June 18, 1940. C. C. AHLES 2,204,557

ROAD GUARD

Original Filed July 8, 1935

FIG. 1.

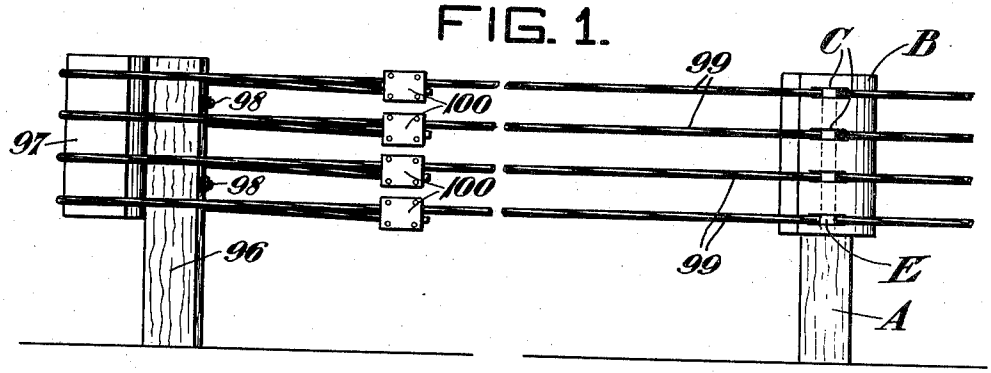


FIG. 2.

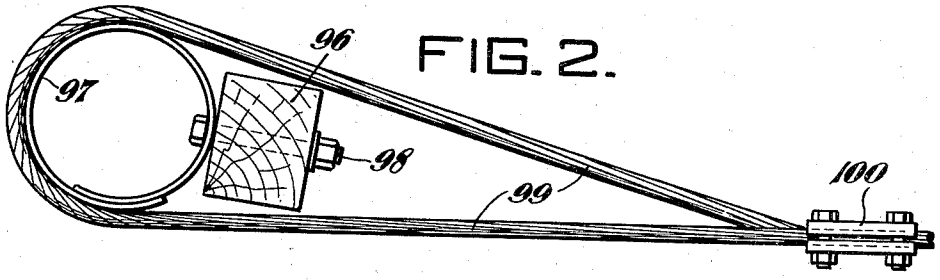


FIG. 3.

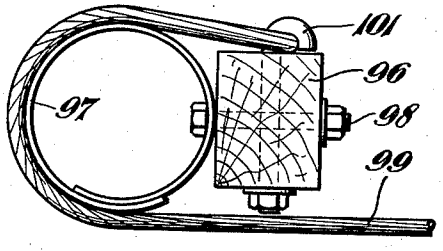


FIG. 4.

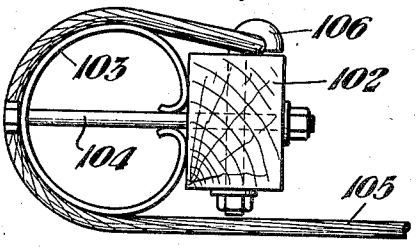


FIG. 5.

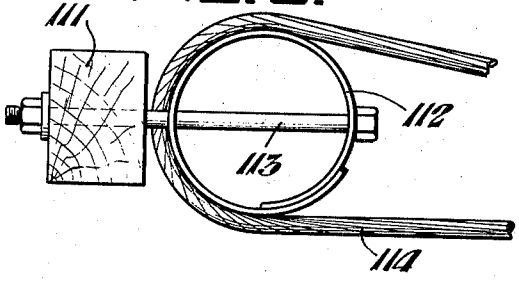
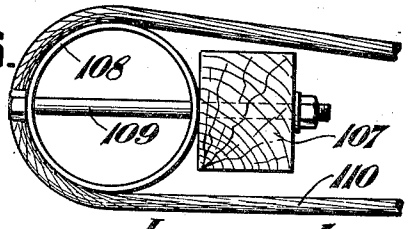


FIG. 6.



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UNITED STATES PATENT OFFICE

2,204,557

ROAD GUARD

Carl C. Ahles, Albany, N. Y.

Original application July 8, 1935, Serial No. 30,374. Divided and this application July 20, 1939, Serial No. 285,630

2 Claims. (Cl. 256—13.1)

The present invention, which is a division of my application, Serial No. 30,374, filed July 8, 1935, relates to road guards. For a complete understanding of the invention, reference is made to the following description, the accompanying drawing and the appended claims.

In the drawing:

Figure 1 is a front elevation of a road guard embodying the present invention;

Figure 2 is a plan view of the end of a road guard;

Figure 3 is a plan view of an alternative embodiment of the invention;

Figures 4 and 5 are plan views, respectively, of further alternative embodiments of the invention; and

Figure 6 is a top view of a construction which may be used in connection with road guards.

Referring more particularly to the drawing, as disclosed in the parent application, the invention relates to a road guard which includes a series of upstanding posts A suitably mounted in the ground. These posts carry brackets B having suitable slots C formed therein for positioning a plurality of flexible elements 99 which are held in the slots by retainers E. The flexible elements 99 may take the form of wire rope or cable. The present invention relates particularly to the end anchorage means for flexible guard rail elements.

Figure 2 illustrates a post 96 to which a piece of flat spring metal 97 is circumferentially fastened by means of a bolt 98. This piece 97 is formed into a loop with its ends in overlapped relationship and the bolt 98 fastens this piece so as to permit relative movement of these overlapped ends. A wire rope 99 terminates at the post 96 and is arranged around the piece 97 in collapsing relationship. In other words, this wire rope is wrapped around the piece 97 so that the application of various tensions to the rope will cause the loop to collapse various amounts. This particular construction may constitute one of the ends of a complete road guard, the loop then functioning to tension the wire rope 99, the latter then functioning as a guard rail.

Figure 3 shows the same construction as that of Figure 2, similar numbers being therefore used. However, it is to be noted that in Figure 2 the end of the wire rope 99 is looped back onto itself and fastened by a clamp 100, whereas in Figure 3 this end is fastened to the post 96 by means of a hook-ended bolt 101 that is passed through the post at right-angles to the bolt 98.

Figure 4 shows a post 102 to which a piece of flat spring metal 103 is transversely fixed by means of a bolt 104. This much of the construction is the same as that illustrated by Figure 3 excepting that the free ends of piece 103 are not overlapped. A wire rope 105 is arranged around this piece 103 in the same manner as that illustrated by Figure 3, its ends being fastened by a similar hook-ended bolt 106.

Figure 5 shows a post 111 to which a piece of flat spring metal 112 is transversely fixed by means of a bolt 113, this arrangement being similar to that illustrated by Figure 2 excepting that the piece 112 is pierced at opposite points by the bolt 113. A wire rope 114 is wrapped around this piece 112, the difference between this and the other constructions of a similar nature which have been disclosed being that the rope is passed between the spring loop and the post so that the bolt 113 is under tension.

Figure 6 illustrates a post 107 to which an endless loop of flat metal 108 is transversely fastened by means of a bolt 109 which passes completely therethrough. A wire rope 110 is wrapped around this loop 108 in the same manner as was the case in the construction illustrated by Figure 2.

It is to be understood that all of the constructions illustrated are primarily intended to be used at the ends of a road guard for the purpose of tensioning or mounting the guard rail. Furthermore, that most of the various constructions which have been disclosed are characterized by including a piece of flat spring metal strip that is transversely fastened to a post in such manner that relative movement of the ends of this strip is permitted. This enables the various forms of loops to collapse more readily when absorbing shocks.

I claim:

1. A road guard including the combination of a post, a piece of flat spring metal formed into a loop and with its ends arranged free so as to permit relative movement of the same, said loop being mounted by said post so as to permit said relative movement, and a guard rail terminating at said post and arranged around said loop in collapsing relationship.

2. A road guard including the combination of a post, a piece of flat spring metal formed into a loop with its ends in overlapped relationship, means for fastening said loop transversely to said post so as to permit relative movement of said overlapped ends, and a guard rail terminating at said post and arranged around said loop in collapsing relationship.

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