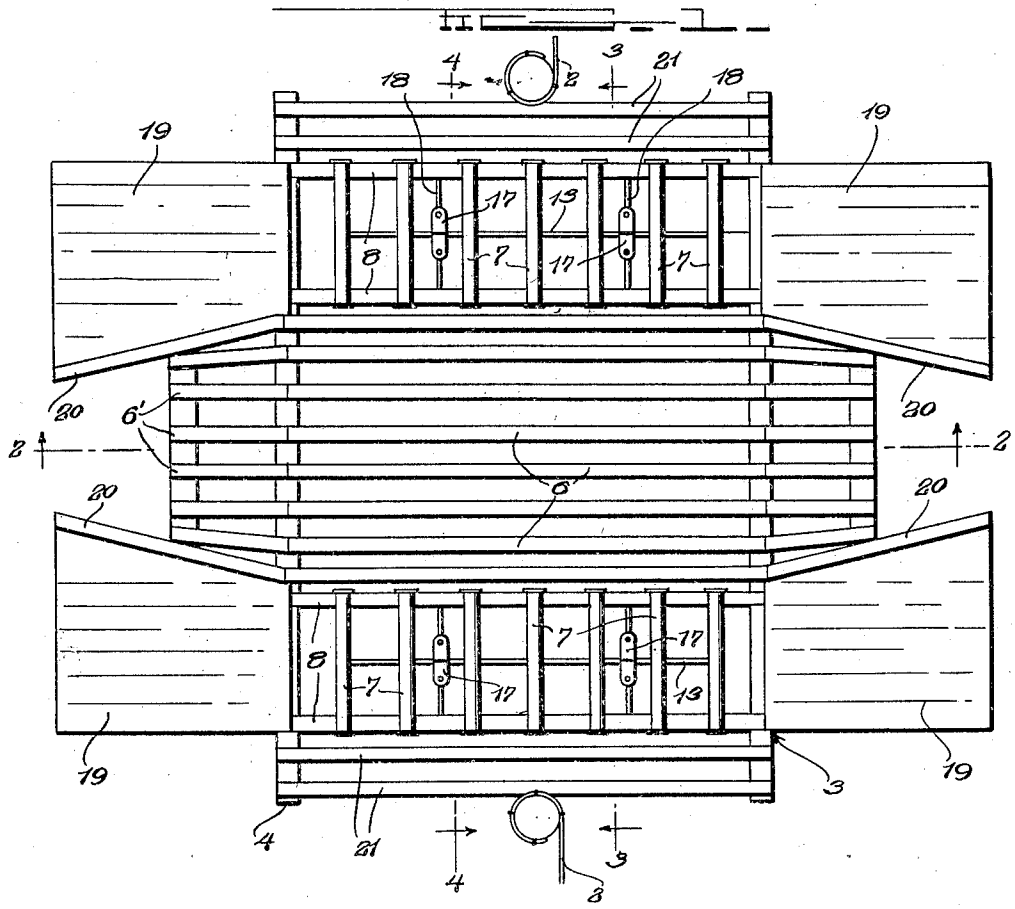
W. M. PETTY.

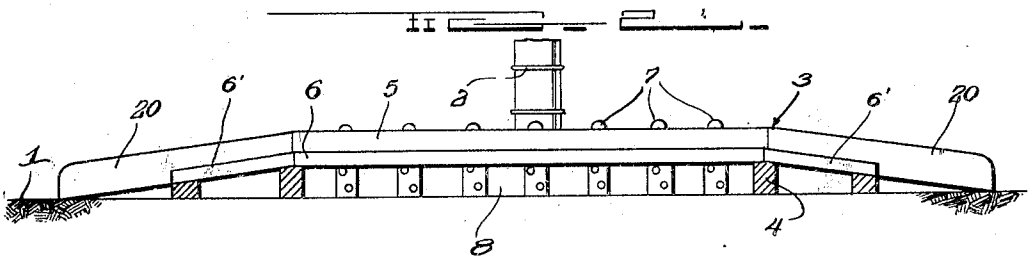
STOCK GUARD.

APPLICATION FILED JULY 6, 1920.

1,357,896. **Patented Nov. 2, 1920.**

2 SHEETS—SHEET 1.





W. M. Petty

INVENTOR

BY Victor J. Evans

ATTORNEY

L. B. Middleton

WITNESS:

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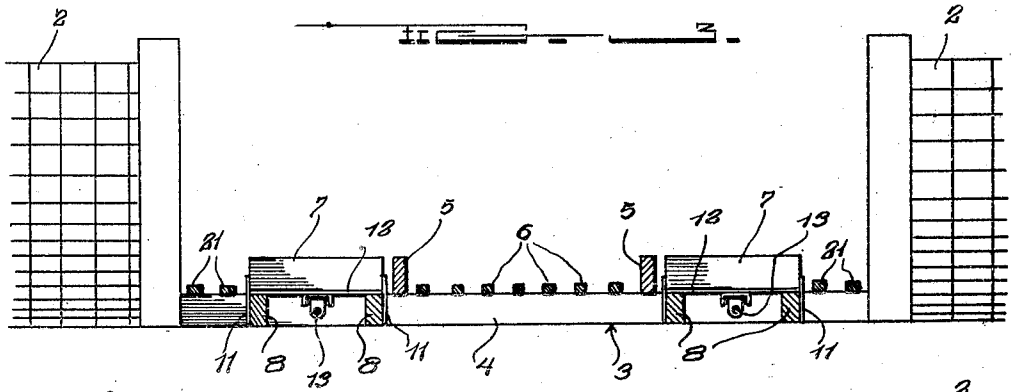
STOCK GUARD.

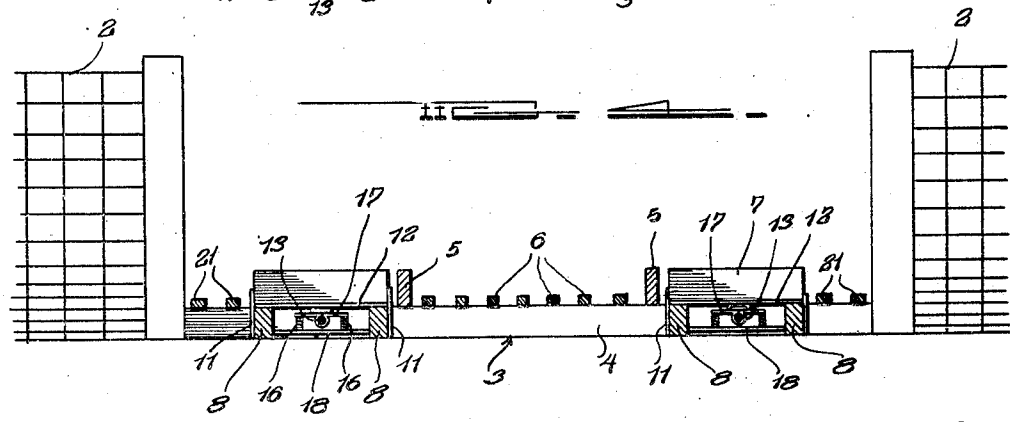
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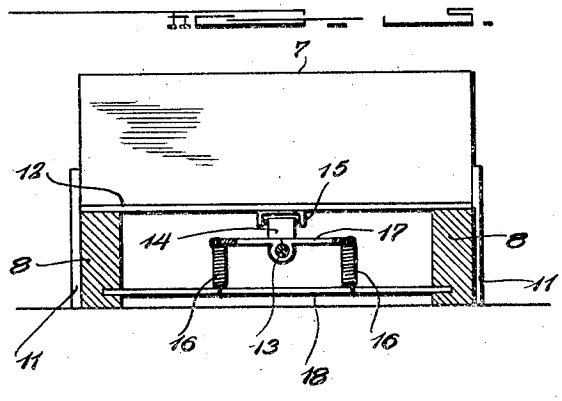
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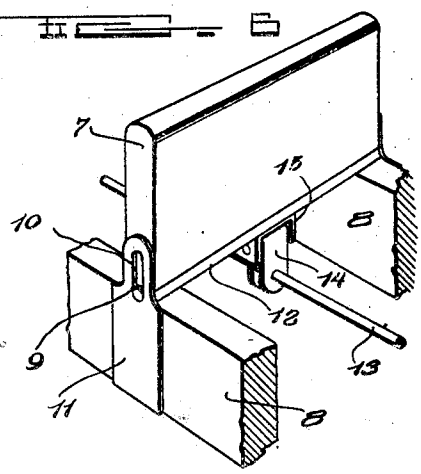
Patented Nov. 2, 1920.

2 SHEETS—SHEET 2.









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UNITED STATES PATENT OFFICE.

WILLIAM M. PETTY, OF LARAMIE, WYOMING.

STOCK-GUARD.

1,357,896. Specification of Letters Patent. Patented Nov. 2, 1920.

Application filed July 6, 1920. Serial No. 394,159.

To all whom it may concern:

Be it known that I, WILLIAM M. PETTY, a citizen of the United States, residing at Laramie, in the county of Albany and State of Wyoming, have invented new and useful Improvements in Stock-Guards, of which the following is a specification.

This invention relates to a stock guard for public roads and lanes, the principal object of the invention being to render the use of gates and bars unnecessary for keeping stock from passing through the opening in the fence and through which the road passes.

Another object of the invention is to provide means whereby automobiles and trucks may pass over the guard without stopping.

This invention also consists in certain other features of construction and in the combination and arrangement of the several parts, to be hereinafter fully described, illustrated in the accompanying drawings and specifically pointed out in the appended claims.

In describing my invention in detail, reference will be had to the accompanying drawings wherein like characters denote like or corresponding parts throughout the several views, and in which:—

Figure 1 is a plan view showing the improved guard in place across a road.

Fig. 2 is a section in line 2—2 of Fig. 1.

Fig. 3 is a cross section on line 3—3 of Fig. 1.

Fig. 4 is a cross section on line 4—4 of Fig. 1.

Fig. 5 is an enlarged view of the means for holding the plates in upright position.

Fig. 6 is a detail view showing the means for connecting the plates with said bar.

In these views 1 indicates the road and 2 the fence line and 3 indicates the guard which is placed across the road at the opening in the fence line. This guard consists of a frame 4 having the wheel rails 5 thereon, said rails being spaced apart a distance slightly less than the tread of the vehicle. The space between said rails is filled in with the spaced bars 6 and on the outer side of each rail are arranged the movable plates 7 for forming a bridge for the wheels of the vehicle. These plates are pivotally connected with the pairs of longitudinally extending bars 8 of the frame, each plate being connected with each pair of bars by means of the pintles 9, at the lower corners of the plate engaging the oblong slots 10 in the upright strips 11 bolted to the bars 8. Each plate may have a wear plate 12, formed of metal or the like, bolted to its bottom edge, and the pintles may be formed in this plate. It will thus be seen that the plates 7 are rockingly supported on the bars so that they may assume an upright position or lie flat on the bars. The plates are spaced a sufficient distance apart to permit them to lie flat upon the bars with but a slight space between their adjacent edges. The plates in each row are connected to a longitudinally extending rod 13 which is pivotally connected with each plate by means of a bracket 14 secured to the rod and pivotally connected with the U-shaped bracket 15 secured to the under edge of the plates. The plates are normally held in upright position by means of the springs 16 having their upper ends secured to the brackets 17 secured to the rod 13 and having their lower end secured to the cross bars 18, which are carried by the pairs of bars 8. The brackets 17 are arranged directly over the bars 18 so that when the plates 7 are swung in either one direction or the other from the vertical position the rod 13 will be raised thus tensioning the springs so that as soon as the plates are freed said springs will cause the parts to assume their normal positions with the plates in vertical position. These plates are adapted to be struck by the front wheels of the vehicle and when this takes place the plates of both rows will assume a flat position so that the vehicle may pass over the guard and as soon as it leaves the last plates the springs will cause them to fly back into vertical position thus preventing an animal from walking over it. At each end of the frame is a pair of inclined platforms 19 for permitting the automobile to run up upon the device. Each platform is provided with a rail 20 at its inner edge which forms an extension of the rails 5. The platforms have their inner edges inclining inwardly and the rails 20 follow the edges so that they diverge upwardly. The bars 6 have inclined extensions 6′ which extend partly into the space between the platforms. I may also place longitudinal bars 21 at the outer sides of the frame for filling the gap between the frame and the fence post.

It will thus be seen that the spaces between the various parts of the apparatus will prevent an animal from passing over

the device and thus the device will act to prevent an animal passing through the opening in the fence. Automobiles, trucks, and the like, however, can freely pass over the device as they can be driven up the platforms and over the bridging plates without stopping. As soon as their front wheels strike the first platform each row of the plates will assume a flat position and thus permit the vehicle to pass over them.

By having the pintles engaging the oblong slots the plates may assume a flat position even though dirt or snow collects on the upper edges of the supporting bars for the plates and with which the plates engage when they assume a flat condition.

It is thought from the foregoing description that the advantages and novel features of my invention will be readily apparent.

I desire it to be understood that I may make changes in the construction and in the combination and arrangement of the several parts, provided that such changes fall within the scope of the appended claims.

What I claim is:—

1. A stock guard of the class described comprising a frame, spaced bars thereon, upright members located on the frame and means for causing the members to assume a flat condition when the end members are struck by the wheels of the vehicle, said means comprising a row of plates, spring means for holding said plates in vertical position and means for connecting said plates with said means so that they can assume a flat condition.

2. A cattle guard of the class described comprising a frame, spaced bars thereon, two rows of pivotally mounted plates on the frame, spring means for normally holding the plates in raised position but permitting them to resume a flat position and inclined platforms at the ends of the frame.

3. A cattle guard of the class described comprising a frame, spaced bars thereon, two rows of plates pivotally mounted on the frame, a bar pivotally connected with each row of plates, spring means engaging the bar and normally holding the plates in vertical position but permitting them to resume a flat position and guiding rails at the inner sides of the rows of plates.

4. A cattle guard of the class described comprising a frame, two rows of plates pivoted thereon, a bar pivotally connected with each plate of each row, spring means engaging the bar for normally holding the plates in vertical position but permitting them to resume a flat position, inclined platforms at the ends of the frame and guiding rails at the inner sides of the rows of plates and on the inner edge of each platform.

In testimony whereof I affix my signature.

WILLIAM M. PETTY.