May 20, 1930. W. McDADE 1,759,794

SAFETY BARRIER FOR ROADWAYS

Filed Feb. 29, 1928

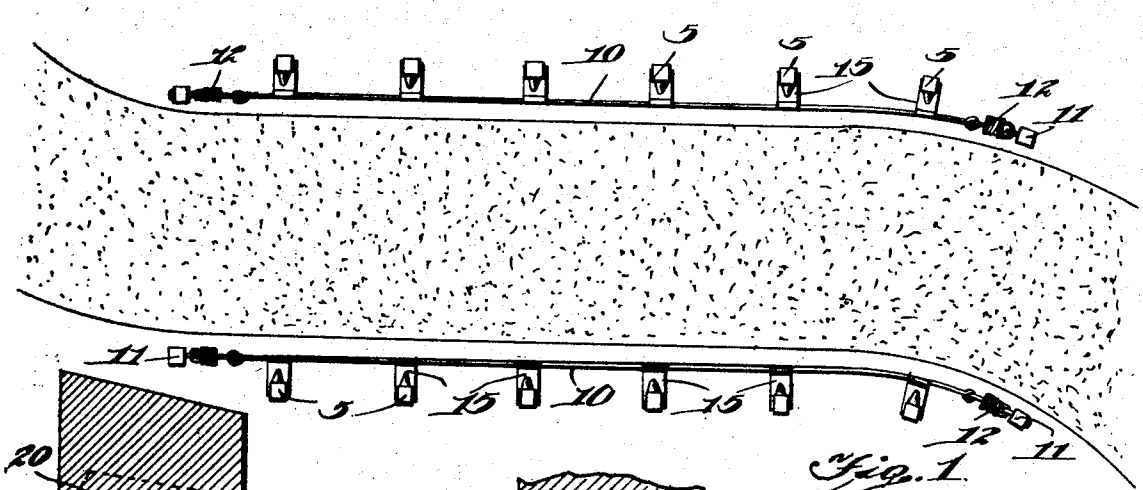


Fig. 1.

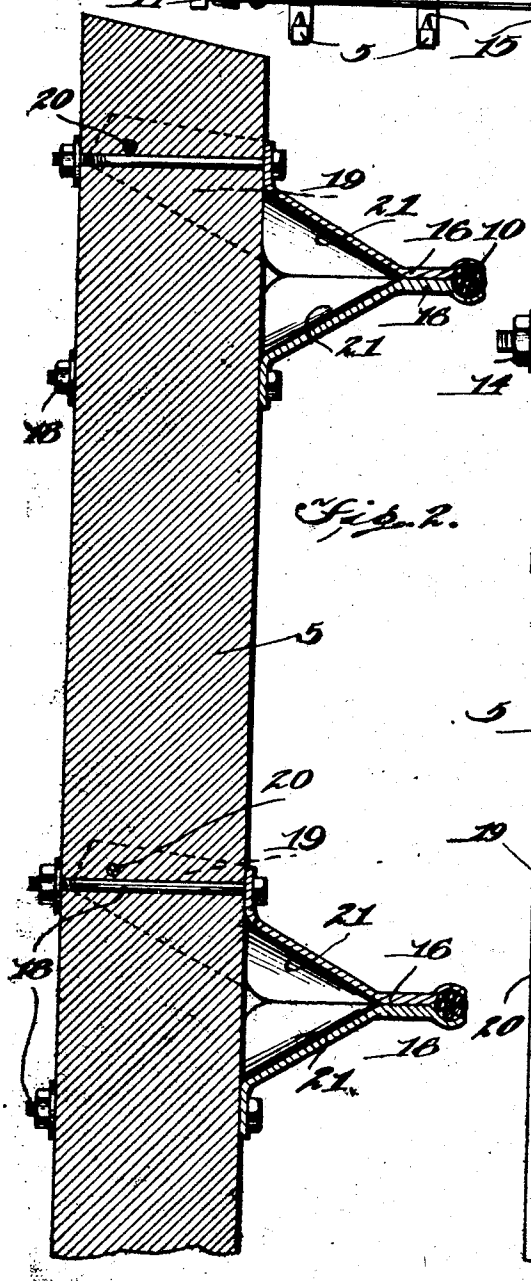


Fig. 2.

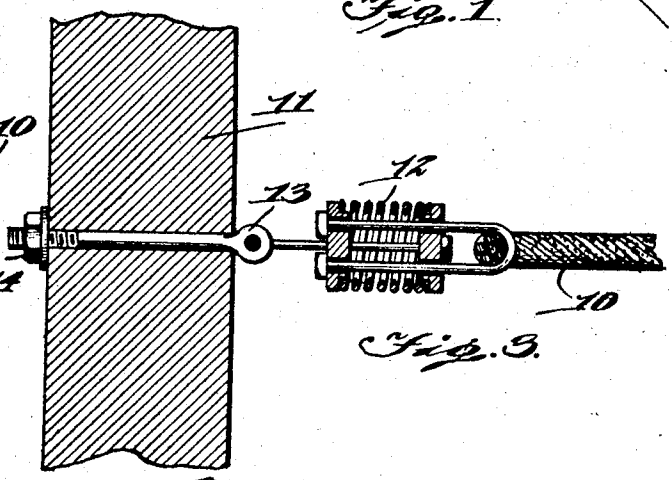


Fig. 3.

Fig. 4.

INVENTOR
William McDade
BY
Munn & Co.
ATTORNEY

Patented May 20, 1930

1,759,794

UNITED STATES PATENT OFFICE

WILLIAM McDADE, OF SELBYVILLE, WEST VIRGINIA

SAFETY BARRIER FOR ROADWAYS

Application filed February 29, 1928. Serial No. 257,952.

My invention relates to safety barriers for roadways and more particularly to devices to be placed along dangerous curves or embankments along a highway.

An object of the invention is to provide a safety barrier which in the event of being hit by a motor vehicle will eliminate or reduce the shock to the motor vehicle to a minimum.

Further the invention provides a highway safety device which constitutes a shock absorber for the posts to which it is attached as well as the motor vehicle running against the same.

With the preceding and other objects and advantages in mind, the invention consists in the novel combination of elements, constructions and arrangement of parts to be hereinafter specifically referred to, claimed and illustrated in the accompanying drawings, wherein:

Figure 1 is a plan view of a roadway with my improved safety barrier arranged upon each side thereof;

Figure 2 is an enlarged vertical sectional view of the invention;

Figure 3 is an enlarged fragmentary sectional detail view illustrating the resilient connection between one of the cables and supporting post; and

Figure 4 is a perspective of one of the posts and cable retaining bracket embodied in the invention.

Referring to the invention in detail a plurality of vertically disposed longitudinally alined posts or standards 5 are arranged along the edge of the highway to which safety cables 10 are connected. These cables 10 are slidably connected with the standards 5 along their length while their terminals are connected to uprights 11 arranged adjacent the endmost post 5 in advance thereof, by means of spring tension devices 12. To connect the spring tension devices witth the uprights 11, an eye bolt 13 carried by each spring device passes transversely through one of the uprights 11 and receives a nut 14.

For the purpose of slidably connecting the cables with the standards 5, horizontally alined brackets or clamps 15 are carried by the standards. These brackets or clamps are of identical construction and a detail description of one will suffice for an understanding of the invention.

As particularly illustrated in Figure 4, this clamp comprises a pair of complementary opposed plates or sections 16, each of which is formed with a right angularly extending flange 17 at its inner edge which abuts the front face of the vertical standard and is connected thereto by a plurality of suitable fastenings such as bolts 18 passing transversely through the standard. A wing 19 projects at right angles from one of the vertical edges of each of the flanges 17. These wings 19 are disposed at the opposite ends of the clamp and engage opposite faces of the standard, and are also secured to the latter by bolts 20 passing transversely therethrough at right angles to the bolts 18. To lend rigidity to the plates or sections they are pressed outwardly to provide semi-circular in cross-section braces 21 which extend from a point adjacent the outer end of the plates to a point adjacent the upper ends of the flanges. These braces extend substantially the entire length of the plates and at their forward ends merge into raised reinforcing ribs 22, the latter lending rigidity to the outer ends of the plates where they are subjected to the most strain.

Transversely curved opposed jaws 23 are formed on the outer edge of each of the plates and are adapted to receive one of the cables 15 therebetween to hold the latter against lateral movement but permitted to slide longitudinally therein. Removable fastenings 24 pass transversely through the opposed plates to secure the same together.

To prevent the accumulation of moisture between the coacting plates a water drain opening 25 is provided in the pressed brace 21 in the lower plate or section.

It will be observed that the cables are supported in advance of the standards so that in the event they are engaged by a motor vehicle the latter will not be damaged by contact with the standards. Furthermore, due to the spring devices 12 the cables will be permitted to yield as a result of contact of a motor vehicle with the cables and thereby absorb the shock incident to the contact.

What is claimed is:—

In a device of the character described, a pair of superimposed plates, oppositely extending right angular flanges projecting from the rear ends of the plates, clamping jaws carried by the opposite ends of the plates, a longitudinally extending reinforcing bulge formed in each of the plates and extending to the attaching flanges, detachable fastenings connecting the two plates together, and a rearwardly projecting attaching wing carried by each of the flanges, the attaching wings being disposed at opposite ends of the attaching flanges.

Signed at Selbyville, in the county of Upshur, and State of West Virginia, this twentieth day of February, A. D. one thousand nine hundred and twenty-eight.

WILLIAM McDADE.