

July 17, 1928.

R. A. TRUFANT

BARRICADE

Filed June 3, 1925

1,677,693

2 Sheets-Sheet 1

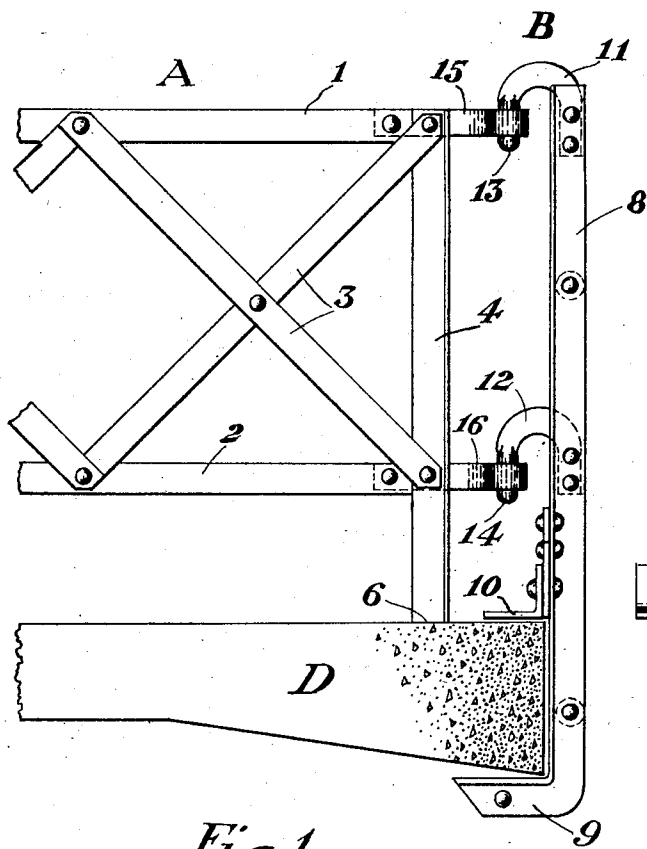


Fig. 1

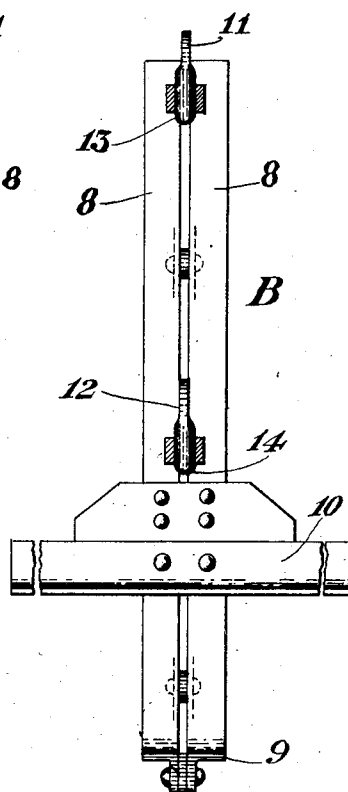


Fig. 3

INVENTOR

INVENTOR
Russell A. Infant

July 17, 1928.

R. A. TRUFANT

1,677,693

BARRICADE

Filed June 3, 1925

2 Sheets-Sheet 2

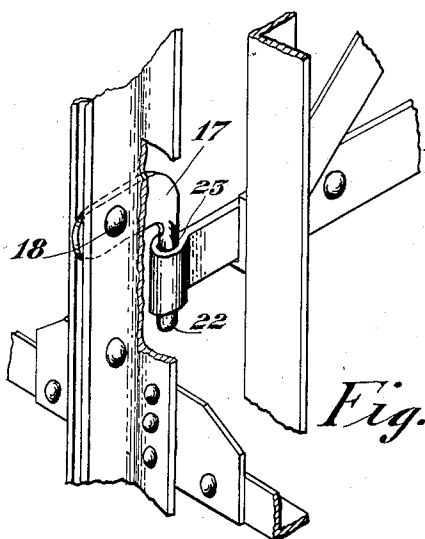


Fig. 5

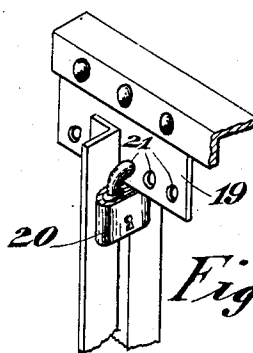


Fig. 6

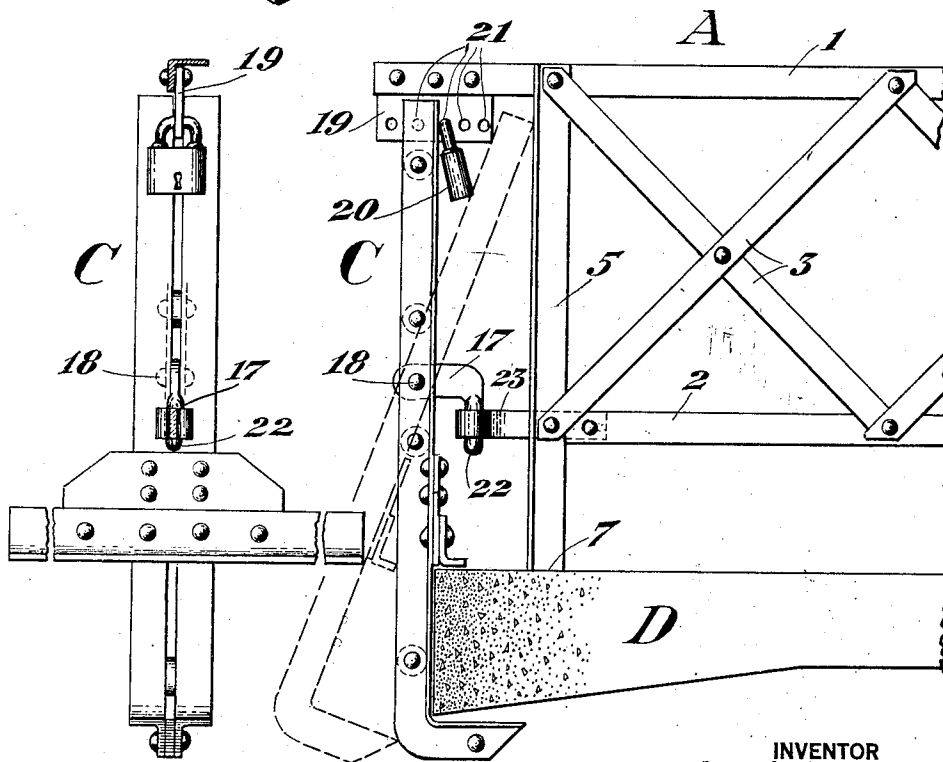


Fig. 2

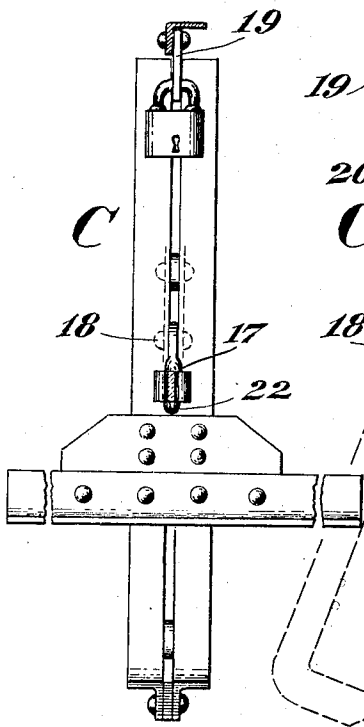


Fig. 4

INVENTOR
Russell A. Infant

Patented July 17, 1928.

1,677,693

UNITED STATES PATENT OFFICE.

RUSSELL A. TRUFANT, OF MIDDLEBORO, MASSACHUSETTS.

BARRICADE.

Application filed June 3, 1925. Serial No. 34,529.

My invention relates to barricades for preventing the driving of vehicles over concrete roads from the time the concrete is placed until it has become sufficiently set to be properly used for traffic for all kinds of vehicles, or for the purpose of preventing traffic over any section of a concrete road for any purpose whatever.

In the construction of ordinary concrete roads, a considerable number of days must elapse from the time the concrete is placed in a plastic condition until it has acquired its full strength, during which period the surface of the concrete must be kept moist or otherwise treated, and the concrete must be protected against undue strains. Since roads are laid at the rate of several hundred feet per day, and fourteen (14) to twenty-eight (28) days must elapse from the time the concrete is placed until it is ready for service, a very considerable length of road may have been completed, but not be suitable for traffic. Under these circumstances there is a strong temptation for parties desiring to use the road to drive over it before the necessary time has elapsed. To prevent this, the proper authorities post signs forbidding such trespass, and also place barricades or obstructions to prevent access to the road. In the past the barricades have usually been of such a temporary nature, or so easy to remove, that parties desiring to use the road have either demolished them or moved them to one side and left the road unobstructed. Furthermore, the erection of the usual barricade involves considerable labor in digging holes for temporary posts and in erection, and when it is necessary to move the barricade ahead to open to traffic a section of properly aged pavement, the materials in the old barricade are of little value. Some types of barricade, such as wire cables, are a menace due to low visibility, and great power for destruction in case of accidental collision.

The purpose of this invention is to provide a barricade that can not readily be removed by a person without the necessary authority, a barricade which may be locked in place; also to construct the barricade in such a way that it is sufficiently strong to resist ordinary attempts to remove it without destroying it, while it is not likely to cause serious injury to a vehicle which might run against it unintentionally.

The accompanying figures illustrate the

preferred embodiment of my invention, in which Fig. 1 is an elevation looking along the road toward one half of the barricade, and Fig. 2 is a similar view of the other half. Fig. 3 is an elevation looking from across the road at the end of the barricade in Fig. 1, while Fig. 4 is a similar view of the end in Fig. 2. Fig. 5 is a detail of the pivot connection, and Fig. 6 is a detail of the locking device.

As shown in Fig. 1 and Fig. 2, A is the barricade proper, which stretches across the road. B is a support at one end, and C a support at the other end thereof. These members are built of structural steel or other suitable material. The central portion A, in the preferred form as shown, consists of top angle 1, and bottom angle 2, with lattice work 3 between these angles, and uprights 4 and 5, the bottom ends of which rest at 6 and 7 upon the finished concrete road slab D, which slab is not a part of this invention.

The support on end portion B consists of upright angles 8, with their bottoms bent to form a hook 9, rigidly secured to a horizontal member 10 in such a manner that the distance between the face of hook 9 and the bottom of member 10 is a little greater than the thickness of the concrete pavement which this support is to engage. Secured between the angles 8 are the lugs 11 and 12, which have downwardly extending ends 13 and 14 that pass through the holes in eyebars 15 and 16 in members 1 and 2.

The other end portion, standard or support C is similar to support B excepting that it is provided with a lug 17 pivoted to C at 18, and that at top of support C the downwardly extending plate 19 attached to member 1 may pass between the angles forming C. A padlock 20 is provided to fit in any of a number of holes 21 in plate 19.

The manner of assembling is as follows: The gate A is held in vertical position, resting upon the pavement with member 4 close to one edge thereof. The member B is then attached to A by slipping the lugs 13 and 14 through the holes in eyebars 15 and 16 attached to the members 1 and 2. The whole structure is then pushed toward the pavement so that the pavement edge is engaged between hook 9 and the horizontal member 10. One side of the barricade is then supported and held erect by engaging the concrete slab.

The manner of attaching the standard C is to tip it in the direction shown in the broken lines and insert the end 22 of the lug 17 in the hole in the eyebar 23 attached to the angle 2. The standard C may then be rotated so that it engages the edge of the concrete pavement, as shown in the full lines, and the padlock 20 is then inserted into that one of holes 21 which is last exposed by rotating the standard C. The holes 21 provide for the adjustment of the barricade to fit minor variations in the width of the concrete pavement.

With the barricade erected and locked by the padlock it is impossible for anybody to remove the barricade without first removing the lock or damaging the barricade by bending some parts of it, but it is very easy for a person with proper authority to remove the barricade and to set it up in a new position if desired. It is also comparatively easy to open the barricade by removing support C and swinging the gate A for the passage of authorized traffic. The barricade is readily visible, and in case of accidental collision, the lugs and eyebars will presumably bend and release the gate A tending to reduce the damage. The erection of the barricade is simplified by the custom of leaving the edges of the pavement exposed by the removal of the forms for the pavement. The balance of the highway right of way may be closed by extending chains from the ends of member 1 to the adjacent right of way fence, if any. Thus little or no digging is required. Official notices forbidding trespass upon the barricaded section may readily be attached to the gate A.

In other forms of my invention, the gate A may be dispensed with and the supports B and C braced against the pavement and connected by a chain lying upon the pavement to prevent movement transverse to the pavement, and closure may be effected by a chain between the tops of the two supports.

I do not confine myself to either construction for it is obvious that any road barricade

or appurtenance which derives its stability from the edges of the pavement, or from the top and bottom surfaces, or both, comes within the scope of my invention.

What I claim as new and desire to secure by Letters Patent of the United States is:—

1. A barricade adapted to engage the edges of a concrete road slab, and means for locking the same to prevent its removal.

2. In a road barricade the combination of a fence or gate portion resting upon the surface of the road and two end portions which engage the edges of the concrete roadway.

3. A road barricade comprising two upright portions which engage opposite sides of the roadway slab, a central portion connecting said uprights to close the road, and means for locking the parts when in place.

4. A road barricade comprising two upright portions which engage opposite sides of the roadway slab, a central portion connecting said uprights to close the road, and means for locking the parts in place and to the roadway slab with a single padlock.

5. A road barricade comprising two upright portions formed to engage opposite sides of the roadway slab, a central portion connecting said uprights to close the road, adjusting means to compensate for the variation of the width of the roadway slab, and means for locking the parts when in place.

6. In a road barricade the combination of two upright portions to engage opposite sides of the road slab, a central portion connecting said uprights to close the road, one of the uprights being pivotally engaged in the lower part of the central portion and having its upper part formed to engage an adjustable locking device on the upper part of the central portion to hold the parts in place and to the roadway slab.

7. In a road barricade comprising one central and two end portions, means for uniting said portions, and means for locking one of said portions to the road.

RUSSELL A. TRUFANT.