Feb. 1, 1955 E. E. ELLIOTT 2,701,127

ROAD BARRICADE

Filed Feb. 12, 1954 2 Sheets-Sheet 1

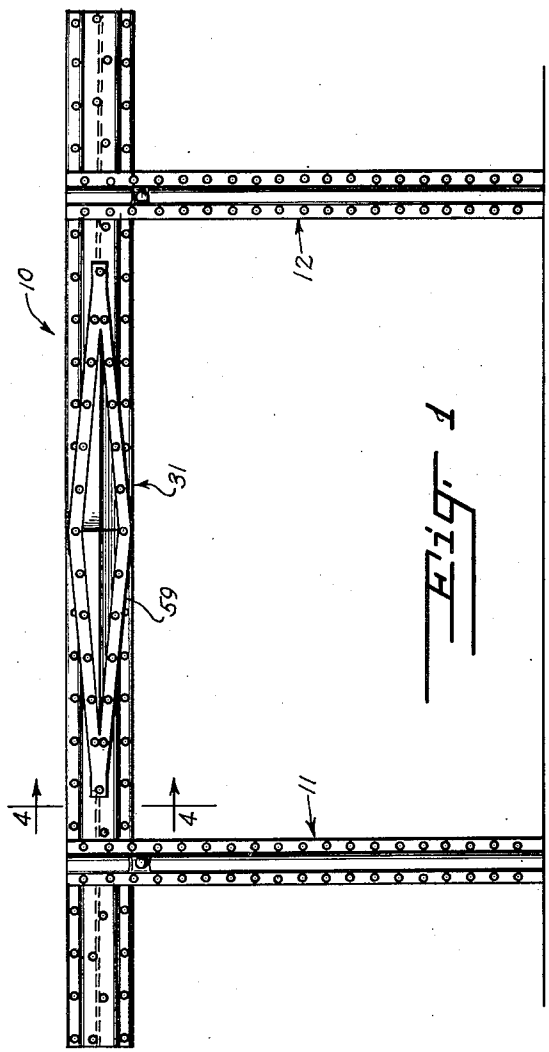


Fig. 1

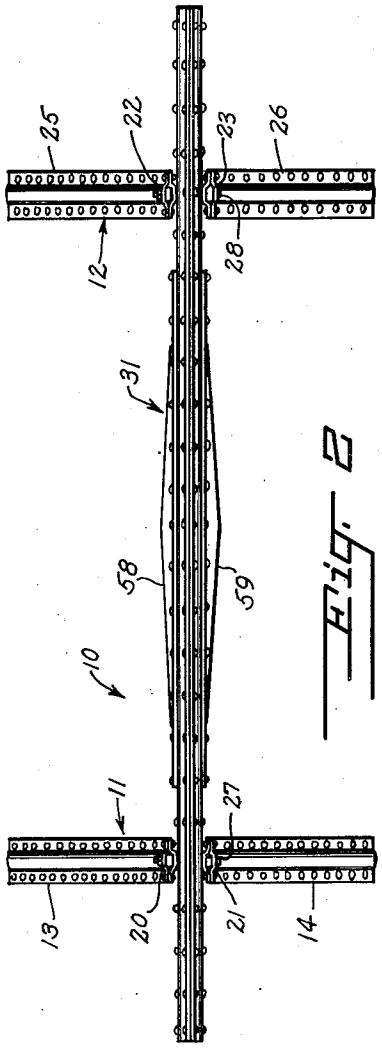


Fig. 2

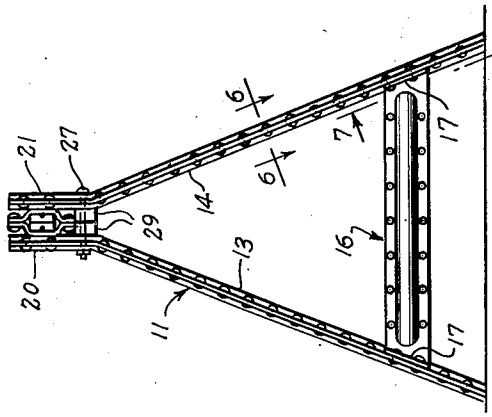


Fig. 3

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ROAD BARRICADE

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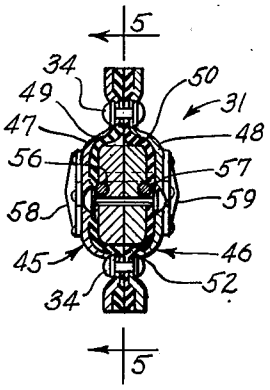


Fig. 4

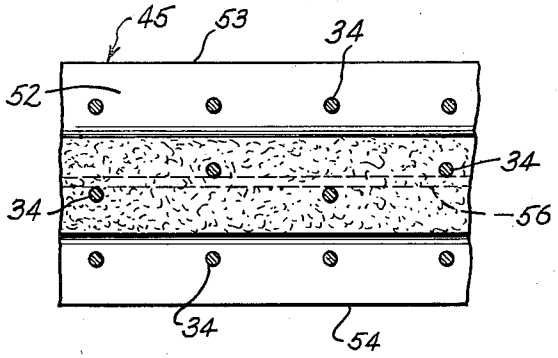


Fig. 5

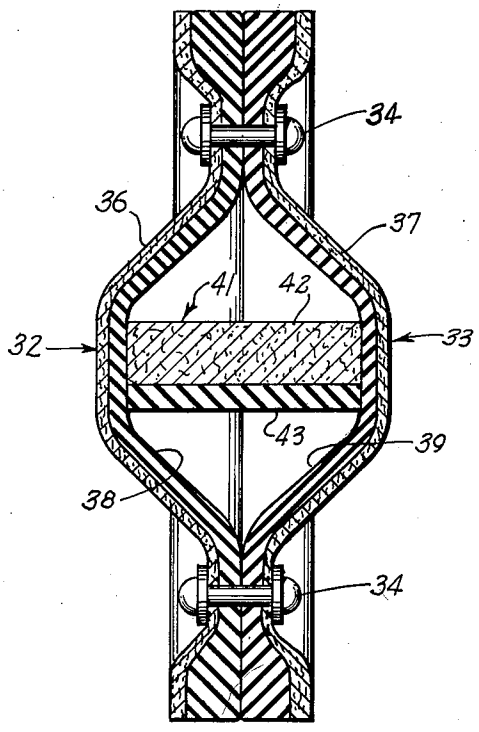


Fig. 6

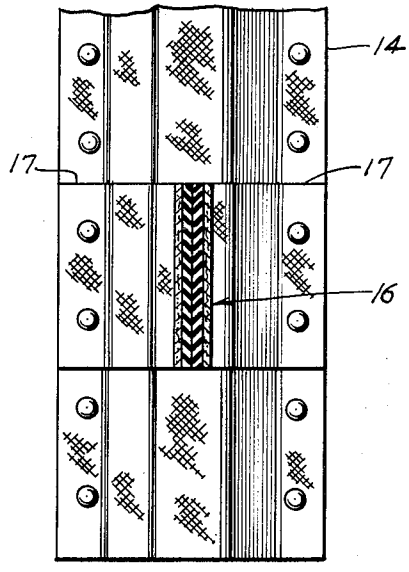


Fig. 7

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2,701,127

ROAD BARRICADE

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Application February 12, 1954, Serial No. 409,891
3 Claims. (Cl. 256—64)

This invention relates to road barricades.

It is well known that road barricades are subject to abuse and a high degree of destruction due to the impact of vehicles therewith. Further, due to the construction of existing road barricades, vehicles are generally damaged and passengers seated therein are subject to injury upon collision of the vehicles with the barricades.

Therefore, it is an object of this invention to provide a road barricade which has resilient qualities and thereby substantally lengthens the life of the barricade and eliminates the danger of damage to vehicles or injury to passengers resulting from a collision by a vehicle with the barricade.

Other objects and advantages will become apparent from a consideration of the following description taken in view of the drawings, wherein:

Figure 1 is a side elevational view of a road barricade constructed according to the present invention;

Figure 2 is a top view, with parts broken away, of the barricade shown in Figure 1;

Figure 3 is an end view of the barricade of Figure 1;

Figure 4 is an enlarged transverse sectional view of the cross bar of the barricade taken along line 4—4 of Figure 1;

Figure 5 is a fragmentary elevational view of the cross bar of the barricade taken along line 5—5 of Figure 4;

Figure 6 is an enlarged cross sectional view taken along line 6—6 of Figure 3; and

Figure 7 is an enlarged view taken along line 7—7 of Figure 3 with the brace of the upright shown in cross section and showing the lower end portion of the adjacent leg of the upright.

Referring now to the drawings in more detail, wherein like reference numerals are used throughout, a road barricade constructed according to the present invention is indicated generally by the reference numeral **10**.

It is intended that the barricade **10** be fabricated in its entirety, exclusive of the fastening means, of a flexible and resilient material, such as rubber or a plastic composition. From a practical viewpoint, it is contemplated that the barricade be constructed from reclaimed pneumatic rubber tires now in general use upon automotive vehicles.

The barricade **10** comprises spaced A-frame uprights **11** and **12** which are identical in structure and, hence, only upright **11** will be described. The upright **11** includes a pair of diverging legs **13** and **14**, as shown in Figure 3, and a brace **16** which extends between and connects the legs **13** and **14** adjacent the lower ends thereof. The upper converging ends of the legs **13** and **14** are formed into opposed parallel panels **20** and **21**. In a like manner, opposed parallel panels **22** and **23** are formed at the upper converging ends of the legs **25** and **26** of the upright **12**. Extending transversely through the panels **20** and **21** is a fastener or bolt **27**, and extending through panels **22** and **23** is a similar bolt **28**. The bolts **27** and **28** connect the opposed panels **20, 21** and **22, 23**, respectively. Loosely carried by the bolts **27** and **28** are flexible and resilient spacer blocks **29**, as shown in Figure 3, which maintain the panels **20, 21** and **22, 23** in a spaced apart relation.

As shown in Figures 1 and 2, a cross bar **31** extends between the uprights **11** and **12** and is removably positioned between the panels **20, 21** and **22, 23**. The cross bar **31** is supported by the spacer blocks **29**, as seen in Figure 3. Each pair of panels **20, 21** and **22, 23**, together with the corresponding bolts **27, 28** and spacer blocks **29**, constitute a supporting means for the cross bar **31**.

Since the detailed construction of the uprights **11** and **12** is identical throughout, only the leg **14** of the upright **11** will be described. As shown in Figure 6, the leg **14** embodies opposed laminated walls **32** and **33** connected

at spaced intervals by rivets **34** extending between the walls **32** and **33**. The walls **32** and **33** have flexible outer layers **36** and **37**, respectively and resilient inner layers **38** and **39**. A reinforcing means **41**, extending longitudinally of the walls **32** and **33**, is positioned between and spaces apart the walls **32** and **33** of the leg **14**. As shown in Figure 6, the reinforcing means **41** is laminated and embodies a flexible layer **42** and a resilient layer **43**.

When re-claimed pneumatic rubber tires are used in constructing the barricade **10**, the cord carcass of the tire would correspond to the flexible layers **36, 37, 42**, and the tread would correspond to the resilient layers **38, 39, 43**.

The brace **16** differs from the construction of the balance of the upright **11** in that it carries flanges **17** at the ends thereof for connection to the adjacent legs **13** and **14**, as shown in Figure 3.

As seen in Figure 4, the cross bar **31** embodies opposed laminated walls **45** and **46** which are connected at spaced intervals therealong by rivets **34** which extend therethrough. The walls **45** and **46** have flexible outer layers **47** and **48**, and flexible inner layers **49** and **50**, respectively. Extending longitudinally through the cross bar **31** between the walls **45** and **46** is a reinforcing means **52** of a flexible nature.

As shown in Figure 5, the rivets **34** are arranged in a row adjacent each of the side edges **53** and **54** of the cross bar **31**. Located intermediate the side edges **53, 54** are two parallel rows of rivets **34** in which the rivets of each row are spaced between the rivets of the other row. Positioned between the two rows of rivets **34** which are arranged intermediate the side edges **53, 54**, and between the walls **45, 46** is a stiffening means in the form of a pair of wires **56, 57** which extend longitudinally of the walls **45, 46**. The wires **56** and **57** serve to strengthen and rigidify the cross bar **31**.

Fixedly secured to the outer surface of the walls **45, 46** intermediate the ends thereof by rivets **34** are bumpers **58** and **59** which project laterally from the cross bar **31** and are preferably fabricated of a resilient material.

Due to the resilient quality of the barricade **10**, the rivets **34** compress the layers of the walls to that the rivet heads are positioned below the surface of the surrounding wall portions. In this way, the rivets are protected from damage.

It is to be noted that the uprights **11** and **12** may be constructed in a manner similar to that of the cross bar **31**, particularly with reference to providing the uprights **11** and **12** with stiffening means, such as the wires **56** and **57** of the cross bar **31**.

What is claimed is:

1. A road barricade comprising spaced uprights having support means at the upper ends thereof, and a cross bar extending between and removably mounted on said supporting means, said uprights and said bar including opposed walls connected at spaced intervals therealong, and a pair of resilient bodies arranged in side by side relation extending longitudinally of and interposed between said walls.

2. A road barricade comprising spaced uprights having support means at the upper ends thereof, and a cross bar extending between and removably mounted on said supporting means, said uprights and said bar including opposed walls connected at spaced intervals therealong, a pair of resilient bodies arranged in side by side relation extending longitudinally of and interposed between said walls, and reinforcing means positioned between and spacing apart said resilient bodies.

3. A road barricade comprising spaced uprights having support means at the upper ends thereof, and a cross bar extending between and removably mounted on said supporting means, said cross bar including opposed walls connected at spaced intervals therealong, a body of resilient material extending longitudinally of and interposed between said walls, and stiffening means extending longitudinally of said walls and positioned between said body and at least one of said walls.

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