Sept. 18, 1923. 1,468,553

J. B. BESE

ROAD FENCE

Filed Sept. 13, 1922 2 Sheets-Sheet 1

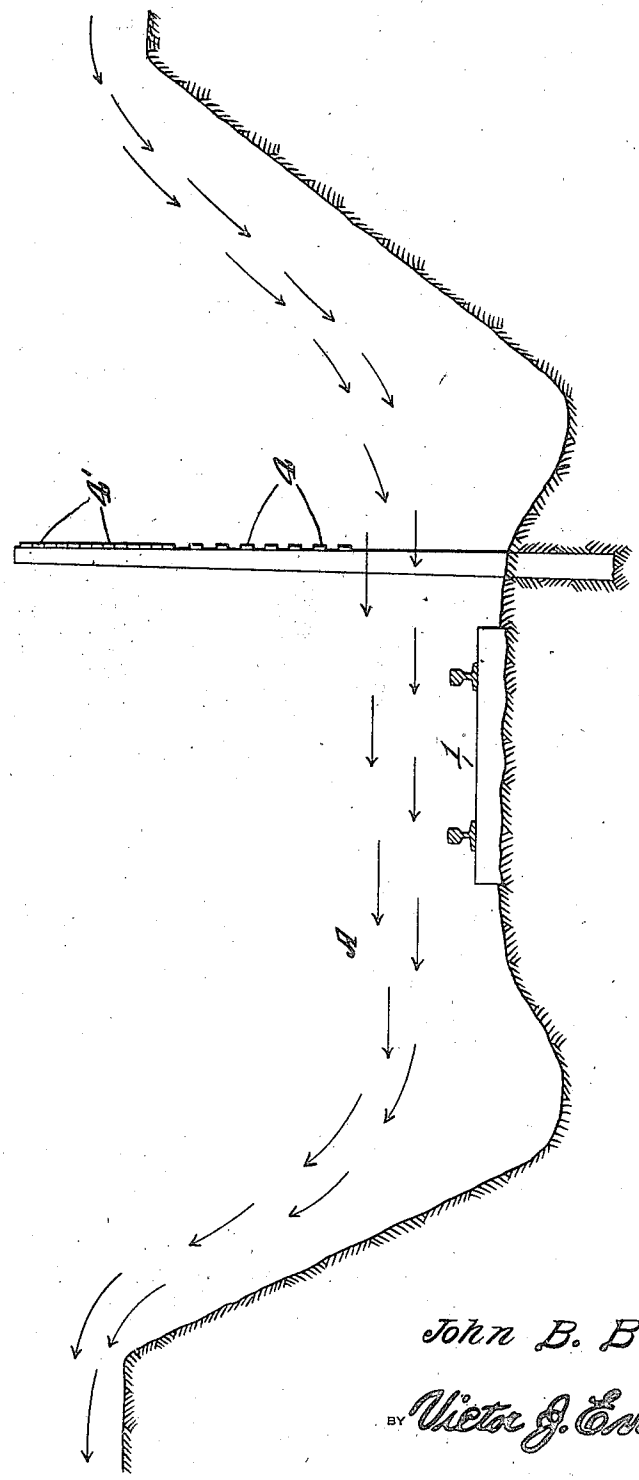


Fig. 1.

WITNESS:

John B. Bese
INVENTOR

BY Victor J. Evans
ATTORNEY

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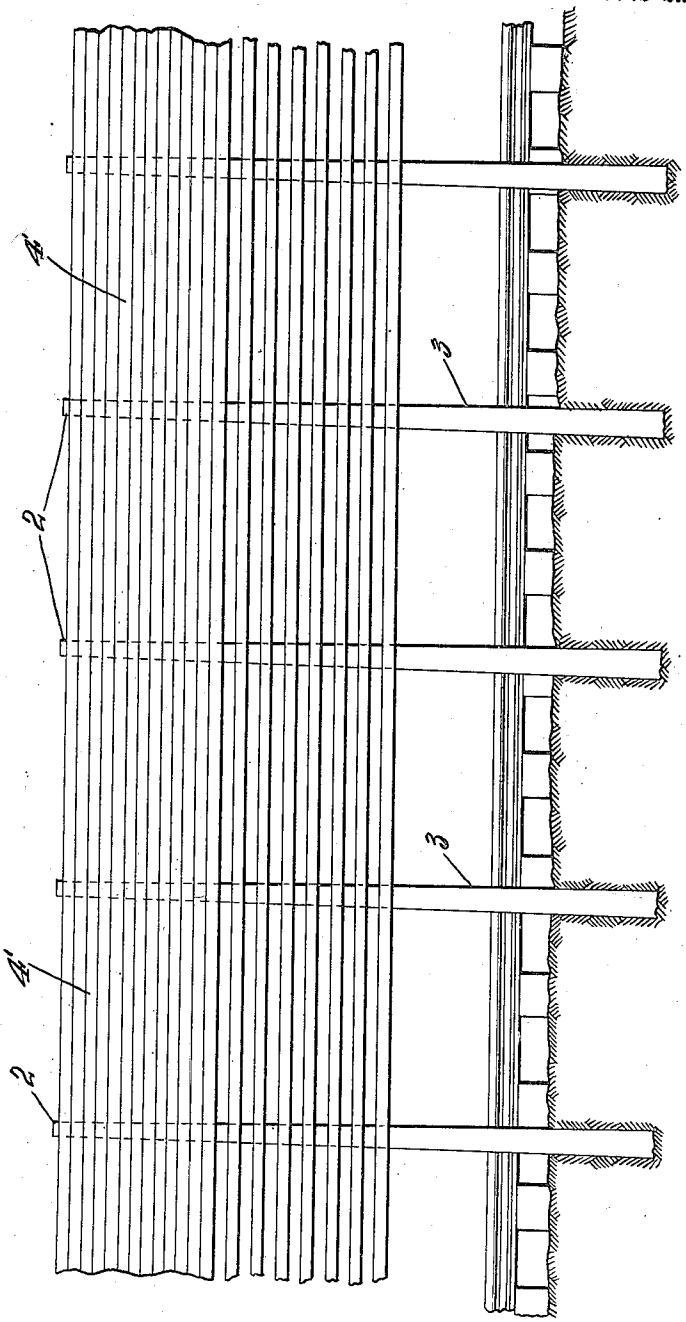


Fig. 2.

WITNESS:

John B. Bese
INVENTOR

BY Victor J. Evans
ATTORNEY

Patented Sept. 18, 1923. 1,468,553

UNITED STATES PATENT OFFICE.

JOHN B. BESE, OF ALSEN, NORTH DAKOTA.

ROAD FENCE.

Application filed September 13, 1922. Serial No. 588,020.

To all whom it may concern:

Be it known that I, JOHN B. BESE, a citizen of the United States, residing at Alsen, in the county of Cavalier and State of North Dakota, have invented new and useful Improvements in Road Fences, of which the following is a specification.

This invention relates to a snow fence for railroads and the like, the general object of the invention being to provide means for preventing snow from accumulating in cuts along railroads and the like.

Another object of the invention is to provide means whereby a draft of air will be caused to pass through the cut so as to keep the temperature of the air within the cut the same as in other places so as to prevent the rails from being heated by the sun.

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 claim.

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 sectional view through a cut showing my invention in use.

Figure 2 is a section on line 2—2 of Figure 1.

The remaining figures are detail views.

In these views 1 indicates the track which is located at the bottom of the cut A and 2 indicates my improved fence which is located in the cut at one side of the track. As is well known snow will accumulate in cuts, thus blocking traffic and due to the lack of circulation of air in the cuts the sun will heat the rails of the track to a higher temperature than the portions of the track outside of the cut, thus causing the parts within the cuts to expand and make the track untrue. In order to prevent the snow from accumulating and to keep the temperature of the rails the same I make the snow fence of greater height than the cut and leave a space 3 between the bottom of the cut and the lowermost board of the fence. The bottom boards 4 of the fence are spaced apart but the upper boards 4′ are placed close together. This arrangement of boards will cause the air to circulate through the bottom of the cut, as shown diagrammatically in Figure 1 so as to prevent the accumulation of snow in the cut and this circulation of air will also prevent the rails within the cut from becoming heated by the sun to a greater temperature than the rails outside of the cut. The height of the space 3 varies according to the depth of the cut as a deep cut would require a greater space than a shallow cut.

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 claim.

What I claim is:—

A snow fence for cuts comprising a supporting post placed in the cut adjacent one side of the road and boards connected with the posts, the bottom board being spaced from the bottom of the cut and the lower boards being spaced apart, the upper boards being placed together and the top board being arranged above the top of the cut.

In testimony whereof I affix my signature.

JOHN B. BESE.