Jan. 13, 1925. 1,523,221

J. W. KENDALL

ROADWAY OBSTRUCTION APPARATUS

Filed July 28, 1923

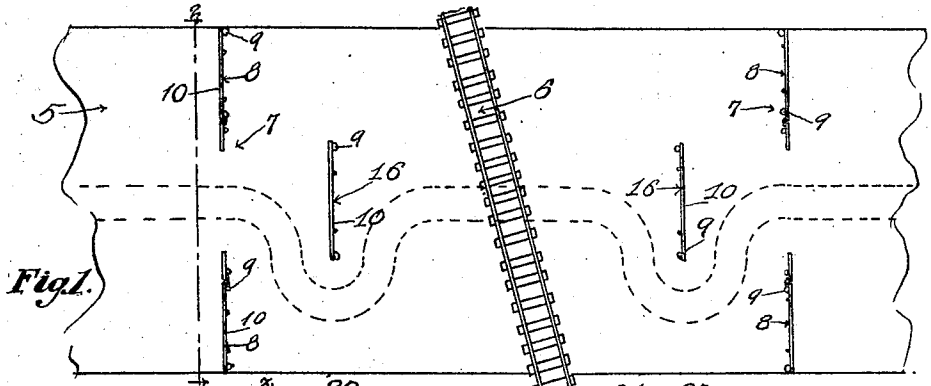

Fig. 1.

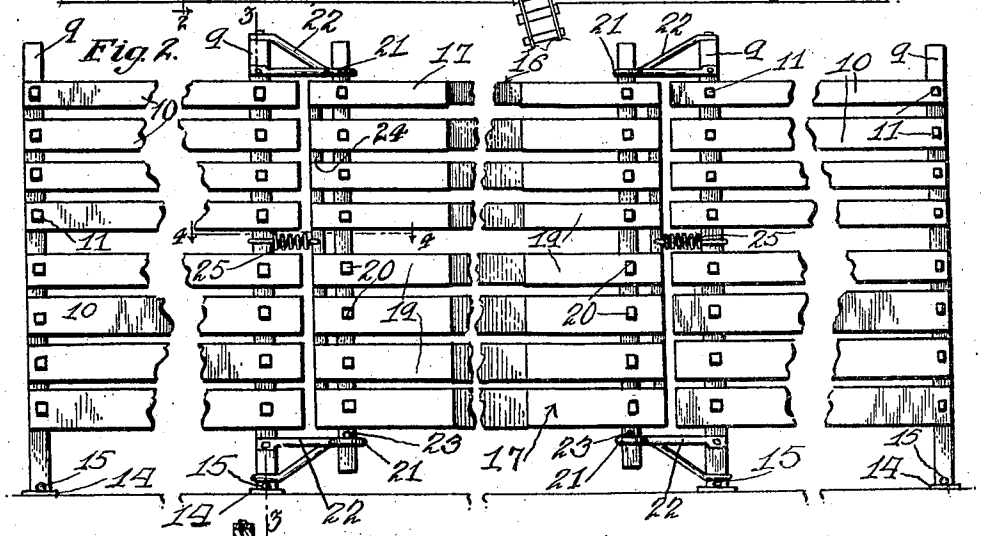

Fig. 2.

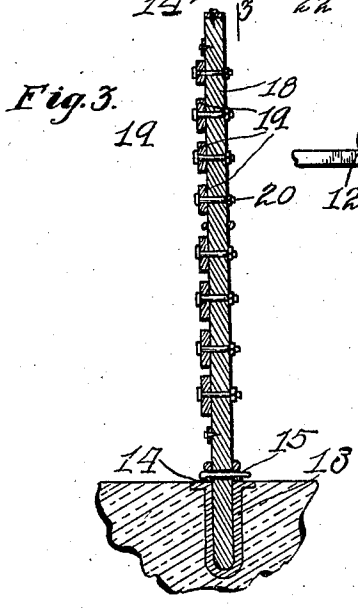

Fig. 3.

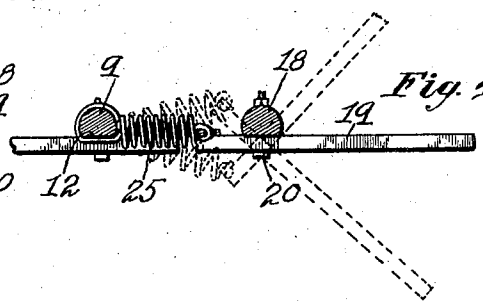

Fig. 4.

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UNITED STATES PATENT OFFICE.

JOHN W. KENDALL, OF FARMER CITY, ILLINOIS.

ROADWAY OBSTRUCTION APPARATUS.

Application filed July 28, 1923. Serial No. 654,483.

To all whom it may concern:

Be it known that I, JOHN W. KENDALL, a citizen of the United States, residing at Farmer City, in the county of De Witt and State of Illinois, have invented certain new and useful Improvements in Roadway Obstruction Apparatus, of which the following is a specification.

My invention relates to a roadway obstruction apparatus, for use near a railway crossing or the like, while not necessarily restricted to this use, for preventing the driving of automobiles or other vehicles at excessive speeds.

An important object of the invention is to provide apparatus of the above mentioned character, which will produce the appearance of a closed barrier, across the roadway, at a distance, and will also produce a restricted opening through which the vehicle may pass, with means for enlarging the opening without liability of injury to two or more vehicles passing each other in or near such opening.

A further object of the invention is to provide means whereby the obstruction apparatus may be readily removed, in the event that it is desired to permit an unusually large vehicle or load to pass.

A further object of the invention is to provide apparatus of the above mentioned character, which is simple in construction, strong and durable.

Other objects and advantages of the invention will be apparent during the course of the following description.

In the accompanying drawings forming a part of this specification, and in which like numerals are employed to designate like parts throughout the same.

Figure 1 is a plan view of apparatus embodying my invention,

Figure 2 is a side elevation of the same, parts broken away,

Figure 3 is a transverse section taken on line 3—3 of Figure 2, and,

Figure 4 is a horizontal section taken on line 4—4 of Figure 2.

In the drawings, wherein for the purpose of illustration is shown a preferred embodiment of my invention, the numeral 5 designates a roadway, and 6 a railway track crossing the same.

Disposed upon opposite sides of the track 6 are road-obstructing apparatuses 7. As these apparatuses are identical, a description of one will suffice for both.

Each apparatus embodies a pair of transverse vertical spaced fence or obstruction elements 8, each of which includes a pair of vertical posts 9, having horizontal members, strips, or slats 10 rigidly secured thereto by bolts 11 or the like. The posts 9 are preferably cylindrical, with flattened faces 12, with which the strips or slats 10 engage. The lower end of each vertical post 9 is removably mounted within a vertically arranged socket or sleeve 13, embedded in the roadbed 5, and preferably flush therewith. Each post is provided upon its lower portion with a washer 14, arranged beneath a transverse pin 15, which limits its upward movement. The washer is supported upon the top of the socket 13, as shown. It is thus apparent that the obstruction elements 8, are removable from the roadbed, at will, which may be desirable to permit of the passage of an exceptionally large vehicle.

Each obstruction apparatus also embodies an inner obstruction element or panel 16, which is identical with the obstruction element or panel 8, except that it may be a little longer. The obstruction element 16 embodies the same vertical post 9, connected by the horizontal slats 10. These posts are removable within the same sockets 13.

Arranged at the inner vertical edges of the obstruction elements or panels 8 are horizontally swinging wings or extensions 17, which in their normal positions project inwardly from the elements 8 and constitute continuations thereof, in appearance, particularly at a distance. Each of these wings embodies a vertically arranged pivot bar or element 18, circular in cross section, with one side flattened for the reception thereon of horizontal spaced strips or bars 19, secured thereto by bolts 20 or the like. The upper and lower ends of the pivot bar 18 are pivotally mounted in eyes 21, of pivot brackets 22, which are rigidly secured to the inner post 9, by any suitable means. A transverse pin 23 is secured to the lower end of the pivot bar 18 and engages above the lower eye 21, to limit the downward movement of the wing.

Means are provided to normally retain each wing in the central or closed position, embodying a bar 24, attached to the outer ends of the horizontal strips 17, projecting

outwardly beyond the pivot bar 18. A retractile coil spring 25 is attached to the eccentric bar 24, and has its outer end secured to the post 9.

In use, two of the apparatuses 7 are employed in connection with a railway crossing, and are arranged upon opposite sides of the same, at suitable distances therefrom. The obstruction elements 8 with their swinging wings, together with the obstruction elements 16, produce the appearance of a closed barrier, at a distance, thus causing the driver of an automobile to slow down before reaching or nearing the same. When close to the apparatus the driver sees the opening between the swinging wings and can properly drive his car through the same and past the inner obstruction element 16. An important feature of the invention is the provision of the swinging wings or extensions, which decreases the width of the opening between the outer obstruction elements, without liability of the car destroying the apparatus. This of course increases the safety, and if two automobiles should pass each other within the opening, the cars may drive against the swinging wings, which will open freely in either direction, without injury to the car or the obstruction apparatus.

The apparatus may also be used as a single unit in a roadway, for preventing speeding, and is not restricted to its use in connection with a railway crossing.

It is to be understood that the form of my invention herewith shown and described is to be taken as a preferred embodiment of the same, and that various changes in the shape, size, and arrangement of parts may be resorted to without departing from the spirit of my invention, or the scope of the subjoined claims.

Having thus described my invention, I claim:

1. An obstruction apparatus for a roadway, comprising a pair of spaced outer transverse obstruction elements, an inner transverse obstruction element spaced longitudinally of the roadway with respect to the outer obstruction elements and arranged within the opening between the outer obstruction elements, and swinging wings secured to the inner ends of the outer transverse obstruction element and normally arranged at substantially a straight angle with relation thereto and forming in effect continuations of the same for defining the width of the opening between the same.

2. An obstruction apparatus for a roadway, comprising a pair of spaced outer transverse obstruction elements provided at their inner ends with swinging extensions normally arranged at substantially a straight angle with relation to such obstruction elements, and an inner transverse obstruction element spaced longitudinally of the roadway from the outer obstruction elements and arranged to cover the openings between the swinging extensions.

3. An obstruction apparatus for a roadway, comprising a pair of spaced outer transverse obstruction elements, horizontally swinging wings arranged at the inner ends of the obstruction elements and normally arranged at substantially a straight angle thereto and defining the width of the opening between such elements, yielding means to oppose the swinging movement of said wings, and an inner transverse obstruction element spaced longitudinally of the roadway from the outer obstruction elements and arranged to cover the opening between the wings.

4. An obstruction apparatus for a roadway, comprising a pair of spaced transverse obstruction elements, and horizontally swinging extensions arranged at the inner ends of such elements and normally disposed at substantially a straight angle with relation thereto.

5. An obstruction apparatus for a roadway, comprising a pair of spaced outer transverse obstruction elements, an inner transverse obstruction element spaced longitudinally of the roadway with respect to the outer obstruction elements, horizontally swinging wings secured to the inner ends of the outer transverse obstruction elements and adapted to swing in opposite directions with relation thereto, and yielding means to normally retain the wings at substantially a straight angle with relation to the transverse obstruction element and to permit of their swinging movement in opposite directions.

In testimony whereof I affix my signature.

JOHN W. KENDALL.