April 25, 1961 H. E. BARSTOW 2,981,519

ROAD BARRICADE

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FIG. 1

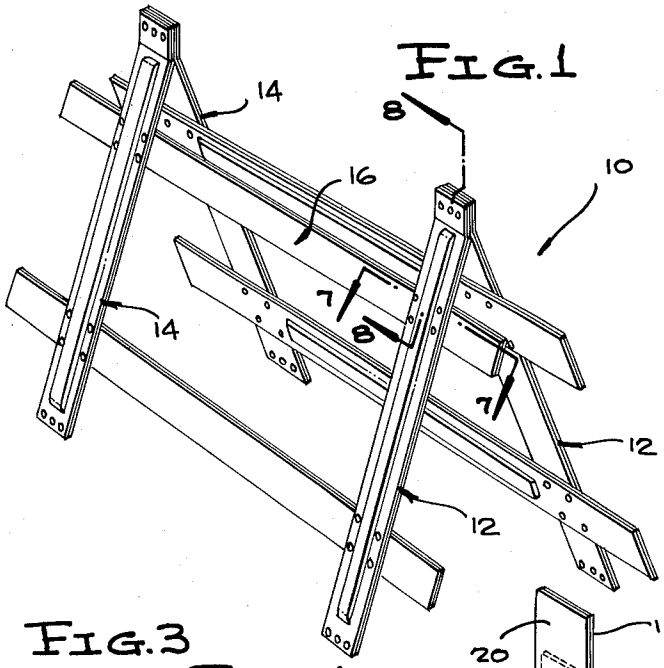


FIG. 2

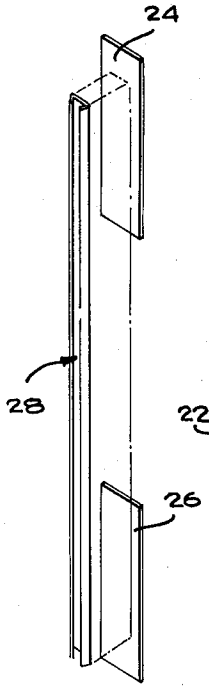


FIG. 3

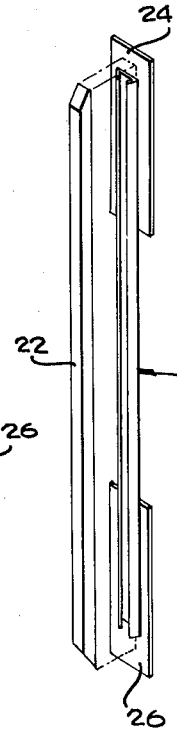


FIG. 4

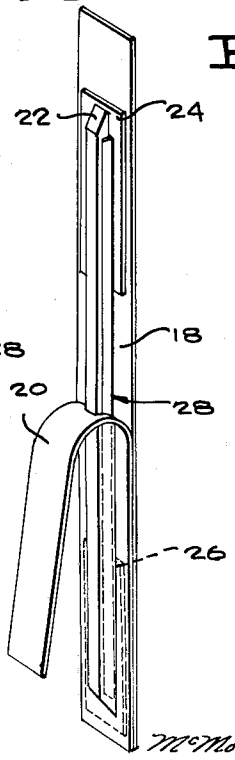
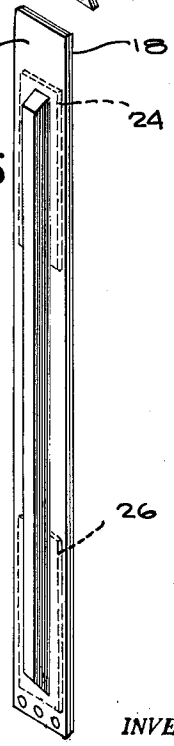


FIG. 5



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FIG. 6

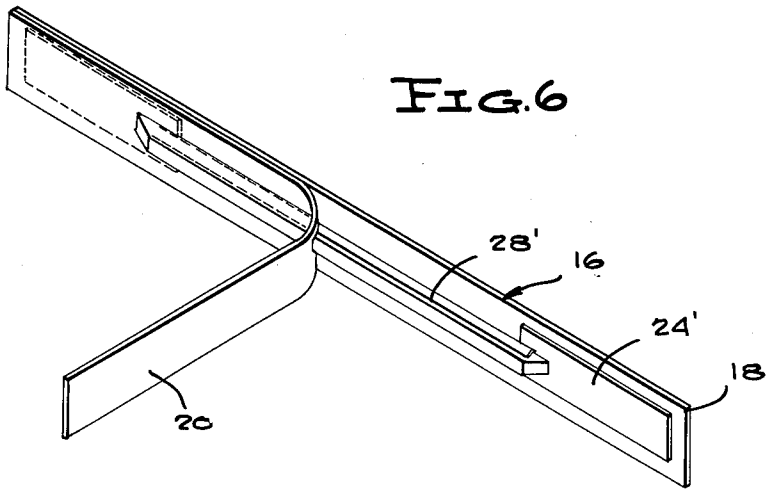


FIG. 7

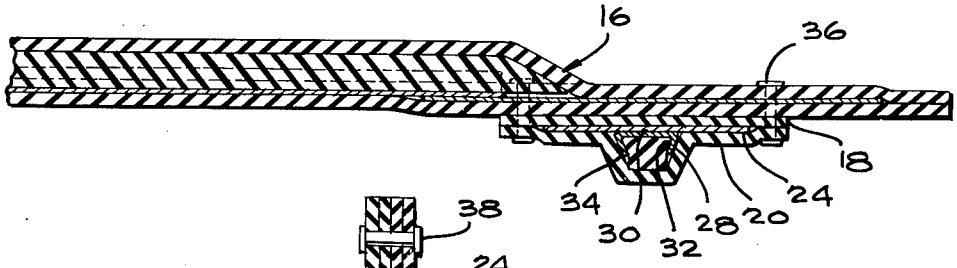
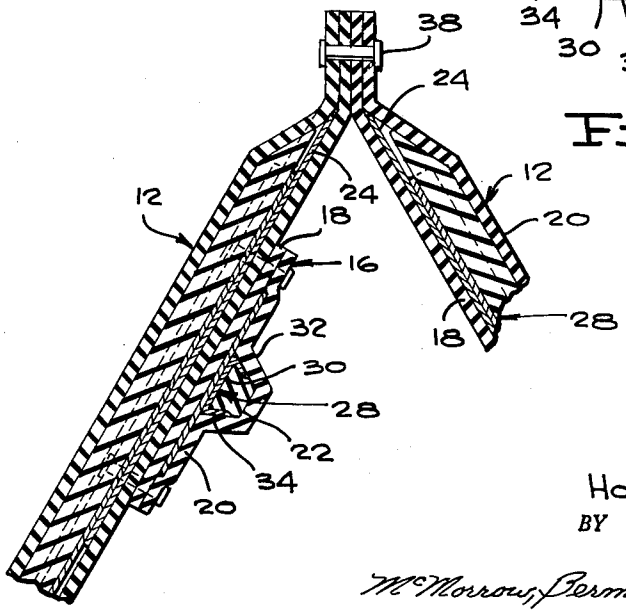


FIG. 8



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ROAD BARRICADE

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2 Claims. (Cl. 256—64)

The present invention relates to road barricades generally and in particular to a lightweight barricade fabricated in part of a resilient material.

Presently in use and previously proposed have been barricades for erection around ditches, roadway obstructions, roadway repair areas, and the like. Such barricades as have been proposed and put into practice have not been entirely successful for the purpose intended. Such barricades necessarily must have sufficient weight to hold them in position in the face of ordinary winds, while retaining their lightweight characteristics which enable them to be handled and transported with ease and facility. When such barricades are fabricated of lightweight metal, they become easily dented and bent and their usefulness is of shortlife duration. Other barricades fabricated of wood are damaged easily by colliding vehicles, are difficult to repair, are relatively hard to handle for storage and erection, and generally have lives of short duration.

An object of the present invention is to provide a road barricade which is light in weight, one having long-life characteristics due to its resiliency and yet inherent stiffness, one which may be handled with ease and facility, and one which will withstand a maximum amount of battering, ramming and colliding without serious damage thereto.

A further object of the present invention is to provide a road barricade which is readily fabricated from used rubber strip material commonly obtained from used automobile tires.

A still further object of the present invention is to provide a road barricade which lends itself to economical manufacture and assembly, manufacture without the use of special tools or skilled labor, and one which is highly effective in action.

These and other objects and advantages of the present invention will be fully apparent from the following description when taken in conjunction with the annexed drawings, in which:

Figure 1 is an isometric view of the road barricade of the present invention shown in erected condition;

Figure 2 is an isometric exploded view of two of the components of the barricade shown prior to assembly;

Figure 3 is an isometric view of the assembly of Figure 2 with a third component in position for mounting on the assembly;

Figure 4 is an isometric view showing one strip attached to the assembly shown in Figure 3 and a second strip in partially attached condition;

Figure 5 is an isometric view showing the strip in assembled condition;

Figure 6 is an isometric view of another strip employed in the barricade of the present invention;

Figure 7 is a view on an enlarged scale, taken on the line 7—7 of Figure 1; and

Figure 8 is a view on an enlarged scale, taken on the line 8—8 of Figure 1.

Referring in greater detail to the drawings in which like numerals indicate like parts throughout the several views, the reference numeral 10 designates generally the road barricade of the present invention and which comprises at least two spaced uprights 12 and 14 and at least a single cross bar 16 extending between and connecting the uprights 12 and 14 together.

The uprights 12 and 14 and the cross bar 16 are similar in structure and each includes a pair of elongated resilient strips 18 and 20 arranged in confronting face to face relation and a resilient core body 22 interposed between and extending longitudinally of the strips 18 and 20.

The resilient core body 22 extends along the strips 18 and 20 from a point adjacent to and inwardly of one of the complemental ends of the strips 18 and 20 to a point adjacent to and inwardly of the other of the complemental ends of the strips 18 and 20.

The side edges of the body 22 are spaced from the side edges of the strips 18 and 20. Adhesive or other means is employed to secure the bounding edge portions of the strips 18 and 20 together to form a unitary structure.

A pair of flat metal plates 24 and 26 are arranged in linear aligned relation and a metal channel member 28 having a bight 30 and a pair of flanges 32 and 34 projecting perpendicularly from one side thereof is positioned so that the channel member 28 extends between the metal plates 24 and 26 with the bight 30 abutting the metal plates 24 and 26 and the free ends of the flanges 32 and 34 are facing away from the metal plates 24 and 26.

The resilient core body 22 fills the space between flanges 32 and 34 and has a portion projecting outwardly of the free ends of the flanges 32 and 34, as shown most clearly in Figure 4.

The strip 18 extends over the sides of the metal plates 24 and 26 remote from the channel member 28 and the strip 20 extends over the other sides of the plates 24 and 26 and over the channel member 28 and the enclosed resilient body 22.

In Figure 6, the cross bar 16 is shown, differing from the uprights 12 and 14 only in the elongation of the plates 24′ and 26′ and in that the channel member 28′ does not extend over the face of the plate 24′ but is secured to an end portion of the latter.

The end portions of the cross bar 16 are secured by rivets 36 to the edge portions of the uprights 12 and 14, as shown in Figure 7.

The uprights 12 are positioned in upwardly sloping directions converging toward each other and have their upper end portions in abutting face to face relation secured together by other rivets 38. Similarly, another upright 14 is paired with the upright 14 previously mentioned to form a second support for the cross bars 16 on that side of the barricade, as shown in Figure 1.

In use, the strips 18 and 20 and the resilient body 22 are fabricated of rubber such as is commercially available in used tires and tire scraps, or from plastic material of a suitable degree of resiliency. The channel member 28 and the plates 24 and 26 are fabricated of lightweight relatively rigid material such as aluminum, magnesium, steel, or the like.

The strips 18 and 20 have their bounding edges secured together by adhesive or other means found practicable and the uprights 12 and 14 and a plurality of cross bars 16 are secured together by the rivets 36 and 38 to form a unitary structure which will fold on itself for storage and transportation.

It will be seen therefore that the strips 18 and 20 provide a resilient outer surface for each component of the barricade 10 and the resilient body 22 provides stiffening as well as resiliency to the channel member 28 which, in turn, provides resiliency to the strips 18 and 20 for

the major portions of their lengths and permitting the barricade 10 to be erected around obstructions, roadway repairs, roadway obstructions and the like with ease and facility. The rubber material or plastic material from which the strips 18 and 20 are formed provides sufficient weight to the barricade 10 to maintain the latter in place against the action of fairly strong winds and, if struck by an automobile, the strips 18 and 20 provide a resilient impact surface generally not damaging to the surface or finish of the automobile fender or bumper as a result of such collision.

It will be seen therefore that the barricade 10 of the present invention is an improvement on barricades presently in use which are constructed of wood with either wood or metal connecting cross bars and that the same is useful to municipal authorities, contractors, and the like for guarding obstructions, ditches, or areas from which the public is to be excluded.

What is claimed is:

1. In a road barricade, spaced uprights and a cross bar extending between and connecting said uprights together, each of said uprights and said bar including a pair of flat metal plates arranged in linear aligned relation, a metal channel member including a bight and a pair of flanges projecting perpendicularly from one side thereof positioned so that said member extends between said metal plates with the bight abutting said metal plates

and the free ends of the flanges facing away from said metal plates, a resilient core body filling the space between said flanges and projecting beyond the free ends of said flanges, an elongated resilient strip extending over each side of said metal plates, and means securing the bounding edge portions of said strips together to form a unitary structure.

2. In a road barricade, spaced uprights and a cross bar extending between and connecting said uprights together, each of said uprights and said bar including a pair of elongated resilient strips arranged in confronting face to face relation, a metal channel member including a bight and a pair of flanges projecting perpendicularly from one side thereof positioned between said strips so that said bight abuts one of said strips with the free ends of the flanges facing toward and spaced from the other of the strips, a resilient core body filling the space between said flanges and projecting beyond the free ends of said flanges and engaging the other of the strips, and means securing the bounding edge portions of said strips together to form a unitary structure.

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