United States Patent

Danin

[15] **3,691,685**

[45] **Sept. 19, 1972**

[54] **PARKING BARRIER HARDWARE**

[72] Inventor: **Alex Danin,** 1080 Mamaroneck Ave., White Plains, N.Y. 10605

[22] Filed: **April 16, 1971**

[21] Appl. No.: **134,628**

Related U.S. Application Data

[63] Continuation-in-part of Ser. No. 6,762, Jan. 29, 1970, Pat. No. 3,616,574.

[52] **U.S. Cl.**.....**49/35,** 49/49
[51] **Int. Cl.**.....**E01f 13/00**
[58] **Field of Search**.....49/35, 49, 131, 124, 386, 381

[56] **References Cited**

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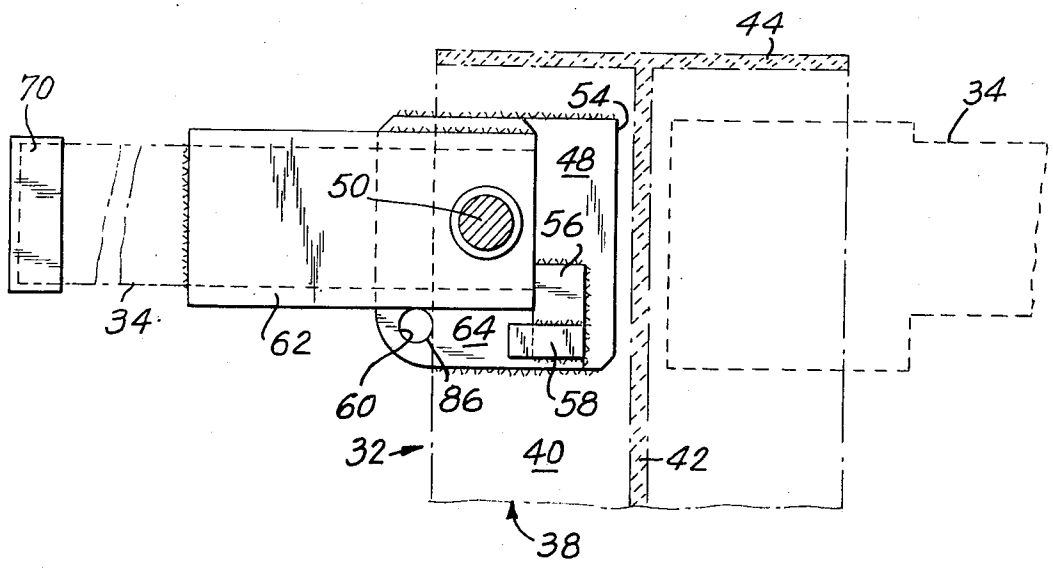
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Primary Examiner—Dennis L. Taylor
Attorney—Steinberg & Blake

[57] **ABSTRACT**

Components adapted to be used in a parking barrier. A pair of prefabricated units are provided to be used at the parking lot when a parking barrier is set up. One of the prefabricated units includes a mounting bracket which is adapted to be fixed to a standard and a shaft which is fixed to and extends from the bracket. The other of the pair of prefabricated units includes an arm carrier which is adapted to be connected with an elongated barrier arm and a bearing for mounting the arm carrier swingably on the shaft. Thus, these prefabricated units can be assembled at a parking lot with a standard fixed to and extending upwardly from the ground and with an elongated barrier arm to complete the parking barrier.

7 Claims, 13 Drawing Figures



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SHEET 1 OF 3

FIG. 1

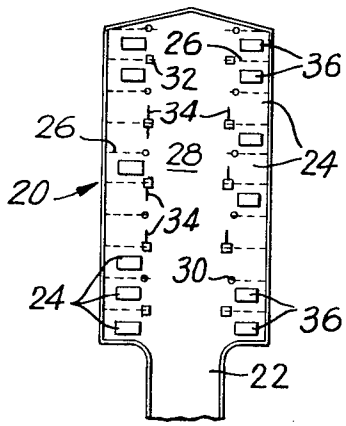


FIG. 2

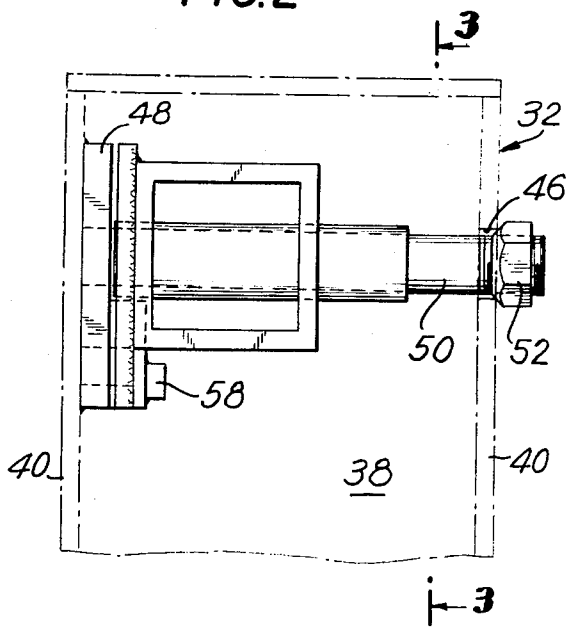
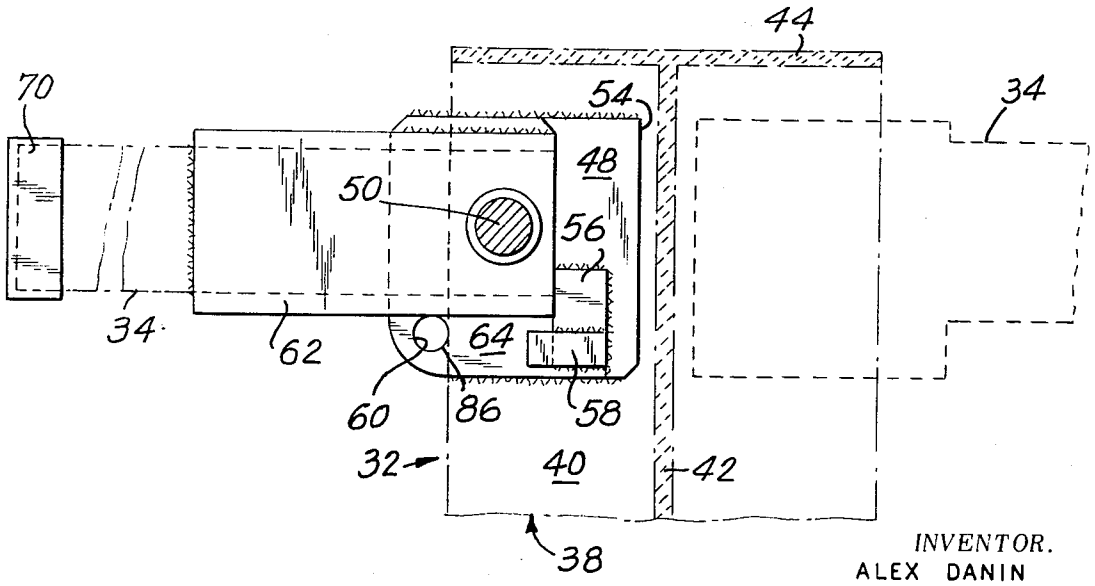


FIG. 3



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FIG. 4

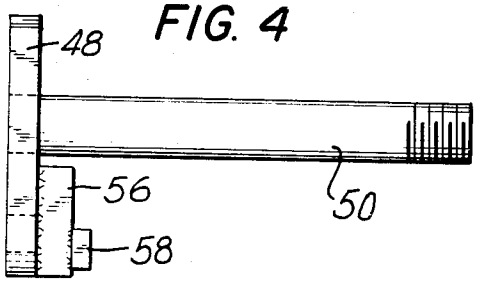


FIG. 5

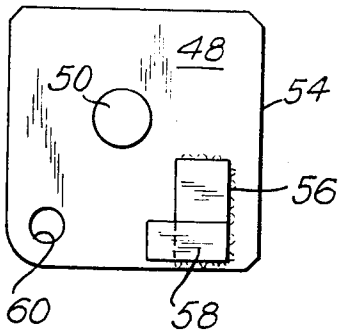


FIG. 6

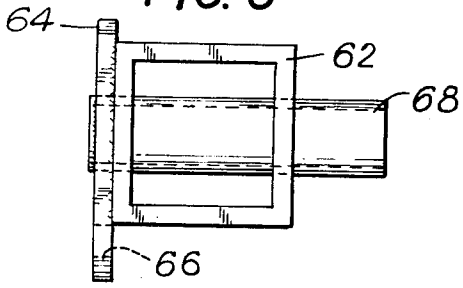
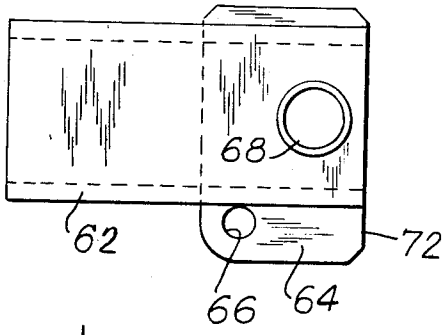


FIG. 7



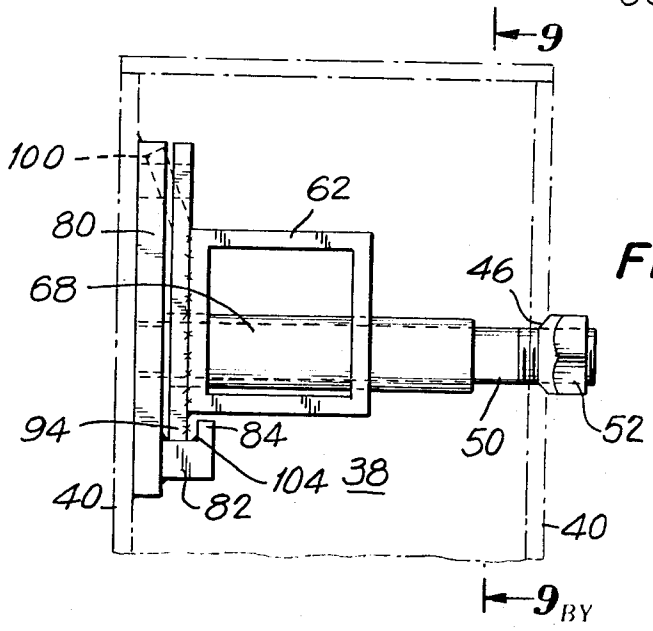


FIG. 8

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FIG. 9

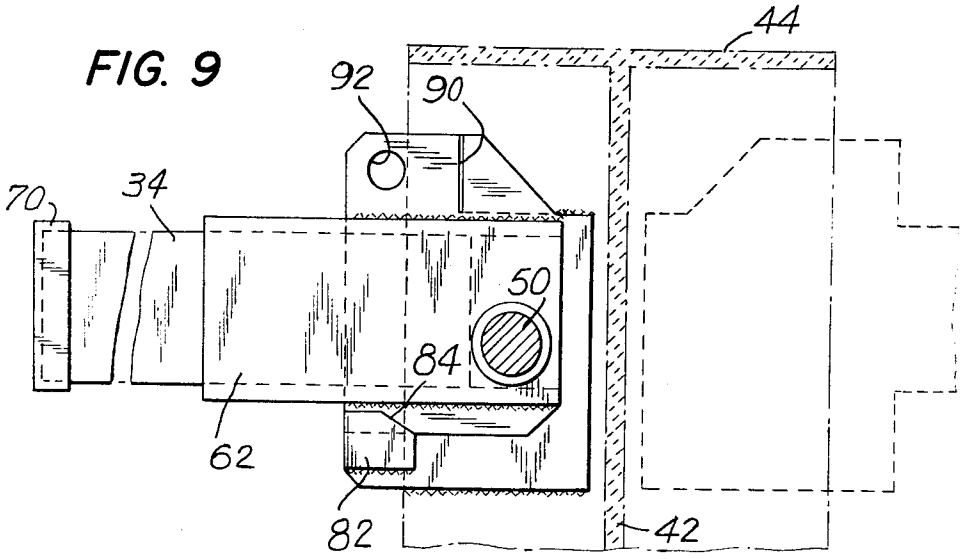


FIG. 10

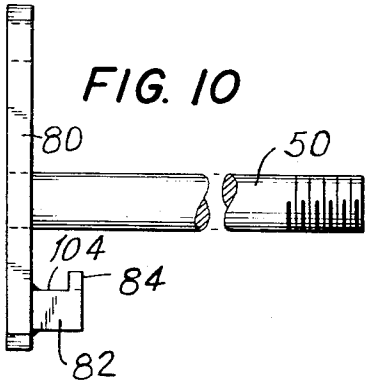


FIG. 11

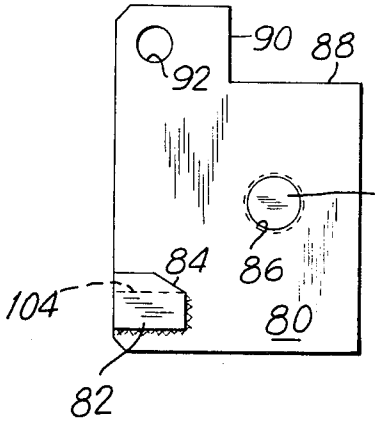


FIG. 12

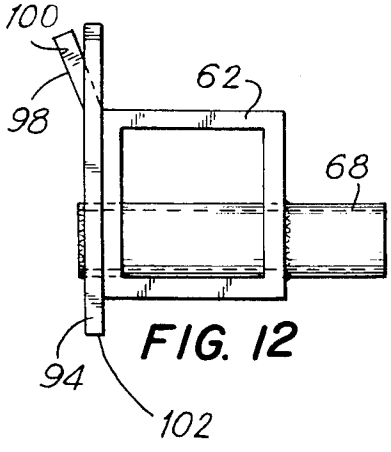
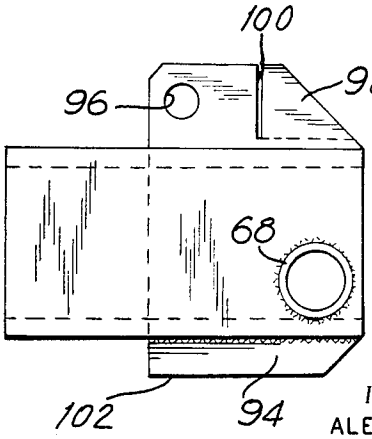


FIG. 13



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PARKING BARRIER HARDWARE

CROSS REFERENCE TO RELATED APPLICATION

This application is a continuation-in-part of copending application U.S. Ser. No. 6,762, filed Jan. 29, 1970, and entitled PARKING SPACE BARRIER, now U.S. Pat. 3,616,574.

BACKGROUND OF THE INVENTION

The present invention relates to parking barriers.

It is already known to provide parking barriers at parking lots. Thus, certain individuals will rent a parking space and will wish to be assured that it is available to them whenever they wish to use the rented space. Because other people may occupy the rented space when it is empty, the individual renting the space will desire to prevent anybody but himself from using the space. For this purpose it has already been proposed to provide parking barriers which can be set up when the space is empty so as to prevent unauthorized individuals from utilizing the space.

However, there are problems encountered in setting up such parking barriers. It is essential to provide a standard fixed to and extending upwardly from the ground, and it is known to mount on such a standard a swingable barrier arm which can be swung from a non-blocking position where it hangs down to a blocking position where it extends at least partly across the parking space at a height suitable for preventing unauthorized entry into the parking space.

When such parking barriers are manufactured and set up at the present time, it is required that all of the components be assembled at the parking lot. Thus it is essential, after the post or standard has been fixed to the ground, to carry out operations on this post in order to provide it with a suitable shaft, for example, on which the barrier arm can be mounted for swinging movement. In addition it is essential to provide this structure with elements which will releasably hold the barrier arm in its upper blocking position as well as with structure which will enable a lock to be provided for preventing return of the arm to its non-blocking position except when the lock is removed by the authorized individual who has rented the parking space. Thus, it is essential to attach to the post or standard a suitable stop for holding the barrier arm in its upper blocking position as well as suitable elements for receiving a lock to prevent return of the arm to its non-blocking position except when the lock is removed.

All of these operations at the present time required at the parking lot when the barrier is initially erected create a considerable amount of inconvenience because of the multiplicity of operations which are required to be carried out at the parking lot. Furthermore, because the stop which holds the barrier arm in its upper blocking position is applied directly to the standard at the parking lot, the accuracy in the positioning of the stop is not very great, and it often happens that a barrier arm instead of extending in a precisely horizontal direction will be undesirably inclined upwardly or downwardly. Furthermore it is often difficult to bring into proper registry elements which coact with a lock to prevent the barrier arm from being returned to its non-blocking position. Also, the shaft which supports the barrier arm for swinging movement must be precisely mounted on the standard

in such a way that the arm can freely swing between its blocking and non-blocking positions. Because the shaft is mounted directly on the standard at the parking lot, at the present time, this shaft is not always located in a position which will permit free swinging of the arm. Through carelessness it is easily possible for the shaft to be located too close to a web of a beam which forms the standard, and the arm sometimes undesirably rubs against this web, creating difficulties in the operation of the parking barrier.

Moreover, because the components are of substantial dimensions as well as being relatively heavy, it is very inconvenient to ship them to a desired location after the barrier has been prefabricated. Thus it would be conceivable to prefabricate the parking barrier in a plant where all of the required accuracy could be achieved with relative ease, but then the entire parking barrier would be so large and cumbersome as well as heavy that it is undesirable to ship such an entire parking barrier to the location where it is to be set up. This situation is aggravated by the fact that each standard will normally carry a pair of barrier arms to be swung in opposite directions over a pair of adjoining parking spaces between which the standard is located, so that in effect two parking barriers are united into a single unit, rendering the structure even more cumbersome and impractical to ship to a desired location.

SUMMARY OF THE INVENTION

It is accordingly a primary object of the present invention to provide parking barrier hardware which will avoid the above drawbacks.

In particular, it is an object of the present invention to provide parking barrier hardware which will make it practical to prefabricate certain key components, so that they will be assured of the required accuracy, with these components being capable of being conveniently shipped to a desired location where a local fabricator finishes the parking barrier to be set up at a parking lot.

It is furthermore an object of the present invention to provide a construction of this type which will enable relatively large cumbersome elements to be added to the prefabricated components by a fabricator near the location of the parking lot, so that only relatively small, compact, light hardware need be prefabricated and shipped.

It is furthermore an object of the present invention to provide for a parking lot barrier a structure which will very accurately position the barrier arm in its horizontal, blocking position.

Also, it is an object of the present invention to provide a structure of this type which will eliminate problems previously encountered in providing registry between components for receiving a lock.

Furthermore it is an object of the present invention to provide a structure of this type which permits an easy rapid assembly of all of the components so that a minimum amount of time and inconvenience are involved with the use of the structure of the invention.

Furthermore it is an object of the present invention to provide a structure of this type which will assure a fully adequate robust support for the barrier arm.

In addition, it is an object of the invention to provide a construction of this type which will enable the parts to be disassembled if it should be required, for example, to replace any of the components.

According to the invention a parking barrier is set up in such a way that it is capable of using a pair of prefabricated units one of which includes a mounting bracket adapted to be fixed to a standard and a shaft which is fixed to and extends from this mounting bracket. The other of the prefabricated units includes an arm carrier adapted to be connected with an elongated barrier arm and a bearing means for mounting the arm carrier swingably on the shaft. In this way these prefabricated units can be assembled at a parking lot with a standard which is fixed to and extends upwardly from the ground and with an elongated barrier arm so as to complete the parking barrier.

BRIEF DESCRIPTION OF DRAWINGS

The invention is illustrated by way of example in the accompanying drawings which form part of this application and in which:

FIG. 1 is a schematic plan view of a parking lot provided with the structure of the invention;

FIG. 2 is an elevation of the structure of the invention in assembled condition shown fixed with the remaining parking barrier structure which is illustrated in phantom lines;

FIG. 3 is a transverse sectional elevation of the structure of FIG. 2 taken along line 3—3 of FIG. 2 in the direction of the arrows and also showing in phantom lines the parts which are assembled with the prefabricated units of the invention with FIG. 3 also fragmentarily illustrating in phantom lines a second barrier joined to the same standard as the barrier of FIG. 2;

FIG. 4 is an elevation of one of the prefabricated units;

FIG. 5 illustrates the unit of FIG. 4 as seen from the right of FIG. 4;

FIG. 6 is an elevation of the other of the prefabricated units which forms part of the assembly of FIGS. 2 and 3;

FIG. 7 is a view of the structure of FIG. 6 as seen from the right of FIG. 6;

FIG. 8 is an elevation of another embodiment of a pair of prefabricated units of the invention shown assembled in FIG. 8 and mounted on a standard fragmentarily illustrated in phantom lines in FIG. 8;

FIG. 9 is a transverse section of the structure of FIG. 8 taken along line 9—9 of FIG. 8 in the direction of the arrows and also showing in phantom lines components which are joined with the prefabricated units;

FIG. 10 is an elevation of one of the prefabricated units forming part of the assembly of FIG. 8;

FIG. 11 shows the structure of FIG. 10 as it appears from the right of FIG. 10;

FIG. 12 is an elevation of the other of the prefabricated units of the assembly of FIG. 8; and

FIG. 13 shows the structure of FIG. 12 as it appears to the right of FIG. 13.

DESCRIPTION OF PREFERRED EMBODIMENTS

Referring first to FIG. 1, there is schematically illustrated therein, in a top plan view, a parking lot provided with the structure of the invention. The parking lot 20 illustrated in FIG. 1 has a driveway 22 through which it is possible to drive into and exit from the parking lot 20. The several parking spaces 24 in the parking lot are defined between the lines 26. These lines are simply painted on the pavement, for example. The several parking spaces 24 are shown in FIG. 1 arranged in a pair of rows on opposite sides of a central elongated area 28 along which it is possible to drive into and out of a given parking space.

At each row of parking spaces 24, alternating lines 26 which define these spaces are provided with simple posts 30. These posts simply extend upwardly from the ground and are primarily intended to prevent an automobile from straddling a line between a pair of adjoining parking spaces.

The remaining boundary lines 26 are provided with parking barriers 32. These parking barriers 32 are also fixed to and extend upwardly from the ground, and they are provided with barrier arms capable of being swung from non-blocking positions where they simply hang downwardly, giving free access to a space, to a blocking position where they project horizontally across the space. It will be noted from FIG. 1 that at some of the parking spaces 24 there are schematically represented parking barrier arms 34 which are shown extending partly across the spaces at the entrance end thereof so that with these arms 34 in their horizontally extending blocking positions it is not possible for an automobile to enter into the parking space. It will be noted that those parking spaces which do not have the arms 34 projecting horizontally in the blocking positions are occupied by automobiles 36.

The details of one of the parking barriers 32 are illustrated in FIGS. 2 and 3. FIG. 3 fragmentarily illustrates in phantom lines an arm 34 extending horizontally across a parking space. As is apparent from FIGS. 2 and 3, a pair of barrier arms 34 are capable of being mounted on a single standard or post 38 shown in phantom lines. This standard 38 is in the form of a beam of H-shaped cross section fixed to the ground and extending vertically upwardly therefrom through a distance which may be on the order of 3 feet, for example. This beam which forms the standard 38 has a pair of side webs 40 and an intermediate web 42. This web 42 extends along one of the boundary lines 26 between a pair of adjoining parking spaces, and a pair of webs 40 extend across the line 26. The top end of the beam may be provided with a suitable cover plate 44 which may be welded onto the top end of the beam 38, for example.

In accordance with the invention it is only necessary to have at the location of the parking lot the several beams 38 to form the standards as well as elongated pipes from which the arms 34 are formed. The remaining structure is prefabricated in a suitable factory and shipped to the location where the barriers are to be set up in a given parking lot. Except for the requirement of drilling a hole 46 in one of the webs 40 at each side of the intermediate web 42, all of the operations can be carried out with simple welding.

The structure of the invention includes a pair of prefabricated units one of which is illustrated in FIGS. 4 and 5 and the other of which is illustrated in FIGS. 6 and 7. The unit shown in FIGS. 4 and 5 includes a mounting bracket 48 and a shaft 50. The mounting bracket 48 is in the form of a metal plate which is welded to the left web 40, as viewed in FIG. 2, between the pair of webs illustrated therein. This plate 48 which forms the mounting bracket is provided at the factory

with a threaded bore for receiving one threaded end of the shaft **50**. The other end of the shaft **50** is threaded and extends through the opening **46** so as to have a nut **52** mounted thereon, as shown in FIG. **2**. This nut **52** also forms part of the unit of FIGS. **4** and **5** and is shipped together with the remaining prefabricated structure to the location of the parking lot.

The plate **48** is also provided at the region of its right or inner edge **54**, as viewed in FIG. **3**, with an elongated stop member **56** which extends vertically when the parts are assembled. This stop member **56** is in the form of a simple rectangular body of metal having a vertical left edge, as viewed in FIG. **3**, which forms the stop edge of the stop member **56**. This stop member **56** is simply welded to the right surface of plate **48**, as viewed in FIGS. **2** and **4**, along the remaining edges of the stop member **56**.

Finally, an extension member **58** is fixed to the outer surface of the stop member **56**, as by welding, with this extension **58** having a left free end portion, as viewed in FIG. **3**, extending to the left of the stop edge of the stop member **56** so as to define a predetermined gap with the right surface of plate **48**, as viewed in FIGS. **2** and **4**. The mounting bracket **48** is completed simply by having an opening **60** drilled therethrough at the plant where the unit of FIGS. **4** and **5** is prefabricated. While the shaft **50** is shown assembled with the plate **48** in FIGS. **4** and **5**, it is to be understood that during shipment the shaft **50** can be separate from the plate **48** and assembled therewith when the structure is set up at the parking lot.

The prefabricated unit shown in FIGS. **6** and **7** is adapted to be connected with the barrier arm **34** and coacts with the unit of FIGS. **4** and **5** to support the barrier arm for swinging movement between its blocking and non-blocking positions. This unit of FIGS. **6** and **7** includes a tubular arm carrier **62** which in the illustrated example is of square cross section. The pipe **34** is of a similar cross section and is capable of being slipped into the carrier **62** and then welded to the free left end of the latter, as viewed in FIG. **3**, so that in this way the arm **34** can be fixed with the carrier **62**. This tubular carrier **62** is welded to a plate **64** which is formed with an opening **66** adapted to register with the opening **60** for the purpose of receiving a lock, as described below. The unit of FIGS. **6** and **7** is completed by a bearing means **68** in the form of an elongated tubular sleeve adapted to receive the shaft **50**. The side walls of the carrier **62** and the plate **64** are formed with aligned openings through which the sleeve **68** extends, and this sleeve **68** is fixed to the plate **64** and the tubular carrier **62** as by being welded thereto. This structure which is illustrated in FIGS. **6** and **7** forms the complete second prefabricated unit.

The prefabricated structure need only include one additional component, namely a closure cap **70** shown at the left of FIG. **3** closing the free end of the arm **34**. This closure cap **70** is optional, but it may be shipped together with the remaining components and welded onto the free end of the arm **34** so as to provide a closing of the hollow pipe which forms the arm **34**.

The pair of prefabricated units of FIGS. **4–7** are very accurately manufactured in a suitable manufacturing plant and are shipped to a fabricator near the location where it is desired to set up the parking barrier. At this location the standard **38** is mounted in the ground extending vertically therefrom as pointed out above.

It is a simple matter to accurately weld the plate **48** to the inner surface of one of the side flanges **40** so that the plate **48** will have the position indicated in FIG. **3**. Then the shaft **50** is placed through the bearing sleeve **68** and the unit of FIGS. **6** and **7** is located with the shaft **50** between the flanges **40** so that now the shaft **50** can be conveniently threaded into the threaded bore of plate **48** which has been provided at the manufacturing plant to receive the laft end of the shaft **50**, as viewed in FIG. **4**. At this time it will be noted that the shaft **50** extends through the opening **46** with a considerable part of the shaft **50** left free adjacent the right flange **40** of FIG. **2** so that a suitable wrench such as a pipe wrench can be placed on the shaft **50** to turn the latter tightly into the threaded bore of the plate **48** which has been welded to the left flange **40** of FIG. **2**. After the shaft **50** has thus been assembled with the plate **48** and with the unit of FIGS. **6** and **7** thereon the nut **52** is tightly threaded onto the shaft **50** so that this shaft will be supported at the region of its opposite ends, providing an exceedingly rugged support for the swingable arm structure. While it is possible to terminate the shaft **50** short of the right flange **40** of FIG. **2**, so as to provide a cantilever type of support, the structure shown in FIG. **2** is preferred because of the secure support provided by the right flange **40** at the outer end of the shaft **50**.

With the unit of FIGS. **6** and **7** thus mounted on the shaft **50** the pipe **34** can be slipped into the carrier **62** and welded thereto, and finally the closure cap **70** can be mounted on the free end of the pipe **34** and welded thereto, thus completing the structure.

Normally the arm **34** will simply hang down from the shaft **50** extending between the pair of flanges **40** visible in FIG. **2**, and situated on one side of the intermediate web **42**, as viewed in FIG. **3**. When it is desired to place the arm **34** in its blocking position the operator will simply swing the arm up through somewhat more than 90° and shift the bearing sleeve **68** to the left, as viewed in FIG. **2**, until it is located directly next to the plate **48**. Now the operator can release the arm so that the plate **64** will become situated in the gap between the plate **48** and the extension **58**. The right edge **72** of the plate **64** will thus become located against the left stop edge of the stop member **56**, and because this member has been accurately placed on the plate **48** at the factory, the arm **34** will accurately extend in the desired horizontal direction. The extension **58** will prevent the arm from being shifted along the shaft **50** away from the plate **48** until the arm is swung upwardly through an angle sufficient to permit the plate **64** to clear the extension **58** when the structure is pulled to the right, as viewed in FIG. **2**, in order to release the structure to hang vertically with the plate **64** at this time being located to the right of the member **58**, as viewed in FIG. **2**. When the parts have the position of FIG. **3** the opening **66** will register with the opening **60** so that a lock can be placed through these registering openings. In this case also it will be noted that the manufacturer of the prefabricated units at the plant will provide complete accuracy in the registry of the openings **60** and **66**. Thus when the arm is placed in its blocking position it is a simple matter to place a lock through the registering opening **60** and **66** to prevent

unauthorized return of the arm to its non-blocking position. Thus with the structure of the invention it is only required to have at the parking lot location pipes to form the arms **34** and beams to form the standards **38**. The remaining structure is prefabricated in a highly accurate manner and can be very readily assembled to form the complete parking barrier simply by welding the plate **48** to the standard **38** and attaching the arm **34** to the carrier **62**. Also, of course, the holes **46** are drilled.

As is apparent from FIG. **3** structure identical with that described above can be mounted on the standard on the right side of the web **42** illustrated in FIG. **3**.

Referring now to FIGS. **8–13**, the embodiment of the invention which is illustrated therein is capable of being mounted on a post or standard **38** identical with that referred to above and shown in FIGS. **2** and **3**. Thus, this standard **38** shown in FIGS. **8** and **9** also has side flanges **40** and a central web **42** as well as a top cover plate **44**. In addition it is drilled so as to have the same openings **46**. One of the prefabricated units of this embodiment is illustrated in FIGS. **10** and **11**, while the other prefabricated unit is illustrated in FIGS. **12** and **13**. In the embodiment of FIGS. **8–13** the shaft **50** is identical with that described above and is provided with an identical nut **52**. Also the arm carrier **62** is identical with that of FIGS. **6** and **7**, and the bearing means formed by the sleeve **68** also is identical with that described above.

However, with this embodiment the plate **80** which forms the mounting bracket is of a somewhat different construction. Thus it will be seen that this plate **80**, which is mounted on the standard in precisely the same way as the plate **48** has a stop member **82** welded to its right surface, as viewed in FIG. **8**. This stop member **82** is in the form of a block having an upper stop surface which extends horizontally, and the stop member **82** has an integral extension **84** defining with the right surface of the plate **80**, as viewed in FIGS. **8** and **10**, a gap for receiving the corresponding plate of the prefabricated unit shown in FIGS. **12** and **13**.

Furthermore, it will be noted from FIG. **11** that the plate **80** not only has the threaded opening **86** to receive the left end of the shaft **50**, as viewed in FIGS. **8** and **10**, in addition it is cut away at its upper right end portion, as viewed in FIG. **11**, so as to have the substantially rectangular notch shown in FIG. **11**. This notch is defined by a horizontal edge **88** and a vertical edge **90** which is perpendicular to the edge **88**. This vertical edge **90** forms a second stop member for the embodiment of FIGS. **8–13**.

In addition, it will be seen that the plate **80** is formed with an opening **92** which forms one of the registering openings to receive the lock with this embodiment.

Referring to FIGS. **12** and **13**, it will be seen that the plate **94**, which corresponds to the plate **64** shown in FIGS. **6** and **7**, is formed with an opening **96** adapted to register with the opening **92** in order to receive the lock. In addition this plate **94** has at its upper right region, as viewed in FIG. **13**, an angled portion **98** extending, as indicated in FIG. **12**, at an angle to the remainder of the plate **94** toward the mounting bracket **80**. The left edge **100** of the angled portion **98**, as viewed in FIG. **13**, is apparent in FIG. **12** and forms a second stop edge for engaging the second stop member formed by the edge **90** of the mounting bracket **80**. The first stop edge of plate **94** is formed by the lower edge **102** thereof. This edge is adapted to engage the upper horizontal edge **104** of stop member **82**.

The structure of FIGS. **8–13** will be assembled in much the same way as the structure of FIGS. **2–7**. Thus, the mounting plate **80** is welded directly to the inner surface of the left flange **40** of the standard **38**, as viewed in FIG. **8**, and then after the shaft **50** is received in the sleeve **68** the shaft **50** is threaded into the threaded bore **86** of the plate **80** with the shaft extending through the opening **46** so as to receive the nut **52**. The barrier arm **34** is identical with that described above and is mounted in the same way in the arm carrier **62**, and of course it may be provided with a cap **70**, as indicated in FIG. **9**.

With this embodiment the barrier arm will be swung to and from its blocking position, where it extends horizontally, in the manner described above in connection with FIGS. **2–7**. However in this case when the barrier arm is in its blocking position, the location of the barrier arm will be determined not only by engagement of edge **102** of plate **94** with the upper surface **104** of stop member **82**, but in addition this location will be determined by the engagement of edge **100** of the angled portion **98** with the edge **90**, so that in this way a pair of stop members are provided to achieve an extremely accurate and highly reliable location of the barrier arm in its blocking position. The extension **84** will of course prevent undesirable shifting of the sleeve **68** to the right along the shaft **50**, as viewed in FIG. **8**, as long as the barrier arm **34** is in its blocking position. Once the parts have been placed in the blocking position a lock will be placed through the registering openings **92** and **96**. In order to return the barrier arm **34** to its non-blocking position the lock is removed and then the arm is swung upwardly through a distance sufficiently great to enable the edge **102** to clear the extension **84**. Then the sleeve **68** with all of the structure connected thereto is shifted to the right, as viewed in FIG. **8**, so that the plate **94** becomes situated to the right of the extension **84**, and then the arm can be released to hang downwardly from the shaft **50** and thus assume its non-blocking position. Thus, with the embodiment of FIGS. **8–13** all of the advantages referred to above in connection with FIGS. **2–7** are achieved and at the same time the prefabricated components coact with a pair of stop members to provide an extremely precise determination of the location of the barrier arm when it is in its blocking position.

What is claimed is:

1. For use in a parking barrier, a pair of prefabricated units one of which includes a mounting bracket adapted to be fixed to a standard and a shaft fixed to and extending from said bracket and the other of which includes an arm carrier adapted to be connected with an elongated barrier arm and a bearing means for mounting said arm carrier swingably on said shaft, whereby said prefabricated units can be assembled at a parking lot with a standard fixed to and extending upwardly from the ground and with an elongated barrier arm to complete the parking barrier, said arm carrier of said other unit being tubular and having a predetermined axis which extends vertically in the assembled barrier when the barrier arm is in a position of non-use

and horizontally when the barrier arm is in an operative blocking position, said bracket and said arm carrier respectively including a pair of plates located in side-by-side relation when said carrier axis is horizontal with said plates respectively being formed with openings which register when said axis is horizontal so that a lock can extend through said openings to lock the barrier arm in its blocking position.

2. For use in a parking barrier, a pair of prefabricated units one of which includes a mounting bracket adapted to be fixed to a standard and a shaft fixed to and extending from said bracket and the other of which includes an arm carrier adapted to be connected with an elongated barrier arm and a bearing means for mounting said arm carrier swingably on said shaft, whereby said prefabricated units can be assembled at a parking lot with a standard fixed to and extending upwardly from the ground and with an elongated barrier arm to complete the parking barrier, said one unit including a first plate adapted to be fixed to a standard and forming said bracket while said other unit includes a tubular carrier and a second plate fixed thereto and situated beside said first plate when said units are assembled, said tubular carrier having a substantially vertical non-blocking position and a substantially horizontal blocking position, and said first plate fixedly carrying an elongated stop member engaging an edge of said second plate for determining the substantially horizontal position of said carrier.

3. The combination of claim 2 and wherein said stop member carries an extension spaced from said first plate and defining therewith a gap which receives an edge region of said second plate at the part thereof which engages said stop member when said carrier is in its substantially horizontal position.

4. The combination of claim 3 and wherein said first plate has an elongated edge portion forming a second stop member while said second plate has an angled portion extending therefrom and engaging said second stop member to provide a pair of stops determining the substantially horizontal position of said carrier.

5. The combination of claim 3 and wherein said plates are respectively formed with openings which register with each other when said carrier is in its substantially horizontal position for receiving a lock which extends through said openings.

6. The combination of claim 5 and wherein said carrier is of a tubular, non-circular configuration while said bearing means includes an elongated bearing sleeve fixed to and extending perpendicularly with respect to said carrier and receiving said shaft.

7. The combination of claim 6 and wherein said shaft has a pair of opposed threaded ends one of which is fixed with said first plate in a threaded bore thereof and the other of which is adapted to extend through an opening in a web of a beam which forms the standard, and a nut adapted to be received on said other threaded end of said shaft so that the latter will be supported at both ends in the assembled barrier.

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