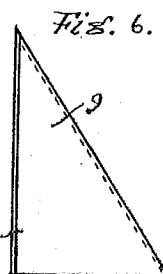
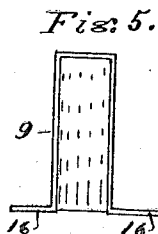
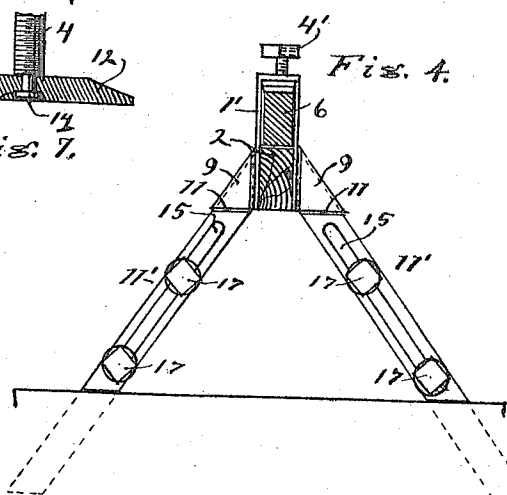
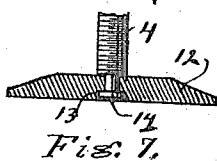
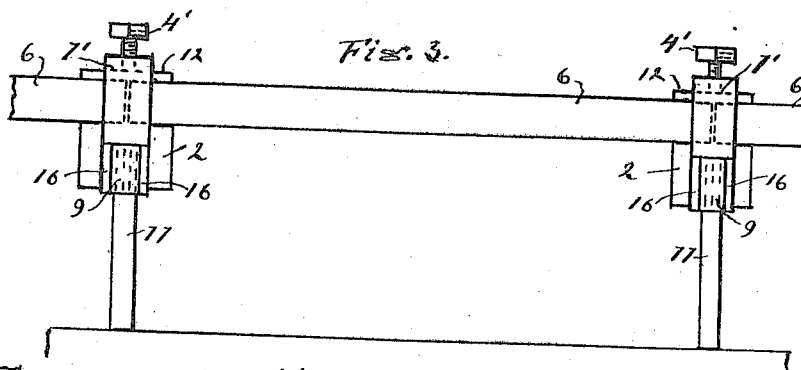
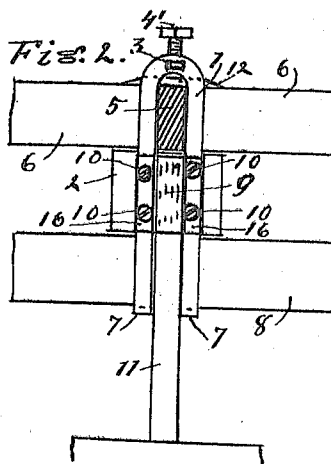
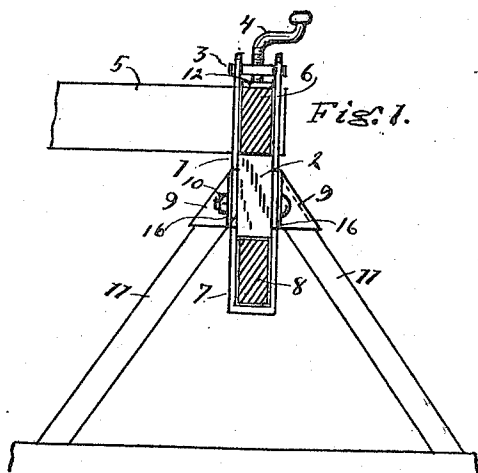


F. W. MYERS.
STREET BARRICADE.
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1,222,020.

Patented Apr. 10, 1917.



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UNITED STATES PATENT OFFICE.

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STREET-BARRICADE.

1,222,020.

Specification of Letters Patent.

Patented Apr. 10, 1917.

Application filed October 30, 1916. Serial No. 128,590.

To all whom it may concern:

Be it known that I, FRANK W. MYERS, a citizen of the United States, residing at Owosso, in the county of Shiawassee and State of Michigan, have invented certain new and useful Improvements in Street-Barricades, of which the following is a specification.

My invention relates to improvements in appliances for supporting temporary fences, or barricades for use in streets that are being torn up, resurfaced, graded or paved, or in which sewers or water pipes are being laid, and its objects are: first, to provide appliances of the kind that may be readily assembled or taken apart for using, or transporting them from place to place; second, to provide an appliance of the kind that may be stored in the smallest possible space, and, third, to provide an implement of the kind that may be utilized for straight line barricades, or with which corners or cross lines may be readily constructed.

I attain these objects by the mechanism and manner of construction shown in the accompanying drawing, in which Figure 1 is a side view of one of the supports used in the construction of these barricades; Fig. 2 is an edge elevation of the same showing two lines of direct rails in place and a cross rail shown in section; Fig. 3 is a side elevation of a barricade as it appears when assembled; Fig. 4 is a side elevation of a modified form of supporting element; Figs. 5 and 6 show a bottom plan and a side elevation of the sockets that hold the legs in proper engagement with the body of the supporting element of my invention, and Fig. 7 is a longitudinal section of the clamping plate that is designed to properly secure the rails in the clamps above the body of the supports.

Similar reference characters refer to similar parts throughout the several views.

In the construction of these supports I make use of a short wooden body 2 to which I securely attach metal straps, as 1 or 1', by means of bolts 10, or other suitable securing element. In Figs. 1 and 2 I have shown a form of strap designed to permit of the placing and securing of cross rails 5. With this construction of strap the main rails, 6, 6 are made to be supported at right angles with the rails 5, as shown in the first three figures of the drawing, and are held firmly in the clamping straps by means of a set

screw 4, or 4', and a clamping plate 12, that is forced firmly upon the upper edges of the rails 6, 6 thus clamping them firmly between the said clamping plate and the body 2. 60 When the barricade is made straight and with more than one length of rails, the ends of the rails are passed but one half way through the opening between the straps 1, as indicated by their adjacent dotted lines 65 in Fig. 3, but when a cross rail, as 5, is to be used it is necessary to leave the ends of the direct rails, 6, 6 far enough apart to pass the cross rail between them, as indicated in Fig. 2, where the end of the cross rail 5 projects by the opposite side of the straps 1, 1, but in this case all three ends are securely clamped in place by the clamping plate 12 and the clamping screw 4.

In Figs. 1 and 2 I have shown a downwardly extending loop 7, formed by a continuation of the straps 1, for the reception and support of a second main rail, as 8, by which means I am enabled, not only to form a two rail fence or barricade, but greatly increase the stability of the construction. The securing bolt may be made of any desired, available form, as the crank shown at 4 in Fig. 1, or an ordinary square headed bolt as shown at 4' in Figs. 2, 3 and 4. In some respects I prefer the latter for the reason that, while not as convenient to handle as an integral lever or crank, shown in Fig. 1, they are much more safe against being meddled with by mischievous boys, or malicious men.

When using the straps shown in Fig. 1, I find it advisable to use the form of nut shown at 3 in Figs. 1 and 2, as by this means I am enabled to form the loop 7, for the support of the lower main rail 8 without difficulty, but when not desiring to use the lower loop, or for the use of the cross rail 5, I find it much more economical to make the upper loop of plain sheet metal, as shown at 1' in Figs. 3 and 4, as the nut element may then be made integral with the straps by bending the loop at the upper end, as shown in Fig. 4.

The compression plate 12 should be so connected with the lower end of the screw 4 that it will be raised and lowered with the screw, and for this purpose I find it best to use the form of connection shown in Fig. 7 where the collar or washer 13 is secured to the neck of the screw 4 as indicated at 14, or in any other available manner so the end of the screw will be above the lower surface of the compression plate.

I provide for temporarily securing the legs 11 to the body 2 by firmly securing a sheet metal socket, as 9, at each side of the body. With this form of socket I form a flange, as 16, upon each side of the socket, through which the bolts 10 may be passed to properly secure the sockets to the body. When the form of straps shown at 1 in Figs. 1 and 2, is used, the sides of the straps are placed between the flanges 16 and the body 2, and the bolts 10 are passed through all five elements, but when the form of strap shown at 1' in Figs. 3 and 4 are used this is not necessary, although it may be done if desired, and the width of the plate from which the loops are made will admit of it.

When making these supports for use for street barricading only, the construction already described is sufficient, but if the supports are designed to carry rails for use as horses for papering, making temporary stagings, and kindred purposes, it is necessary to provide some means whereby the height of the rails 6 may be varied to meet the demands of the work in hand, and for this purpose I have provided a means for extending the legs 11 by connecting a slidable extension leg 11' to the permanent legs 11, as indicated in Fig. 4, where I have arranged slots, 15, in the extensible legs 11', and shown these legs as secured to the permanent legs 11 by means of bolts 17. I do not de-

sire to restrict myself to this special form of construction or to this particular securing element, but reserve the right to use any available construction and securing elements, the only object to be attained being the lengthening or shortening of the legs, as indicated by the dotted outlines of the extended legs 11', as shown in Fig. 4 of the drawing.

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

1. In a street barricade, a body, sheet metal straps secured to said body to form a loop above, and a loop below the body, a clamping screw and clamping plate mounted in the upper end of the upper loop, a triangular socket secured to each side of the body, legs removably mounted in said sockets, and rails mounted in the loops.

2. In a street barricade, a wooden body, metal straps secured to the sides of the body to form loops above the body at right angles with each other, triangular sockets secured to the sides of the body, a clamping screw and a clamping plate secured together and mounted in the upper end of the metal forming the loops, legs removably mounted in the sockets, and means for securing the sockets and the straps firmly to the body.

Signed at Owosso Michigan, October 27th 1916.

FRANK W. MYERS.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."