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2,007,185

HIGHWAY GUARD RAIL

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Fig. 1.

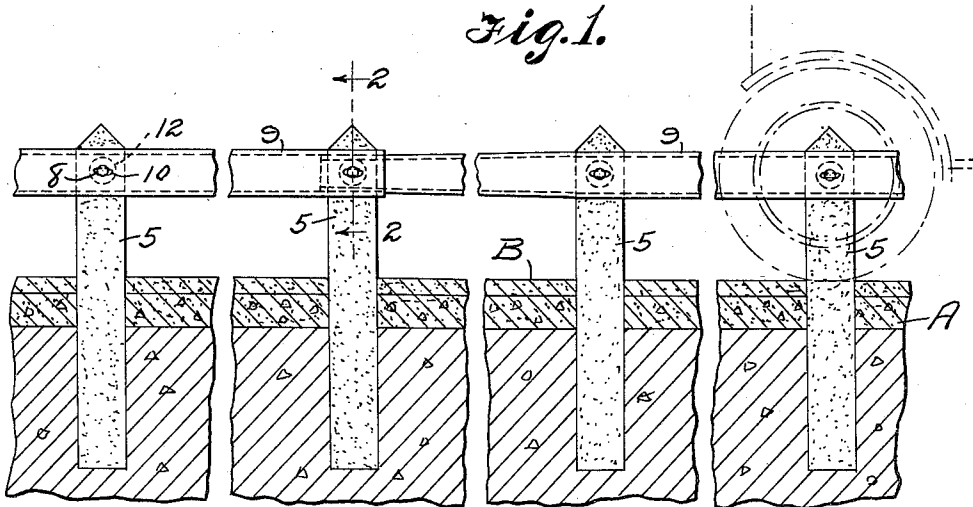


Fig. 2.

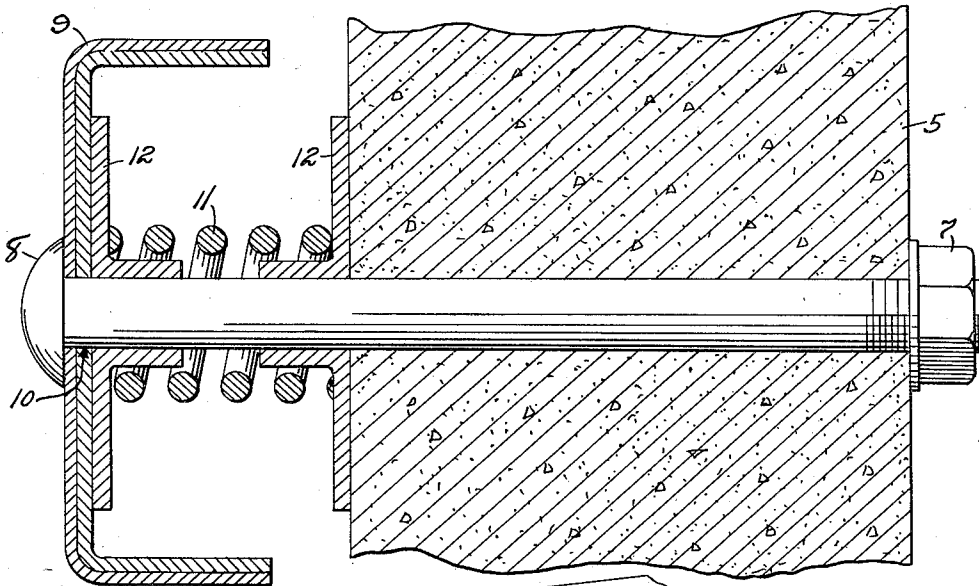
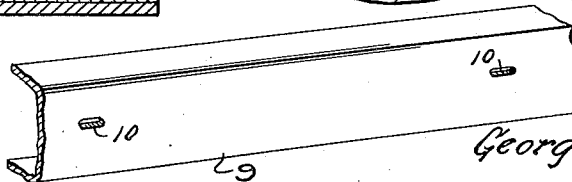


Fig. 3.



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WITNESS:

UNITED STATES PATENT OFFICE

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HIGHWAY GUARD RAIL

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Application December 18, 1933, Serial No. 702,992

1 Claim. (Cl. 256—13.1)

The invention relates to a highway guard and more especially to guard rails for highways.

The primary object of the invention is the provision of a device of this character, wherein protection will be afforded traffic at one or both sides of a highway to eliminate the possibility of accident by running off of the roadway, particularly at a bend or curve therein, the device being of novel construction so that the rails thereof will resist impact and function as shock absorbers in event that a vehicle strikes the same.

Another object of the invention is the provision of a device of this character, wherein the rails are mounted in a manner to permit expansion and contraction thereof due to climatic changes and such rails are yieldably supported to absorb shocks and jars incident to contact therewith and will guard the side of a roadbed or highway to avoid accident by a vehicle running off of the same.

A further object of the invention is the provision of a device of this character which is extremely simple in construction, thoroughly reliable and efficient in its purpose, strong, durable, and inexpensive to manufacture and install.

With these and other objects in view, the invention consists in the features of construction, combination and arrangement of parts as will be hereinafter more fully described in detail, illustrated in the accompanying drawing, which discloses the preferred embodiment of the invention, and pointed out in the claim hereunto appended.

In the accompanying drawing:

Figure 1 is a fragmentary vertical sectional view through a roadbed showing the device constructed in accordance with the invention erected thereon.

Figure 2 is an enlarged fragmentary sectional view on the line 2—2 of Figure 1.

Figure 3 is a fragmentary perspective view of one of the rail sections.

Similar reference characters indicate corresponding parts throughout the several views in the drawing.

Referring to the drawing in detail, A designates generally a portion of a roadbed and B its surface traveled by vehicles. The guard device for the roadbed A comprises a series of posts 5, these preferably made from cementitious material

and of the shape required and of any desired length. The posts 5 are arranged vertically in spaced relation to each other and anchored within the bed A in any suitable manner at the side edging of said bed. It is preferable to have the posts extend above the surface B at a height alike one to the other.

Arranged transversely in each post 5, close to its upper end, is a bolt 6 carrying the nut 7 and formed with the heads 8, this bolt being extended from the post 5 toward the roadbed a determined distance and held in the post by the said nut 7.

Carried by the bolts 6 are the channeled rail sections 9, these at their ends next to each other being overlapped or telescoped one upon the other, while formed in the said rails are the longitudinally disposed elongated slots 10, these accommodating the bolts 6 and the extent of the slots permits of expansion and contraction of the rail sections due to climatic changes.

Arranged about each bolt 6 between the posts 5 carrying it and the rail sections 9 is a coil tensioning spring 11, the same being seated against bearing plates 12 engaged upon the bolts 6 and contacting with the said posts 5 and the rail sections 9, the spring being designed to hold the rail sections away from the posts 5 and also to absorb shocks and jars incident to the striking of or contacting with the rail sections. In other words, the springs 11 function as shock absorbers and the rail sections in their group constitute a guard rail for the side of a roadbed or highway.

What is claimed is:

In a highway guard, spaced vertical posts anchored in a foundation and having flat sides next to a highway, a plurality of substantially U-shaped rails, these overlapping each other at adjacent ends and having confronting longitudinally directed slots at the overlapped ends, bolts carried in said posts and having headed ends engaging the slots, bearing plates loose upon said bolts and disposed next to the posts and next to the overlapped ends of the rails, and compression springs surrounding the bolts and resting against the bearing plates to sustain the rails in their overlapped relation spaced from the posts in the direction of the highway.

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