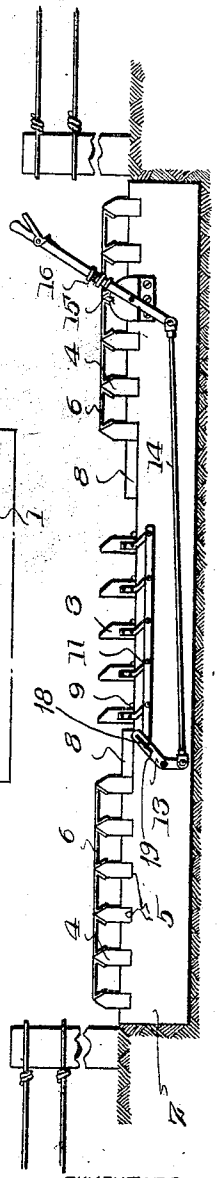


Fig. 2.



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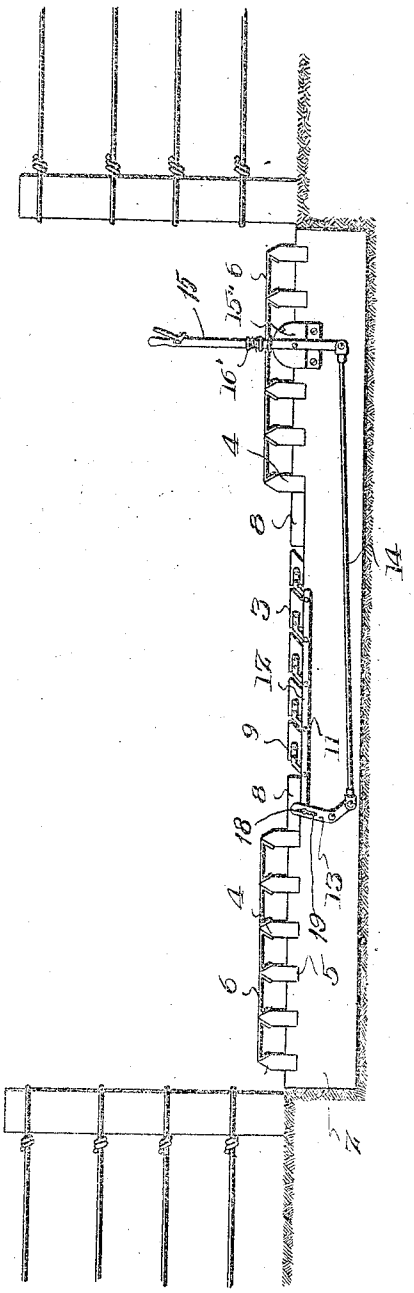


Fig. 3.

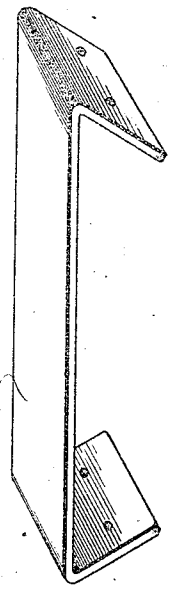


Fig. 5.

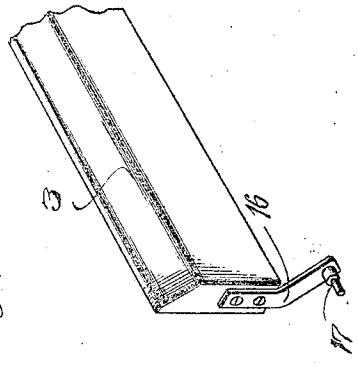


Fig. 4.

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Patented Mar. 30, 1926. 1,579,125

UNITED STATES PATENT OFFICE.

WILLIAM R. MARSHALL, OF LEWISBURG, AND JOSEPH E. LOCKETT, OF STANTON, TENNESSEE.

STOCK GUARD FOR ROADWAYS.

Application filed December 12, 1923. Serial No. 680,234.

To all whom it may concern:

Be it known that we, WILLIAM R. MARSHALL and JOSEPH E. LOCKETT, citizens of the United States, residing, respectively, at Lewisburg and Stanton, in the counties of Marshall and Haywood and State of Tennessee, have invented new and useful Improvements in Stock Guards for Roadways, of which the following is a specification.

An object of this invention is to construct a means which will prevent cattle passing from one field into another, but which will allow the passage of pedestrians, automobiles or horse-drawn vehicles thereover.

A desirable feature of the improvement is the provision of a stock guard for roadways arranged at the terminal of fences and which constitutes a central and end series of guard rails having beams or plates therebetween which provide ways for the wheels of an automobile, and wherein the central series of rails are hingedly supported and are lever operated whereby the same may be swung from a vertical to a horizontal position to provide a smooth surface for animals that draw vehicles over the guard.

With such construction in view, the invention further resides in the operative association of parts hereinafter fully described and definitely claimed.

In the drawings:—

Figure 1 is a view illustrating the improvement on a roadway between adjacent fenced fields.

Figure 2 is an end view thereof.

Figure 3 is a similar view but showing the central guard rails swung to horizontal position.

Figure 4 is a perspective view looking toward the end of one of the swingable guard rails.

Figure 5 is a perspective view of one of the supporting plates for the fixed guard rails.

As disclosed by the drawings, our improved stock guard is arranged on a roadway between the terminals of a fence.

Referring now to the drawings in detail, the numeral 1 designates the roadway in which there is planted any desired number of transversely arranged beams 2. The beams may be of wood or of metal, and as shown in the drawings, three beams are employed and are equi-distantly spaced. Arranged longitudinally of the roadway on the beams 2 there are guard rails. As disclosed by the drawings, the guard rails are divided into a central series, indicated by the numeral 3 and end series, indicated by the numeral 4. The end guard rails 4 preferably have their upper edges sharpened and their sides inclined to their bottom, and the said bottom portions of these rails are let in dovetailed openings 5 in the transverse beams 2. The rails constituting the end series 4 are equi-distantly spaced and are secured to the beams 2 in any desired manner. While the end beams may be of any desired material, we preferably construct the same of wood, and to effectively sustain the said rails in upright vertical position, we secure to the ends thereof plates 6, and likewise to the upper center thereof an additional plate 7. In this manner it will be seen that the guard rails are not only effectively secured to the supporting beams 2 but are braced in a manner which will prevent the tilting thereof should stock place their weight thereon. The rails are sufficiently spaced to prevent stock attempting to cross the same.

Between the central series of rails 3 and the end series 4 there are secured on the supporting beams 2 plates 8, also preferably of wood. These plates 8 provide ways between the guard rails for the passage of the wheels of an automobile.

The central series of guard rails 3 are each hingedly secured, as at 9 to the supporting beams 2 and are so spaced that when the same are swung from the vertical to the horizontal a smooth surface will be presented, the said surface being flush with the ways 8. When in this position the guard rails 3 provide a support for animals attached to vehicles which pass over the guard.

Fixedly secured to the ends of each of the guard rails 3 there is an angle plate 16. Each plate 16 has an outwardly projecting trunnion 17. These trunnions 17 are received in bearing openings in a somewhat elongated plate 11. The plates 11 have on one of their ends trunnions 18 which are received through elongated slots 19 in one arm of a bell crank lever 13. Connected by a rod 14 to the bell crank lever 13 there is an operating lever 15. The operating lever is pivotally secured to a segmental rack plate 15′, and carries a handle operated spring influenced dog 16′ to engage one of

a pair of spaced notches 15″ in the segmental plate 15′. It will be apparent that when the lever is swung to one position, the guard rails 3 will be moved to a vertical position. The dog engaging the rack holds the guard rails so positioned. The swinging of the lever in an opposite direction will swing the guard rails to horizontal position. When in such position the edges of the respective rails are only slightly out of contact with each other so that the smooth surface above referred to is thus presented.

It is believed that the construction and the advantages of the improvement will be apparent to those skilled in the art to which this invention relates, but the nature thereof is such as to render the same susceptible to changes in size, proportion, material employed and in such details of construction as fairly fall within the scope of what we claim.

Having described the invention, we claim:—

A stock guard for the purpose set forth, comprising spaced beams arranged transversely on a roadway, each of said beams having a central longitudinal depressed portion, fixed guard rails having pointed edges extending from the elevated portions of the beams, brace plates having angle ends secured to the beveled edges of the said fixed rails, boards providing wheel ways secured in the depressed portions at the ends thereof, equi-distantly spaced guard rails, each comprising a substantially rectangular member which is hingedly secured to the beams in the depressed portions thereof, each of said last mentioned guard rails having one of its outer corners beveled, angle plates secured to the ends of the last mentioned rails, each of said plates having an outwardly projecting trunnion, plates having bearing openings in which the trunnions are received, a bell crank lever having an elongated slot therethrough, a pin on one of the last mentioned plates received through said slot, an operating lever, and a link connection between the operating lever and the bell crank lever, whereby the swinging of the operating lever will simultaneously move the hinged guard rails to a vertical position to permit one of the edges thereof resting on the beams, and the movement of the said lever in an opposite direction will simultaneously swing the said rails to cause the same to rest horizontally on the said depressed portions of the beams.

In testimony whereof we affix our signatures.

WILLIAM R. MARSHALL.
JOSEPH E. LOCKETT.