

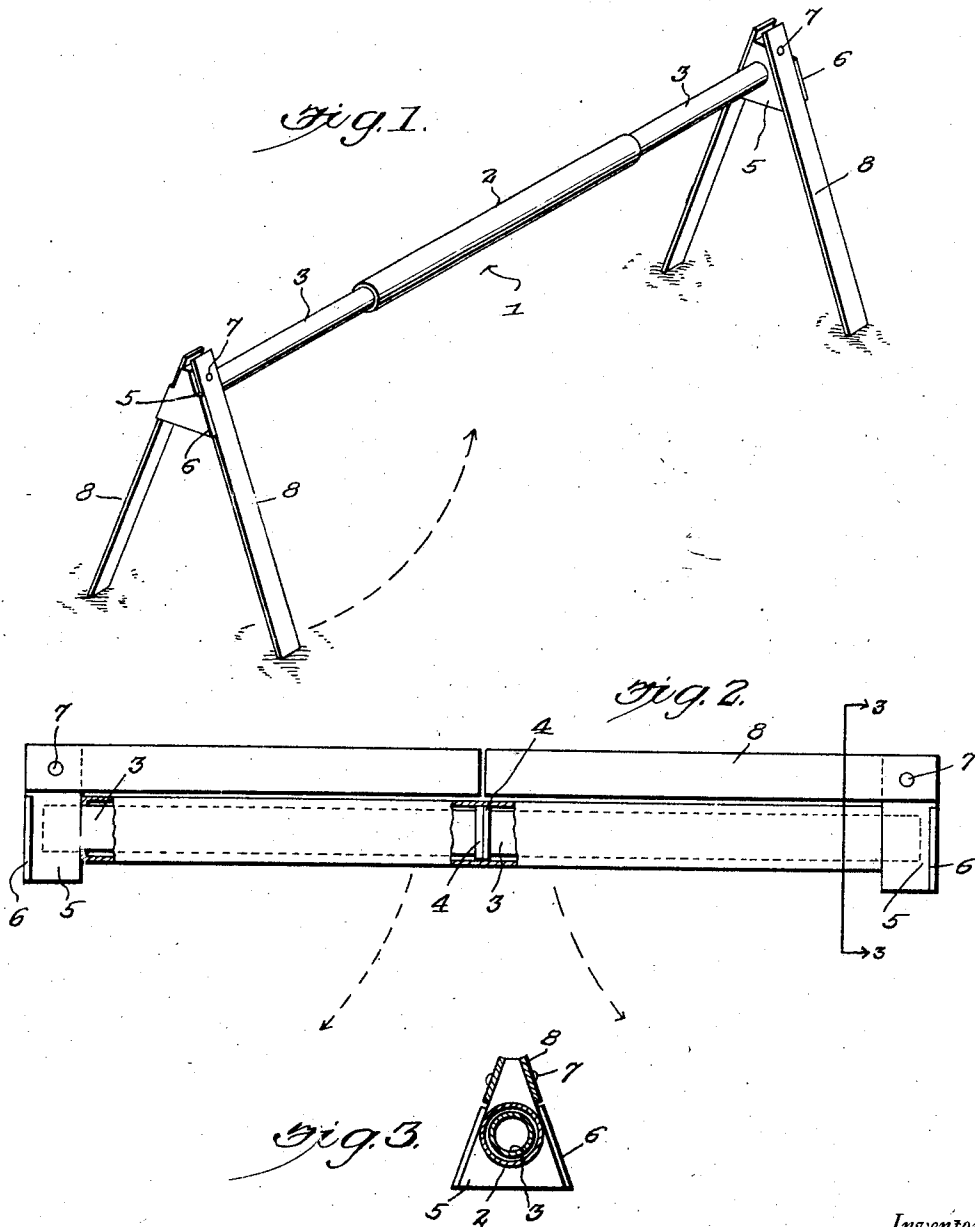
June 21, 1927.

G. LA F. CULVER

1,633,000

STREET BARRIER

Filed Nov. 22, 1926



Inventor
G. La Fayette Culver,

By *Clarence A. O'Brien*
Attorney

UNITED STATES PATENT OFFICE.

GUY LA FAYETTE CULVER, OF SCRANTON, PENNSYLVANIA.

STREET BARRIER.

Application filed November 22, 1926. Serial No. 150,013.

This invention relates to an improved device such as is frequently referred to in the trade, as a street or road barrier, the same having more particular reference to a structure of this kind which is used in road and street construction work, to prevent passage of pedestrians, and vehicles over incomplete surfaces.

Briefly, the invention has reference to a longitudinally extensible rail having heads on its outer ends upon which supporting legs are pivotally mounted in a manner to permit them to be swung into parallelism with the rail to provide an exceptionally compact arrangement such as may be conveniently handled in transportation and disposition for use.

More specifically, the invention has reference to a rail which is composed of a central tube having a pair of cylindrical end sections telescoping into the same, whereby to permit the rail to be adjusted to accommodate the particular area to be protected.

In addition, there are flanged blocks on the ends of the rod sections and the supporting legs, which are disposed in downwardly diverging relation, are pivotally connected to said blocks and engageable with the flanges when in supporting position.

Other features and advantages of the invention will become apparent from the following description and drawings.

In the drawings:—

Figure 1 is a perspective view of the complete device showing the same set up for use.

Fig. 2 is a view with parts in section and in elevation showing the structure folded into a condition for convenient handling.

Fig. 3 is a section taken approximately upon the plane of the line 3—3 of Fig. 2.

The rail is generally designated by the reference character 1 and includes a central open ended tube 2 and a pair of extensible rod sections 3 of cylindrical cross section. These are slidably mounted in the tube, and are provided at their inner ends with outstanding heads 4 and engageable with inward turned flanges on the outer ends of the tube section 2 to limit the outward sliding movement. The rod sections preferably engage the interior of the tube with sufficient friction to permit them to be adjusted to and held in convenient position, to guard against accidental and undesirable collapsing.

The blocks which are of general triangular configuration, are represented by the reference characters 5 and are provided within their inner faces with sockets, into which the rod sections 3 are fitted. Each block is provided with outstanding stop flanges 6 which terminate short of the apex portion of the block. Then pivotally connected as at 7 to the apex portion are the supporting legs 8, which are simply in the form of metal strips.

Assuming that the structure is in the position shown in Fig. 1, it will be seen that the supporting legs 8 will rest against the flanges 6 so that they will be prevented from swinging outwardly. The weight of the structure itself will serve to maintain the legs against accidental inward swinging. The rod section 3 may be adjusted to the desired extent to render the device sufficiently long to provide a proper guard for the area of the road surface to be protected.

When the device is ready to be removed and transported to some other point, the legs can be swung up into the folded state represented in Fig. 2, and the rod sections 3 pushed into the tube 2. This renders the structure decidedly compact.

It is believed that by considering the description in connection with the drawings, a clear understanding of the construction of the method of use and operation of the invention will be understood. Therefore a more lengthy description is thought unnecessary.

While I have described the preferred embodiment of the invention, and have especially stated that it is used as a street or road barricade or barrier, it is to be understood that the device may equally well serve other purposes within the meaning of the appended claims.

Having thus described my invention, what I claim as new is:—

1. In a barrier structure of the class described, a rail comprising a central tube, a pair of cylindrical end sections slidably in said tube, cooperating means between the end sections and tubes for limiting the outward sliding movement of the end sections, heads on the outer ends of said end sections, and supporting legs pivotally connected to said heads, said heads being of a design to dispose said supporting legs in downwardly

diverging relation or to allow them to be swung up into parallelism with said rails.

2. In a barrier structure of the class described, an extensible rail, a pair of substantially triangular heads mounted on the outer ends of said rail and provided with flanges, and supporting legs pivotally connected

with said heads and associated with said flanges in a manner to permit them to be disposed in downwardly diverging relation or to allow them to be swung up into parallelism with said rail. 10

In testimony whereof I affix my signature.

GUY LA FAYETTE CULVER.