

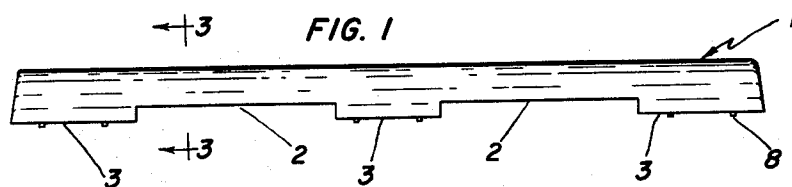
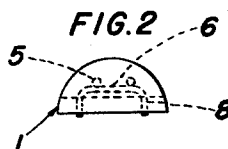
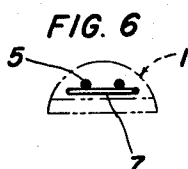
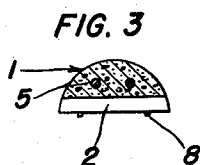
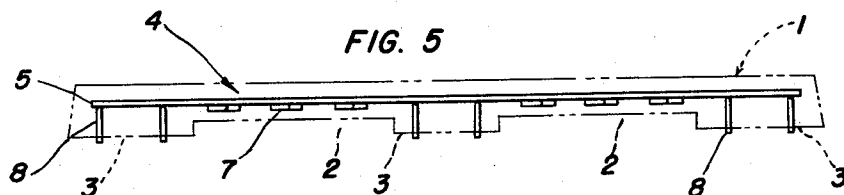
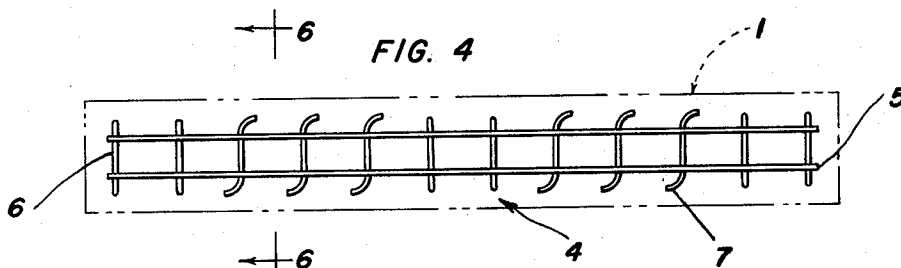
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R. E. LINDSAY

2,935,162

PARKING BARRIER

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ROY E. LINDSAY
INVENTOR

BY *James R. Pyne*
ATTORNEY

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2,935,162

PARKING BARRIER

Roy E. Lindsay, Arlington, Tex.

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2 Claims. (Cl. 188—32)

This invention relates to a parking barrier, and it concerns more particularly an elongated, portable reinforced concrete unit which, when arranged upon a paved surface, is adapted to form a barrier for abutting engagement with the wheels of a vehicle to restrain the vehicle against movement in the direction of the barrier.

An object of the invention is to provide a parking barrier for vehicles, for use on parking lots and the like, which comprises an elongated, portable reinforced concrete unit having a length corresponding substantially to the width of a single vehicle.

Another object of the invention is to provide a parking barrier for vehicles, for use on paved surfaces, which comprises an elongated, portable reinforced concrete unit having means for frictional engagement with a supporting surface whereby displacement of the unit relative to the supporting surface is effectively prevented.

Another object of the invention is to provide a parking barrier for vehicles, for use on paved surfaces, which comprises a normally horizontally disposed elongated, portable reinforced concrete unit having reinforcing means consisting of a plurality of laterally spaced wires arranged longitudinally of the unit and a plurality of longitudinally spaced wires arranged transversely thereof, the wires being connected in crossed relation to each other to form a wire fabric which is embedded in the body of the unit, the wire fabric extending substantially horizontally and a plurality of the transverse wires having their ends turned downwardly and protruding from the under side of the unit for frictional engagement with a supporting surface.

Another object of the invention is to provide a parking barrier as described in which the downwardly turned transverse wires are arranged in longitudinally spaced groups and the unit has a plurality of recesses in its under side, between the longitudinally spaced groups of transverse wires, defining between them, and adjacent opposite ends thereof, pedestal portions having the downwardly turned wires embedded therein and protruding from their under sides.

Another object of the invention is to provide a parking barrier as described which is of simple, rugged construction, may be manufactured inexpensively, and is efficient in operation and durable in use.

An advantageous feature of the parking barrier of the invention is that the individual units thereof do not present obstructions to pedestrians walking between vehicles arranged in side by side relation to each other.

Another advantageous feature of the parking barrier of the invention is that it is adapted to be secured against displacement relative to a paved surface on which it is supported while at the same time avoiding the need for drilling holes in the pavement whereby moisture is allowed to collect below the pavement, thereby damaging the pavement.

Another advantageous feature of the parking barrier of the invention is that the individual units thereof are readily adapted to be rearranged as desired, without dam-

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aging either the barrier or the supporting surface, while at the same time being secured against displacement relative to the supporting surface, in normal use, by its inherent weight as well as by frictional engagement thereof with the supporting surface.

Another advantageous feature of the parking barrier of the invention is that the recesses in the under side of the unit provide fluid passages below the unit, between the under side of the unit and the supporting surface, for the flow of water, sand, and the like.

The invention will be readily understood by referring to the following description and the accompanying drawing, in which:

Fig. 1 is a side elevational view of a parking barrier embodying the invention;

Fig. 2 is an end elevational view;

Fig. 3 is a sectional elevational view taken on the line 3—3 of Fig. 1;

Fig. 4 is a top plan view of the wire fabric whereby the concrete slab which comprises the barrier, shown in dotted lines, is reinforced;

Fig. 5 is a side elevational view thereof; and

Fig. 6 is a sectional elevational view taken on the line 6—6 of Fig. 4.

Referring to the drawing, the parking barrier of the invention comprises an elongated concrete slab, indicated generally by the numeral 1, the length of which corresponds substantially to the width of an automobile. The slab 1 is semi-circular in transverse section, and has a semi-cylindrical upper surface and planar bottom surfaces. The ends of the slab 1 are inclined slightly relative to the vertical plane.

A pair of recesses 2 are formed in the under side of the slab 1, in spaced apart relation to each other. The recesses 2 extend across the slab 1 from one side to the other, and define between them, and on opposite ends thereof, a plurality of longitudinally spaced integral pedestal portions 3 whereby the slab 1 is adapted to be supported on a supporting surface.

The recesses 2 provide fluid passages below the slab 1, between the slab 1 and the supporting surface, for the flow of water, sand, and debris, whereby the barrier does not obstruct the flow of such materials.

A wire fabric, indicated generally by the numeral 4, is embedded in the body of the slab 1, whereby the concrete structure thereof is reinforced. The wire fabric 4 consists of a plurality of laterally spaced, longitudinally extending wires 5, and a plurality of longitudinally spaced, laterally extending cross wires 6, which are welded thereto at their junctures.

Except as hereinafter described, opposite ends of the cross wires 6 are curved in the horizontal plane, in opposite directions, as at 7. A plurality of the wires 6, which are arranged in longitudinally spaced groups of two and are positioned opposite the respective pedestal portions 3 of the slab 1, have their ends turned downwardly, as at 8, whereby they extend downwardly thru the pedestal portions 3 and project slightly below the bottom of the slab 1 for frictional engagement with the supporting surface to prevent displacement of the barrier relative thereto.

The wire fabric 4 advantageously may be arched slightly, as viewed in transverse section, and may be embedded in the body of the slab 1 substantially equidistant between the top thereof and the bottoms of the recesses 2.

The invention may be modified in various ways without departing from the spirit and scope thereof.

I claim:

1. A parking barrier for vehicles, for use on paved surfaces, comprising a normally horizontally disposed elongated, portable reinforced concrete unit having reinforcing means consisting of a plurality of laterally spaced

wires arranged longitudinally of the unit and a plurality of longitudinally spaced wires arranged transversely thereof, the wires being connected in crossed relation to each other to form a wire fabric which is embedded in the body of the unit, the wire fabric extending substantially horizontally and a plurality of the transverse wires having their ends turned downwardly and protruding from the under side of the unit for frictional engagement with a supporting surface.

2. The structure of claim 1, the downwardly turned transverse wires being arranged in longitudinally spaced groups and the unit having a plurality of recesses in its under side, between the longitudinally spaced groups of

transverse wires, defining between them, and adjacent opposite ends thereof, pedestal portions having the downwardly turned wires embedded therein and protruding from their under sides.

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