March 12, 1940. T. S. THOMPSON 2,193,747

SIGNAL

Filed Nov. 16, 1938

Fig. 1.

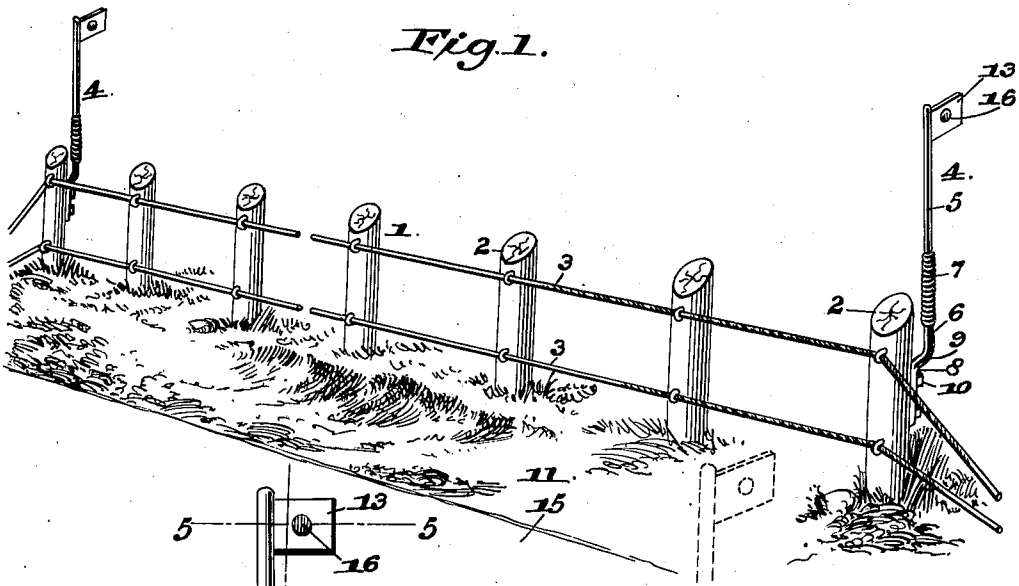


Fig. 2.

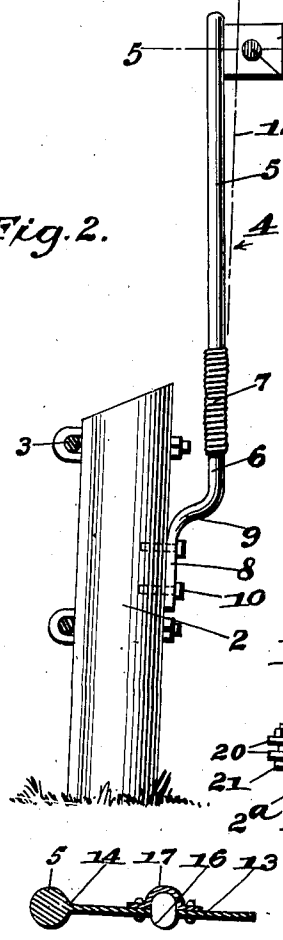


Fig. 3.

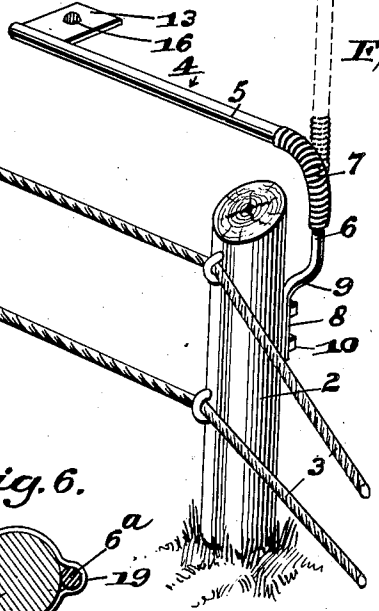


Fig. 4.

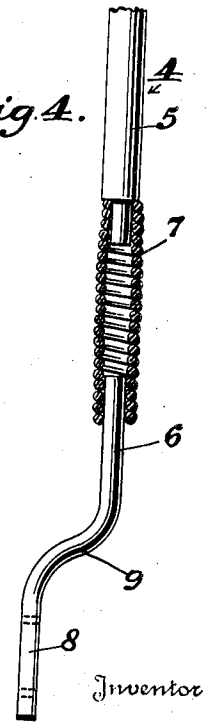


Fig. 6.

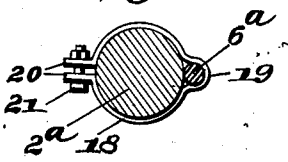


Fig. 5.

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SIGNAL

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Application November 16, 1938, Serial No. 240,817

2 Claims. (Cl. 40—145)

This invention relates to improvements in signals, its special purpose being to designate the limits of a guard rail fence such as commonly seen at the sides of a highway. In many parts of the country which suffer heavy snowfalls it is a common occurrence for the guard rail fences to be completely covered. Frequently when the highway is being cleared of snow, the flange of the snow plow will come into contact with the posts of the fence and cause damage thereto before the operator of the snow plow is able to alter his course.

Naturally the destruction which follows is costly both in the repair of the guard rail fence and in the repair of the snow plow. It is for the purpose of preventing this damage that the signal has been devised, and inasmuch as the latter extends up high enough from the guard fence to appear above any ordinary snowfall the operator of the snow plow will be able to see where the fence begins and ends and thus steer the plow accordingly. With this preamble in mind, the objects of the invention are as follow:

First, to provide a signal especially constructed for and adapted for a permanent attachment to a guard rail fence such as is customarily seen beside a highway, said signal extending up high enough above the fence to indicate the position of the end post when the fence is snowed under.

Second, to provide a signal for the purpose described, having a divided but spring-connected flagstaff, the bottom end of which is adapted to be rigidly secured to a guard rail post.

Other objects and advantages will appear in the following specification, reference being had to the accompanying drawing, in which:

Figure 1 is a perspective of a guard rail fence, illustrating the application of a pair of signals,

Figure 2 is a detail view of one of the fence posts, again illustrating the improved signal,

Figure 3 is a perspective view illustrating how the signal is adapted to yield if inadvertently struck by the flange of the snow plow,

Figure 4 is a partially sectional and elevational view illustrating the spring coupling,

Figure 5 is a cross section taken on the line 5—5 of Figure 2,

Figure 6 is a detail cross section illustrating a modified type of attachment for the base member to a post.

In the drawing, a representative type of guard rail fence is generally designated 1. This comprises the posts 2 which are sunk in the ground, and are left extending high enough above the ground surface to provide an adequate guard when the wire cables 3 are strung therealong and secured thereto as shown.

Inasmuch as each of the signals 4 is alike in construction, this description is confined to only one. The signal consists of a staff which is connected to a base member 6 by a heavy spring coupling 7. In the main form of the invention the base member 6 has a flange 8 which is offset at 9. The flange is firmly secured at 10 to the fence post 2.

It is preferable that the staff 5 shall lean slightly toward the gutter 11 (Fig. 1), the approximate extent of its leaning away from the perpendicular line 12 being designated in Fig. 2. For this purpose the upright part of the base member 6 stands at a slight pitch to the flange 8. The purpose of this is to incline the staff 5 away from the vertical and towards the axis of the post. The flag 13 is thus positioned more nearly over the post to designate its true location than if the staff were made perfectly straight.

Said flag comprises a metal plate. This is preferably welded to the staff 5 at 14 (Fig. 5). Any other desired type of attachment can be adopted, but in all instances the flag will be rigid and must be substantially in line with the offset 9 so that the flag will extend at right angles to the highway 15. This is necessary in order that the driver of the snow plow will be sure to see the flag.

The latter may and probably will be colored red so as to be clearly visible against the white background of the snow. The flag will be supplemented with a reflector button 16 (Fig. 5) which will show the position of the terminal post 2 at night. The button can be applied in any desired way, being held for example by a socket 17. The button 16 will show red when viewed from the beginning of the fence. If desired, another button may be attached to the flag on the other side, said button showing green.

Instead of attaching the signal 4 as illustrated in Fig. 2, use may be made of a band 18 (Fig. 6). This is in the nature of a clamp. It has a socket at 19 to receive the base member 6a, and has flanges 20 which are drawn together by a bolt and nut, commonly designated 21. Obviously the clamp is attached to the post 2a.

It is clearly seen in Fig. 4 that the spring 7 constitutes a coupling between the staff 5 and its base member 6. The latter is rigidly secured to the fence post, thus combining the signal with the terminal post of the fence. The signal always stands in position to indicate the location of the fence when the latter is snowed under.

and should the operator of the snow plow drive over so far as to ride over the fence 1, the striking of the staff 5 by the flange of the snow plow will simply cause the signal to yield (Fig. 3) without doing any damage.

I claim:

1. A signal comprising a staff having a flag at its upper end, a base member having an offset terminating in a flange which is adapted to receive means for its connection to a post, said offset locating said staff to one side of said post, and a spring coupling joining the lower end of the staff to said base member, said member standing at a pitch in respect to said flange and leaning toward said post, causing the staff to incline away from the vertical and toward the axis of the post.

2. A signal comprising a staff, a base member having a flange to receive means for its connection to a support, said base member having an offset locating said staff to one side of said support, a spring coupling joining the staff to said base member, and a flag plate rigidly secured to the top of the staff in permanent substantial line with said offset.

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