

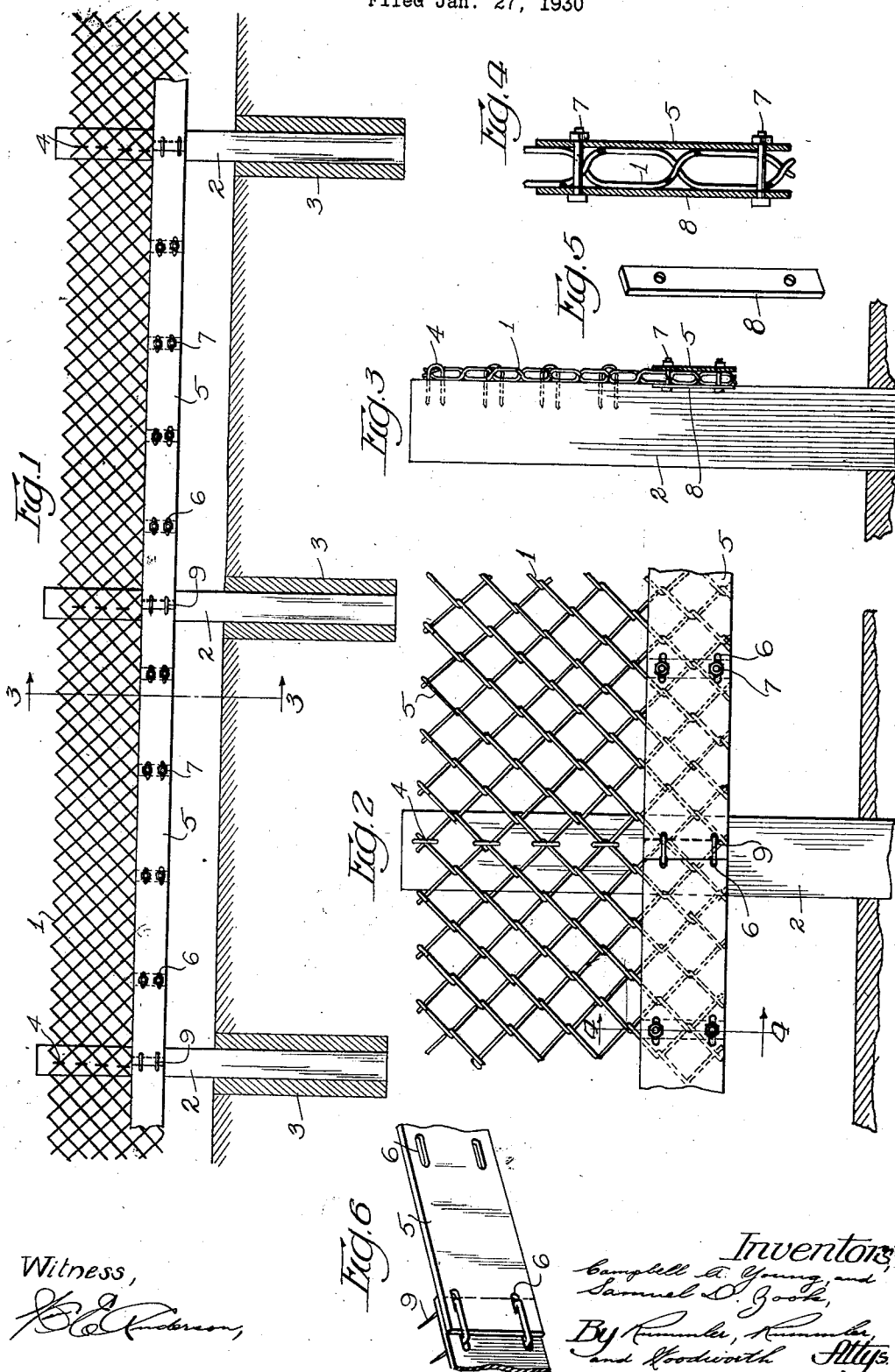
April 26, 1932.

C. A. YOUNG ET AL

1,855,506

ROAD GUARD

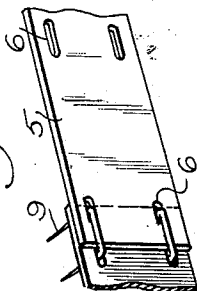
Filed Jan. 27, 1930



Witness,

H. A. Robinson,

Fig. 6



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UNITED STATES PATENT OFFICE

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ROAD GUARD

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This invention relates to road guards of the shock-absorbing type wherein a wire net fence is mounted alongside of a highway to prevent vehicles from leaving the road.

The principal objection to road guards of the net type heretofore in use has been that the hubs of vehicles contacting therewith frequently were caught in the interstices of the net with the result that the net was torn and the vehicle often damaged.

The main objects of this invention are to provide a road fence of the net type having an improved form of shield on the road side thereof for shielding that zone of the fence which is positioned at the average level of vehicle hubs; to provide improved adjustable means for securing the shield to the fence; and to provide a shield of this kind which will not appreciably affect the flexibility or extensibility of the wire net.

An illustrative embodiment of this invention is shown in the accompanying drawings, wherein:—

Figure 1 is a fragmentary side elevation of an improved road guard; the post sockets being shown in section.

Fig. 2 is an enlarged side elevation of a portion of the guard.

Fig. 3 is an enlarged vertical section, taken on the line 3—3 of Fig. 1.

Fig. 4 is a vertical section taken on the line 4—4 of Figure 2.

Fig. 5 is a perspective of a part of the fastening means for securing the shield to the netting.

Fig. 6 is a fragmentary perspective of the shield.

In the form shown, the invention is applied to a road guard comprising a wire net 1, mounted on a plurality of upright posts 2, which are supported in sockets 3 alongside the highway.

The net 1 is secured to the posts by staples 4 or other suitable fasteners and its lower edge may be spaced about ten inches from the ground. It is preferably of the chain-link type, so as to be extensible under impact.

Extending along the lower edge of the net on the highway side thereof, is a shield comprising a plurality of sections 5, which are

preferably sheet metal strips arranged end-to-end in overlapping relation. These strips are of sufficient width to shield that zone of the net which is located at the average level of automobile wheel hubs, so that, in the event a vehicle leaves the road and comes in contact with the guard, the hubs will not injure the net.

Formed in the strips 5, are longitudinally extending slots 6 for receiving bolts 7 which extend through the net and which are anchored to vertically disposed cleats 8 on the other side of the net. The ends of the strips are secured to the posts 2 by staples 9, which extend through certain of the slots.

In order to prevent the vehicle hubs from ripping an end of one strip loose from the opposed end of an adjacent strip, the strips are mounted so as to overlap in the direction of traffic. For instance, as viewed in Fig. 1, the vehicles travel from right to left and the road guard is located at the right of the highway. Each strip overlaps the adjacent strip beyond it so that, instead of contacting with an extremity of a strip, the hub is permitted to slide from one strip to another.

The slots 6 permit an extensibility of the shield so as not to interfere with the effectiveness of the net as a shock absorber.

Although but one specific embodiment of this invention has been herein shown and described, it will be understood that details of the construction shown may be altered or omitted without departing from the spirit of this invention as defined by the following claims:

We claim:

1. In a road guard, a plurality of rigid vertical supports adjacent the road, a wire net secured to said supports, a reinforcing means secured to the road side of said net at the average level of automobile wheel hubs, said reinforcing means comprising a plurality of metal strips slidably linked together so as to be extensible longitudinally under impact, and means yieldably securing said reinforcing means to said net to permit longitudinal movement relative thereto to prevent said net from being torn away from

said reinforcing means when extended under impact.

2. A road guard comprising a plurality of supports mounted adjacent the side of a road, a flexible wire net stretched between said supports and secured thereto, a series of stiff reinforcing members yieldably secured at the average level of automobile wheel hubs to said supports and net to stiffen and prevent said net from being torn, said reinforcing members having longitudinal slots at each point of fastening to said supports and net to allow said net to yield without tearing away from said members, cleats on the opposite side of said net and bolts extending through said slots and net and secured to said cleats to hold said net and reinforcing members together, said reinforcing members having overlapping ends and being yieldably secured to said supports by suitable means extending through said slots.

3. In a road guard comprising a plurality of supports mounted adjacent one side of the highway, an upright wire net secured to said supports, a reinforcing sheet secured to said supports and wire net, said sheet comprising a plurality of metal strips overlapping one another at their ends, the overlapping ends of said strips having slots extending longitudinally of said strips, and U-shaped staples extending through said slots for yieldably securing said strips together, one leg of each of said staples extending through one strip and the other leg of each of said staples extending through two strips.

Signed at Chicago, this 23rd day of January, 1930.

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