Dec. 17, 1935. A. E. BRICKMAN ET AL 2,025,014

GUARD RAIL

Filed Nov. 20, 1934

Fig. 1.

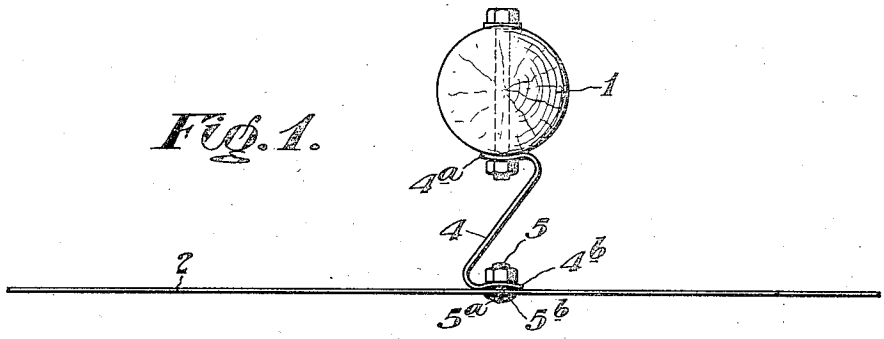


Fig. 2.

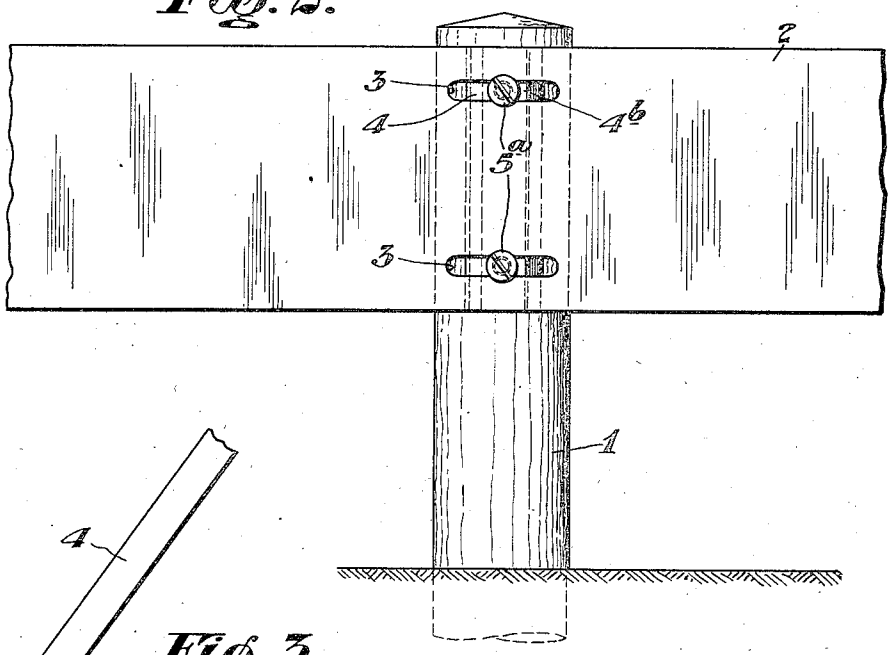
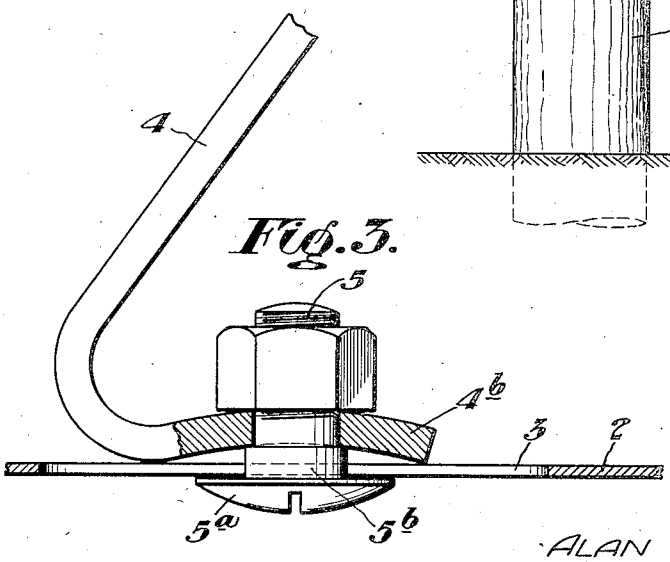


Fig. 3.



Inventors:
ALAN E. BRICKMAN and
GEORGE A. GLEASON.
by: Ussia & Lauber
their Attorneys.

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GUARD RAIL

Alan E. Brickman and George A. Gleason, Worcester, Mass., assignors to The American Steel and Wire Company of New Jersey, a corporation of New Jersey

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3 Claims. (Cl. 256—13.1)

This invention relates to road guards having guard rails of the flat metal type, one of the objects being to provide a construction for offsetting this type of guard rail from its supporting post, which is inexpensive yet safe and which may be easily and properly installed by relatively unskilled labor.

A portion of a road guard employing the invention is illustrated by the accompanying drawing, Figure 1 showing its top, Figure 2 its traffic side and Figure 3 a detail.

This road guard includes the combination of a post 1, a flat metal guard rail 2 in which longitudinally extending slots 3 are formed, a flat spring metal strip 4 looped into the form of the letter Z, and fastenings 5 fixing one of the end portions, 4^a, of the strip 4 to the post 1 and fixing the other of these portions 4^b, to the guard rail 2 by way of the slots 3.

The post 1 is of the ordinary round wooden variety, and both the end portions 4^a and 4^b of the strip 4 are curved to fit this post regardless of which is fastened to the same. That is to say, both of these end portions are curved to the same radius as that of the outside of the post 1.

The fastenings which fix the end portion 4^a of the strip 4 to the post 1 are simply long bolts. Those fastenings which fix the end portion 4^b of the strip 4 to the guard rail 1 consist of bolts having heads 5^a providing flat faces bearing against the guard rail, and shoulders 5^b which freely pass through the slots 3 and engage the end portion 4^b so as to positively space the heads 5^a from the same. The curved shape of the end portion 4^b is sufficient to steady the guard rail 2 to either side of the bolt or fastening 5.

The inexpensiveness of the construction described above is obvious. When a vehicle collides with the guard rail at the post 1, there is sufficient resiliency in the strip 4 to protect the latter. Furthermore, the guard rail may slide respecting the strip so as to transmit the force to a series of posts, rather than permitting its concentration at the posts adjacent the point of collision. Since both of the end portions 4^a and 4^b are similarly curved it is impossible for unskilled workmen to improperly install a guard rail embodying the construction described.

We claim:

1. In a road guard, the combination of a post, a flat metal guard rail in which at least one longitudinally extending slot is formed, a piece of flat metal strip looped into the form of the letter Z, and fastenings fixing one of the end portions of said strip to said post and the other of said portions to said guard rail by way of said slot, said post being round and both said end portions being curved to fit the same regardless of which is fastened thereto.

2. In a road guard, the combination of a post, a flat metal guard rail in which at least one longitudinally extending slot is formed, a piece of flat metal strip looped into the form of the letter Z, and fastenings fixing one of the end portions of said strip to said post and the other of said portions to said guard rail by way of said slot, said post being round and both said end portions being curved to fit the same regardless of which is fastened thereto, the one of said fastenings which frictionally fixes said end portions to said guard rail consisting of a bolt having a head providing a flat face bearing against said guard rail and a shoulder which freely passes through said slot and engages said end portion so as to positively space said head therefrom, the curved shape of said end portions being sufficient to steady said guard rail to either side of said bolt.

3. In a road guard, the combination of a post, a flat metal guard rail in which at least one longitudinally extending slot is formed, a piece of flat metal strip looped into the form of the letter Z, and fastenings fixing one of the end portions of said strip to said post and the other of said portions to said guard rail by way of said slot, both said end portions being shaped to fit said post regardless of which is fastened thereto.

ALAN E. BRICKMAN.
GEORGE A. GLEASON.