

June 18, 1935.

G. A. GLEASON ET AL

2,005,418

TRAFFIC GUARD

Filed Sept. 21, 1933

3 Sheets-Sheet 1

FIG. 1.

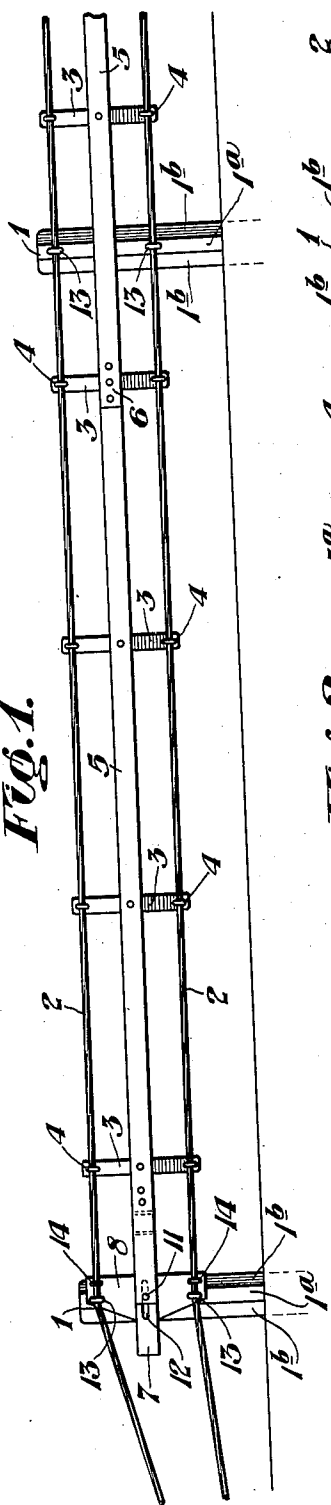


FIG. 2.

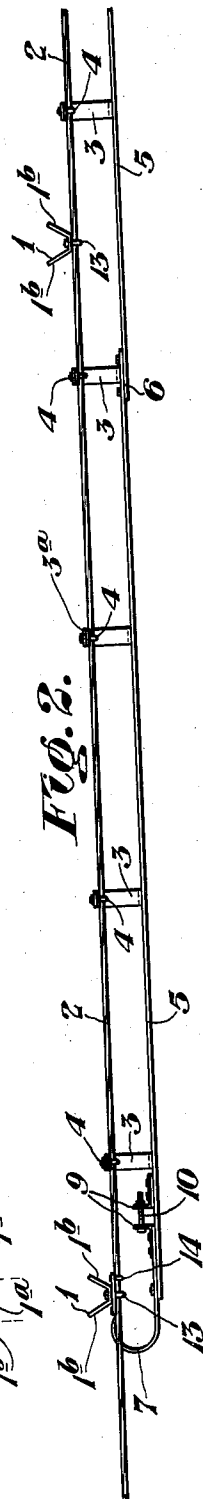


FIG. 3.

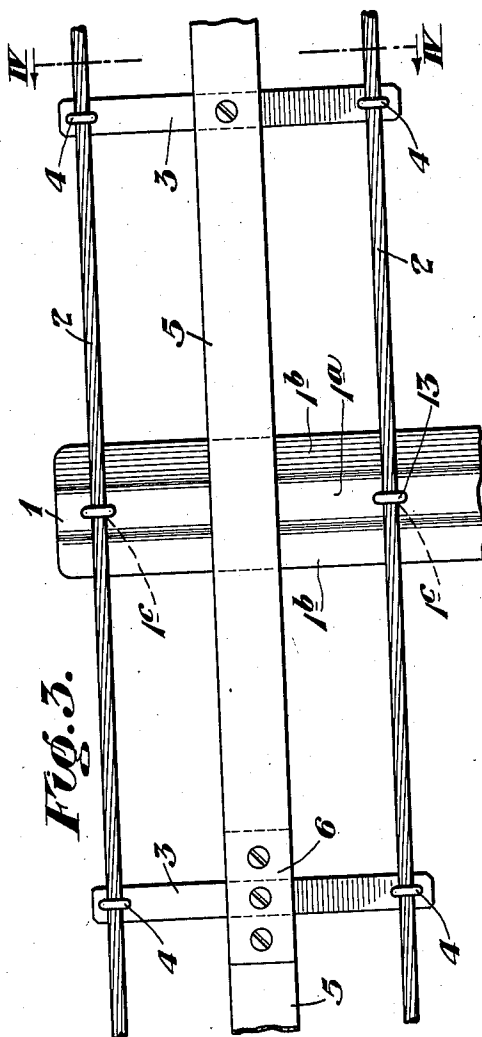
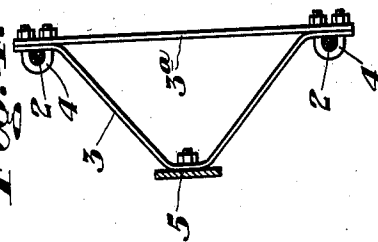


FIG. 4.



Inventors:

GEORGE A. GLEASON and
ALBERT P. HAYDEN.

by:

Usina & Rauber
Their Attorneys

June 18, 1935.

G. A. GLEASON ET AL

2,005,418

TRAFFIC GUARD

Filed Sept. 21, 1933

3 Sheets-Sheet 2

Fig. 5.

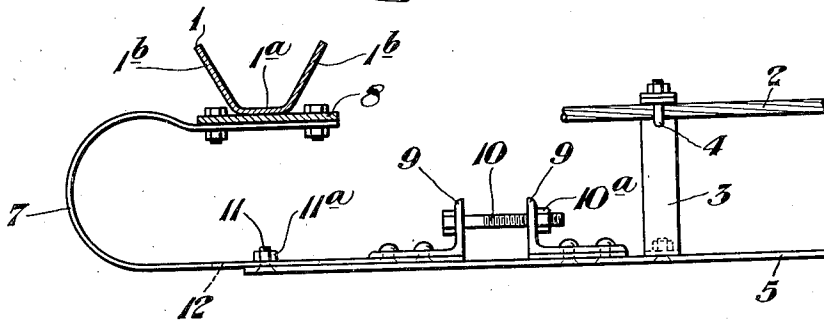
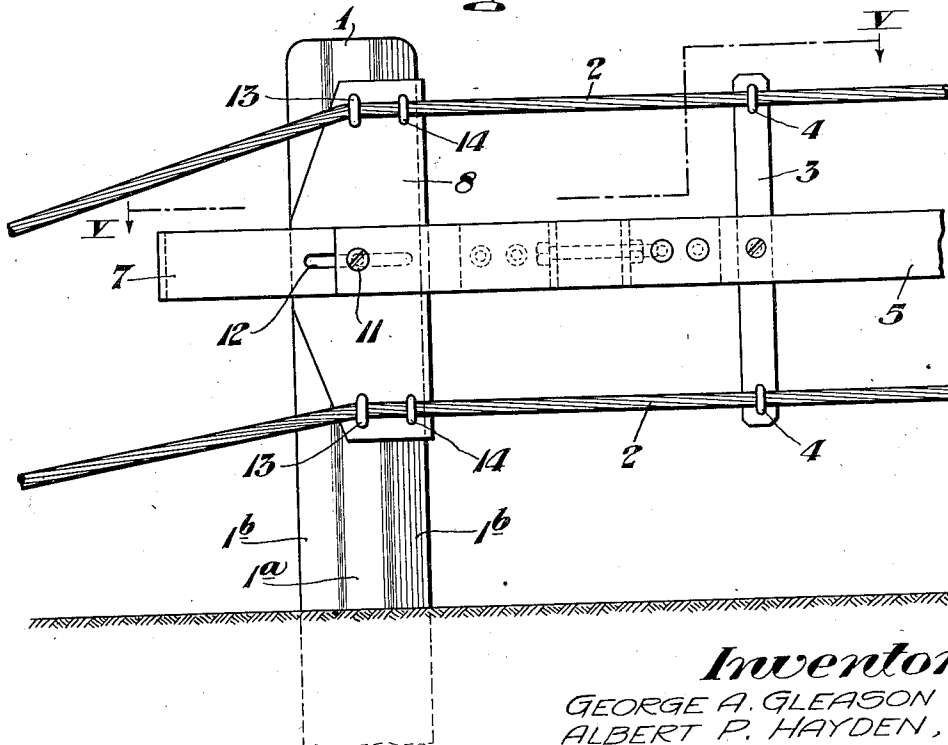


Fig. 6.



Inventors:

GEORGE A. GLEASON and
ALBERT P. HAYDEN,

by *Usina & Rauber*
their Attorneys.

June 18, 1935.

G. A. GLEASON ET AL

2,005,418

TRAFFIC GUARD

Filed Sept. 21, 1933

3 Sheets-Sheet 3

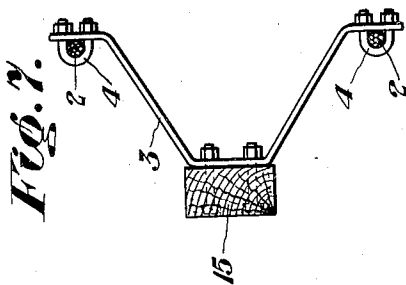
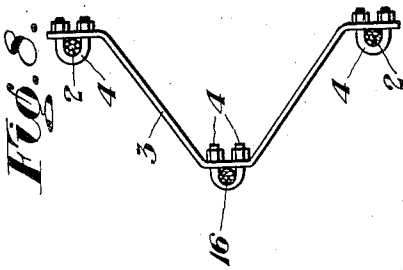
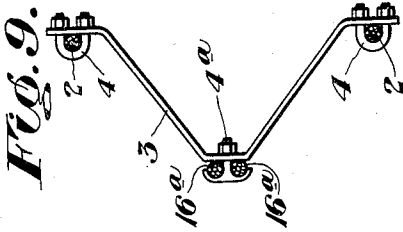
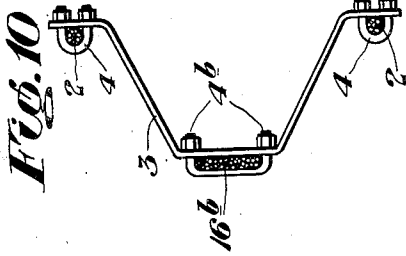
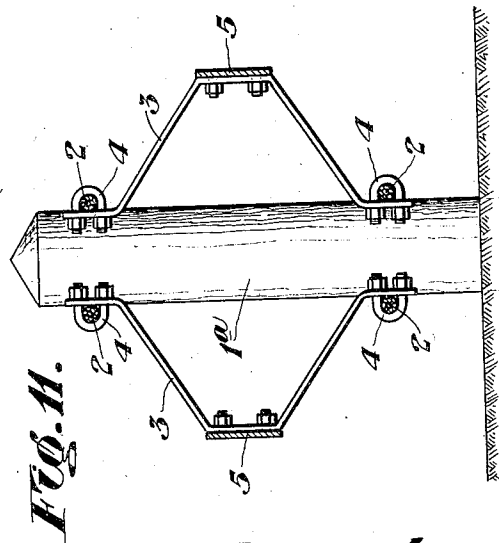
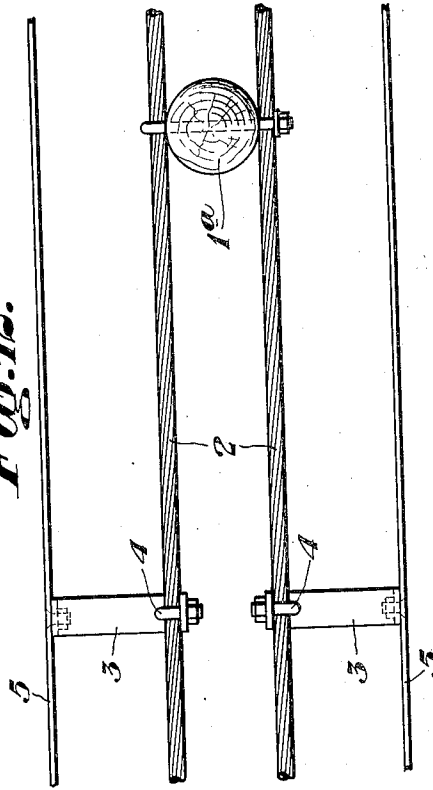


Fig. 12.



Inventors:

GEORGE A. GLEASON and
ALBERT P. HAYDEN.

by *Heina & Rauber*
their Attorneys.

UNITED STATES PATENT OFFICE

2,005,418

TRAFFIC GUARD

George A. Gleason and Albert P. Hayden, Worcester, Mass., assignors to The American Steel and Wire Company of New Jersey, a corporation of New Jersey

Application September 21, 1933, Serial No. 690,458

2 Claims. (Cl. 256—13.1)

This invention is an improved traffic guard particularly intended for roads or streets carrying fast moving traffic.

One of the objects is to prevent a vehicle from traveling into dangerous territory, this to be effected without unduly damaging the vehicle or causing injury to its occupants. Other objects may be inferred.

Referring to the accompanying drawings:

Figure 1 is a side elevation of the new traffic guard.

Figure 2 is a top plan.

Figures 3 and 4 are side and end elevations, respectively, of details shown by the right-hand portion of Figures 1 and 2.

Figures 5 and 6 are top and side elevations, respectively, of details shown by the left-hand end portion of Figures 1 and 2, Figure 5 being partially cross-sectional and taken from the line V—V of the latter figure.

Figures 7 through 10 are cross-sections of modifications of the invention.

Figure 11 is a cross-section of the invention when used as a traffic separator.

Figure 12 is a top plan of Figure 11.

More particularly, fence posts 1 are spaced along the side of a road. These posts mount parallel, vertically spaced, steel cables 2 which are tautened in the usual manner. Preferably, the posts are spaced somewhat farther apart than is usual and are relatively strong.

Laterally spaced brackets 3 are fixed to the cables 2 and right angularly project from them toward the traffic. These brackets may be made of heavy steel strips bent in V-form and may have their ends fixed to the cables by U-bolts 4.

A guard rail 5 is mounted by the central parts of the brackets 3 so as to be parallel to the cables 2. This guard rail may consist of one or more lengths of steel strip which are mounted by the brackets in a vertical plane and are joined in overlapped relationship, as at 6, with the end edges of the upper strips pointing in the direction of the traffic's movement. It is obvious that such a guard rail is flexible.

Each end of the guard rail is held against longitudinal displacement by a spring element. This element in each instance may consist of a piece of spring-steel strip 7 which is bent in the form of a goose-neck. One end of this piece 7 may be bolted to a steel plate 8 which is fixed to the end one of the posts 1, while its other end may be provided with a means for adjustably interconnecting it to the guard rail. Such a means may consist of a pair of right angular brackets

9, one being fixed to the spring element and the other to the guard rail, a bolt 10 being inserted through holes in these brackets and having a nut 10^a screwed onto it. Then the end of the guard rail may be provided with a bolt 11 which passes through a slot 12 in the spring element and is provided with a nut 11^a. This last functions as a lock.

Braces 3^a may be used between the ends of the brackets 3, if desired.

The fence posts 1 may be made from rolled steel sections providing a central flat web 1^a from which angular flanges 1^b extend. The flanges 1^b may have apertures 1^c through which U-bolts 13 are passed for the purpose of mounting the cables 2. In the case of each end post, these U-bolts 13 may also serve to mount the plate 8, and auxiliary U-bolts 14 may be used to further fix the cables 2 to this plate.

The operation of the traffic guard described is rather obvious. In case an automobile leaves the road it will strike the guard rail 5 and glide along it without striking the posts 1. The overlapped connections 6 being such that no projections oppose the automobile, no undue damage will occur at these points. The entire assembly is flexible and there is little chance of the stresses being concentrated at any one of the posts. The chance of the guard's failure, therefore, is relatively slight.

Figure 7 shows a modification of the above in that the brackets 3 mount a wooden guard rail 15. Also, the braces 3^a shown by the preceeding figures are eliminated.

Figures 8, 9 and 10, respectively, show the guard rail or member as consisting of a cable 16 clamped to the brackets 3 by U-bolts 4, two parallel cables 16^a clamped to the brackets 3 by T-members 4^a, and a flattened cable 16^b clamped to the brackets by broad U-bolts 4^b.

Figures 11 and 12 show a construction like that first described, except that the posts 1^a are made of wood and the guard rail assembly is used in duplicate so as to separate two oppositely moving lines of traffic.

We claim:

1. A traffic guard including the combination of a post, a spring-steel strip bent in the form of a goose-neck and having one end mounted on said post, and a guard rail mounted by the other end of said spring-steel strip and extending horizontally away from said post, said strip and guard rail being interconnected by adjustable means whereby the tension applied to the latter by the former may be varied.

2. A traffic guard including the combination of a post, a spring-steel strip bent in the form of a goose-neck and having one end mounted on said post, and a guard rail mounted by the other end of said spring-steel strip and extending horizontally away from said post, right angular brackets being oppositely fixed to said strip and said guard rail and provided with an inter-connecting screw fastening, and said strip and said guard rail having overlapping portions which are adjustably bolted flatly together. .
- 5

GEORGE A. GLEASON.
ALBERT P. HAYDEN.