

No. 654,190.

Patented July 24, 1900.

T. THOMPSON.
STOCK BARRIER.

(Application filed Dec. 7, 1899.)

(No Model.)

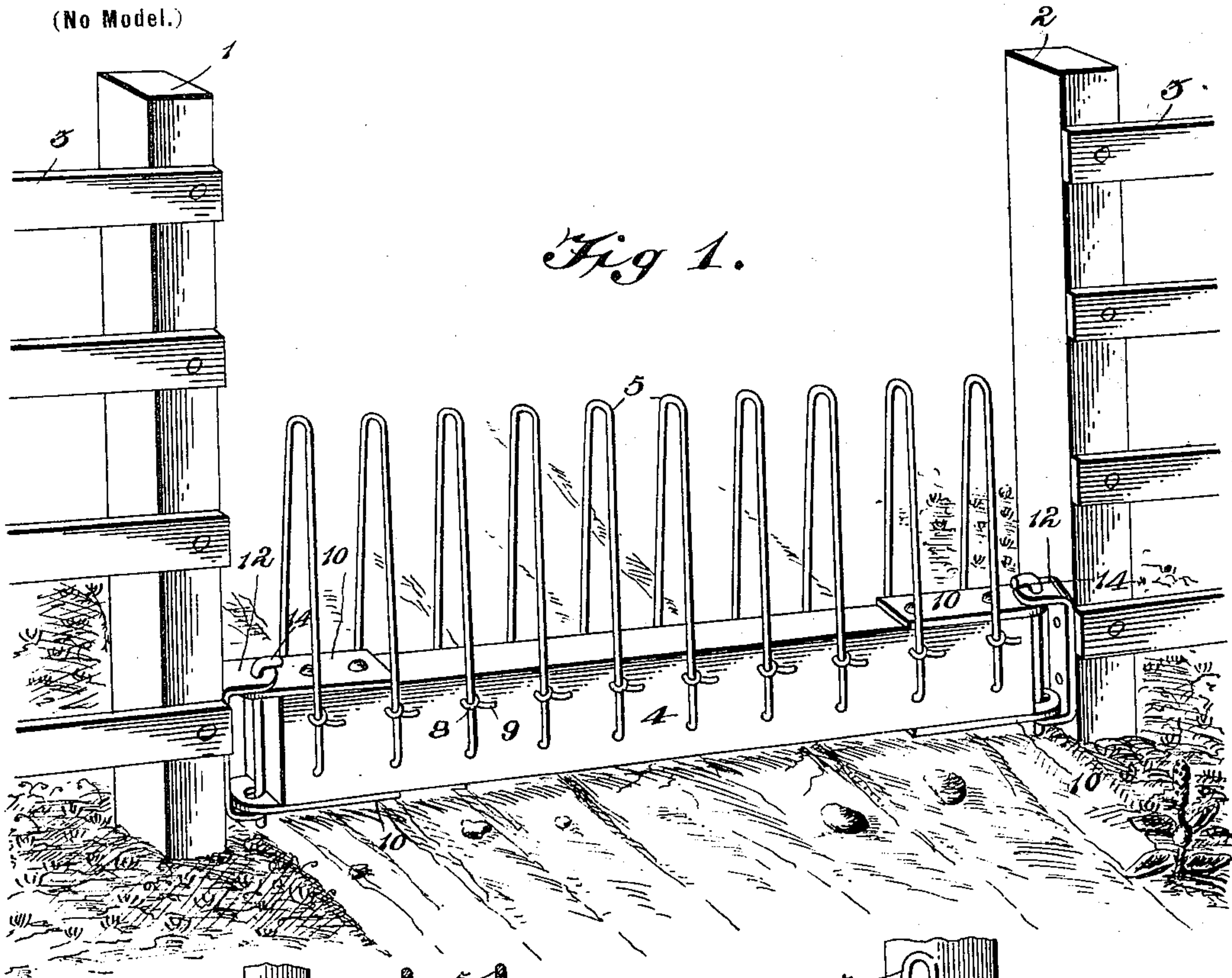


Fig 2.

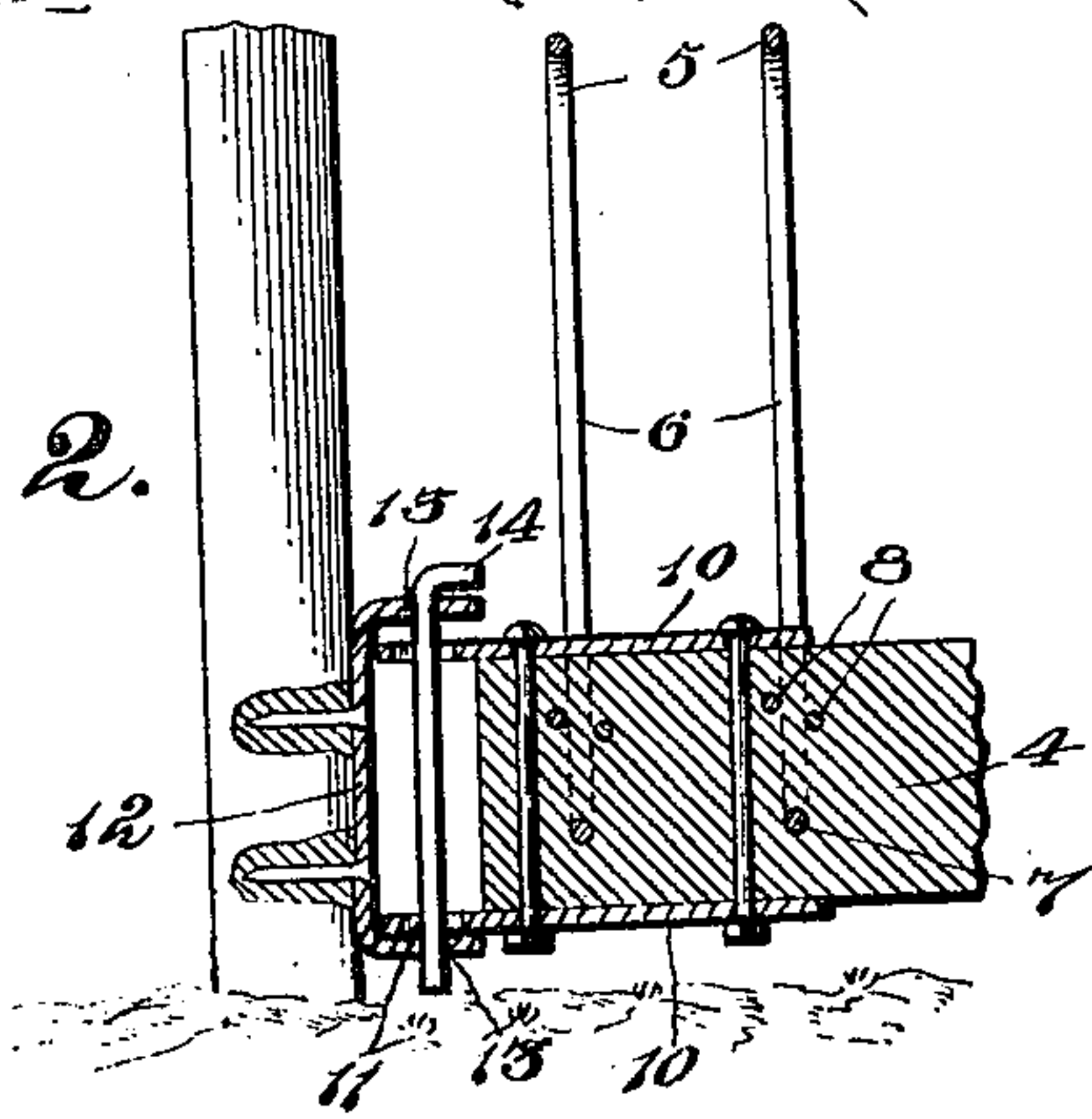


Fig 3.

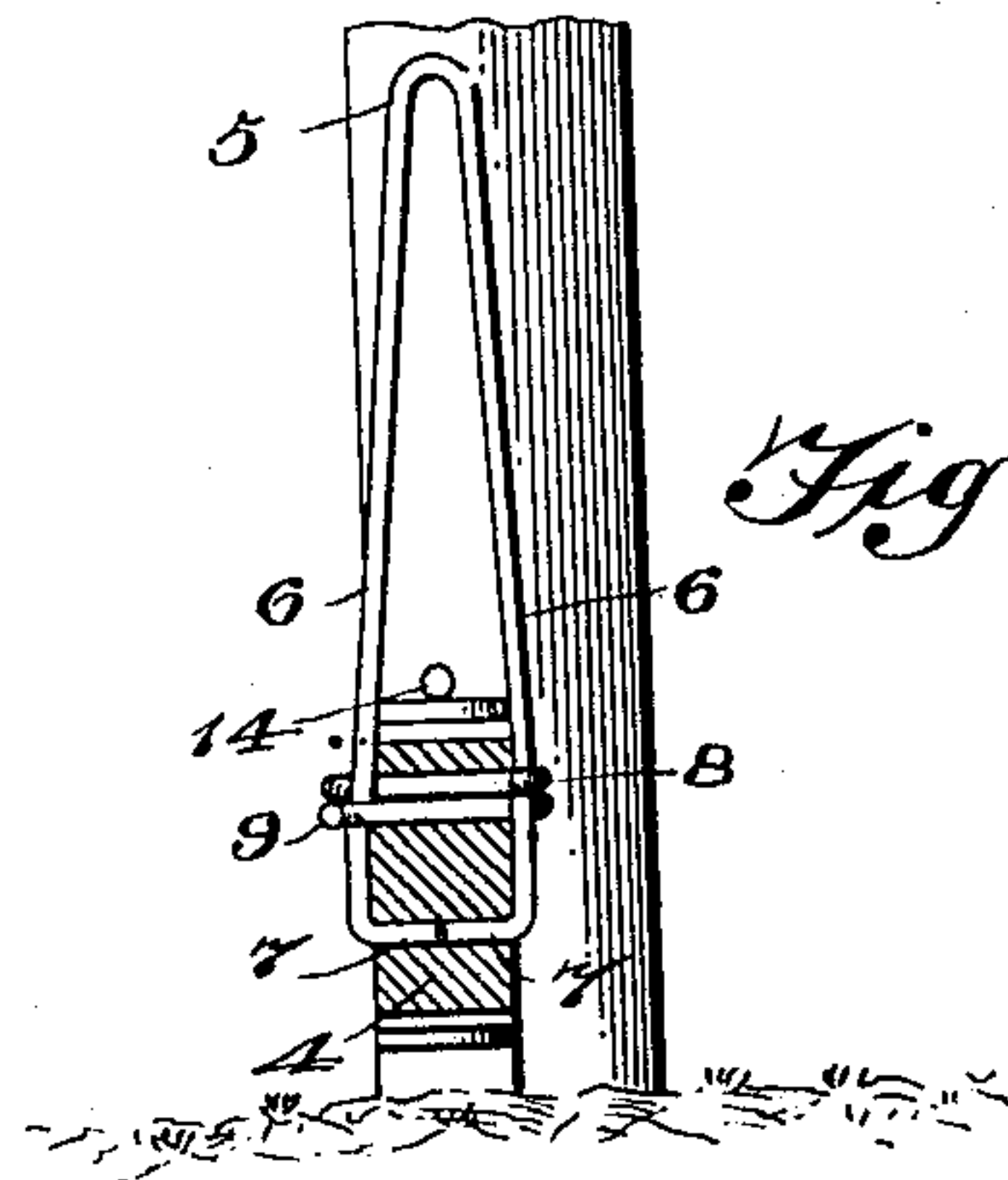
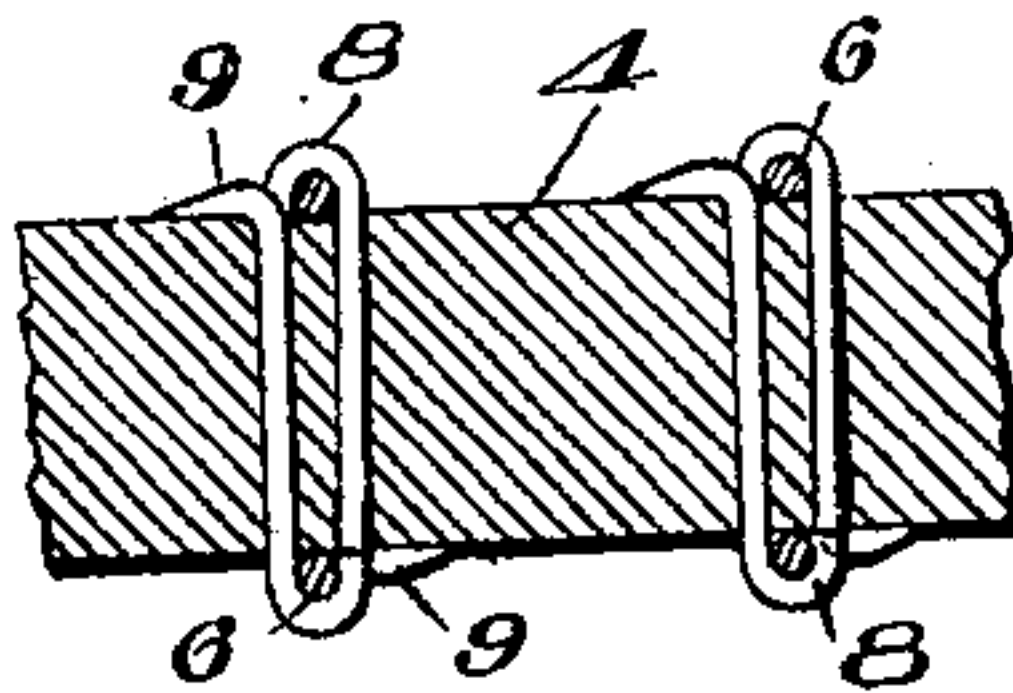


Fig 4.



Witnesses

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STOCK-BARRIER.

SPECIFICATION forming part of Letters Patent No. 654,190, dated July 24, 1900.

Application filed December 7, 1899. Serial No. 739,584. (No model.)

To all whom it may concern:

Be it known that I, THOMAS THOMPSON, a citizen of the United States, residing at Jewell, in the county of Hamilton and State of Iowa, have invented a new and useful Stock-Barrier, of which the following is a specification.

This invention relates to gates and fences, and has for one object to provide an improved stock-barrier for gateways in stock-fences, so as to prevent swine and such small animals from climbing over the structure and also to prevent them from lifting the barrier, so as to pass beneath the same, while at the same time permitting of larger stock stepping over the device. It is also designed to arrange the device so as to prevent the formation of snow-drifts about the barrier, as the smaller animals can mount such snow-drifts, and thereby pass over the barrier.

A further object is to provide a strong and durable structure that may be conveniently removed to permit of the passage of a vehicle, and, finally, to provide an improved connection between the opposite ends of the barrier and adjacent posts, so that either end of the device may be readily disconnected from its post and the entire barrier moved laterally upon the opposite connection as a hinge, while both connections form locks for the barrier in the normal position thereof.

With these and other objects in view the present invention consists in the combination and arrangement of parts, as will be hereinafter more fully described, shown in the accompanying drawings, and particularly pointed out in the appended claims, it being understood that changes in the form, proportion, size, and minor details may be made within the scope of the appended claims without departing from the spirit or sacrificing any of the advantages of the invention.

In the drawings, Figure 1 is a perspective view of a stock-barrier constructed in accordance with the present invention. Fig. 2 is a detail longitudinal sectional view taken through one end of the device and illustrating the connection between the latter and the adjacent post. Fig. 3 is a transverse sectional view taken in the plane of one of the pickets or obstructions. Fig. 4 is a detail horizontal sectional view illustrating the manner

of connecting the pickets or obstructions to the frame or sill of the device.

Corresponding parts in the several figures of the drawings are designated by like characters of reference.

Referring to the accompanying drawings, 1 and 2 designate the posts at opposite sides of a gateway in a stock-fence 3, the improved barrier being located in such gateway and connected at opposite ends to the respective posts.

In carrying out the invention I provide a wooden beam 4 of suitable dimensions to fit between the posts and to form the frame or sill of the device. Spaced at regular intervals throughout the length of the sill is a plurality of upright pickets or obstructions 5, the intervening spaces between adjacent pickets being entirely unobstructed, so as to prevent the formation of snow-drifts and to permit of the passage of the feet of the larger stock.

As best shown in Fig. 3 of the drawings, it will be seen that each picket or obstruction is formed from a single metallic bar or rod, which is bent intermediate of its ends into an inverted substantially U shape, of which the opposite sides 6 embrace the opposite longitudinal sides of the sill 4, the extremities of the sides being bent into opposite inwardly-extending pins or fingers 7, which enter suitable perforations formed in the sill and adjacent to the lower edge thereof.

It will be noted that the plane of each U-shaped picket or obstruction is disposed at substantially right angles to that of the sill, so as to form a comparatively-small lateral surface and thereby prevent the formation of snow-drifts. Also the rounded upper ends of the pickets prevent injury to the animals which may pass over the barrier, and the unobstructed spaces between adjacent pickets provide passages for the feet and legs of such animals as may be able to pass over the barrier.

To prevent lateral movement or displacement of the pickets, the sides of the latter are embraced by suitable staples 8, which are driven transversely through the sill 4 on opposite sides thereof and have their pointed ends upset against the outer sides of the sill,

as indicated at 9. At opposite ends of the sill and fitted to the upper and lower sides thereof, between the opposite sides of adjacent pickets or obstructions, are the flat metallic plates 10, which project longitudinally beyond the adjacent end of the sill, and each pair of plates is provided with vertically-aligned elongated openings or perforations 11. Fixed to the inner sides of the posts 1 and 2 are the substantially U-shaped brackets 12, the opposite ends of which are provided with vertically-aligned perforations 13 for the reception of a headed pin 14. As clearly shown in Fig. 2 of the drawings, it will be seen that the respective pairs of plates 10 are received between the opposite ends or arms of the adjacent brackets 12 and the pins 14 passed through openings 11 and 13, so as to detachably connect the barrier to the posts. It will now be apparent that either pin 14 may be removed, so as to disconnect that particular end of the barrier from the adjacent post, and the entire device may be moved laterally upon the other connection as a hinge, so that the gateway may be unobstructed to permit of the passage of a vehicle. It is preferable to have the plates 10 fit loosely between the opposite sides or arms of the brackets and to provide such plates with elongated openings for the reception of the locking and pivot pins 14, so that the barrier may have a vertical tilting movement in order to pass over any obstructions when the barrier is being opened or moved out of the gateway.

From the foregoing description it will be apparent that the present barrier is provided with skeleton pickets or obstructions, so as to provide a comparatively-light but strong and durable device which will prevent the formation of snow-drifts about the barrier. Moreover, a simple and durable connection is provided between the barrier and the adjacent posts, so as to firmly support the device in its normal position, at the same time permitting of the barrier being swung to either side of the gateway and also permitting of the entire removal of the device.

What I claim is—

1. In a stock-barrier, the combination with

opposite posts, of a sill, having its opposite ends detachably hinged to the respective posts, to swing laterally in opposite directions, and spaced pickets or obstructions rising from the sill, and providing unobstructed passages between adjacent pickets.

2. A stock-barrier, comprising a sill, and spaced pickets rising therefrom, each picket being of inverted substantially U shape, and disposed in a plane transverse to that of the sill.

3. A stock-barrier, comprising a sill, and spaced pickets rising therefrom, each picket being of inverted substantially U shape, and disposed in a plane transverse to that of the sill, the opposite sides of each picket embracing the sill, and the ends thereof being formed into opposite inwardly-directed fastenings entering the sill.

4. A stock-barrier, comprising a sill, spaced pickets rising therefrom, each picket being of inverted substantially U shape, and disposed in a plane transverse to that of the sill, the opposite sides of each picket embracing the sill, and the ends thereof being formed into opposite inwardly-directed fastenings to enter the sill, and staples connecting the respective sides of the pickets to the sill, and located above the inwardly-directed fastenings.

5. In a barrier for gateways, the combination with opposite posts, of a barrier located therebetween, substantially U-shaped brackets fixed to the respective posts, and having their opposite arms provided with vertically-aligned perforations, upper and lower plates projecting at opposite ends of the barrier, and provided with vertically-aligned elongated slots, the adjacent plates being received between the arms of the respective brackets, and pivot-pins extending through the corresponding slots and perforations.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

THOMAS THOMPSON.

Witnesses:

E. B. MUNDALE,
A. O. LARSON.