Nov. 1, 1938. J. O. JOHNSON 2,135,400

HIGHWAY GUARD

Filed Nov. 4, 1937 2 Sheets-Sheet 1

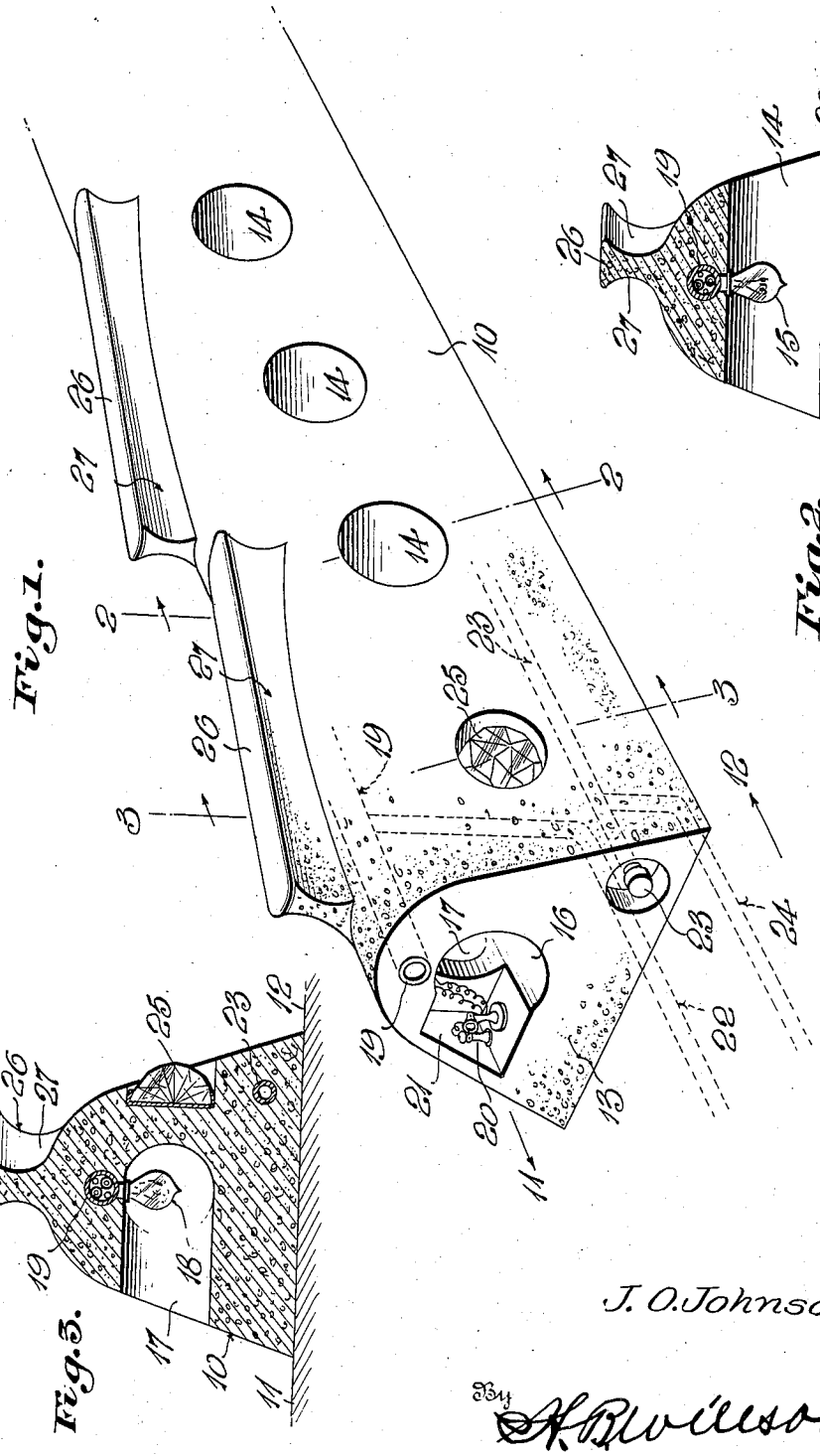


Fig. 1.

Fig. 2.

Fig. 3.

Inventor

J. O. Johnson

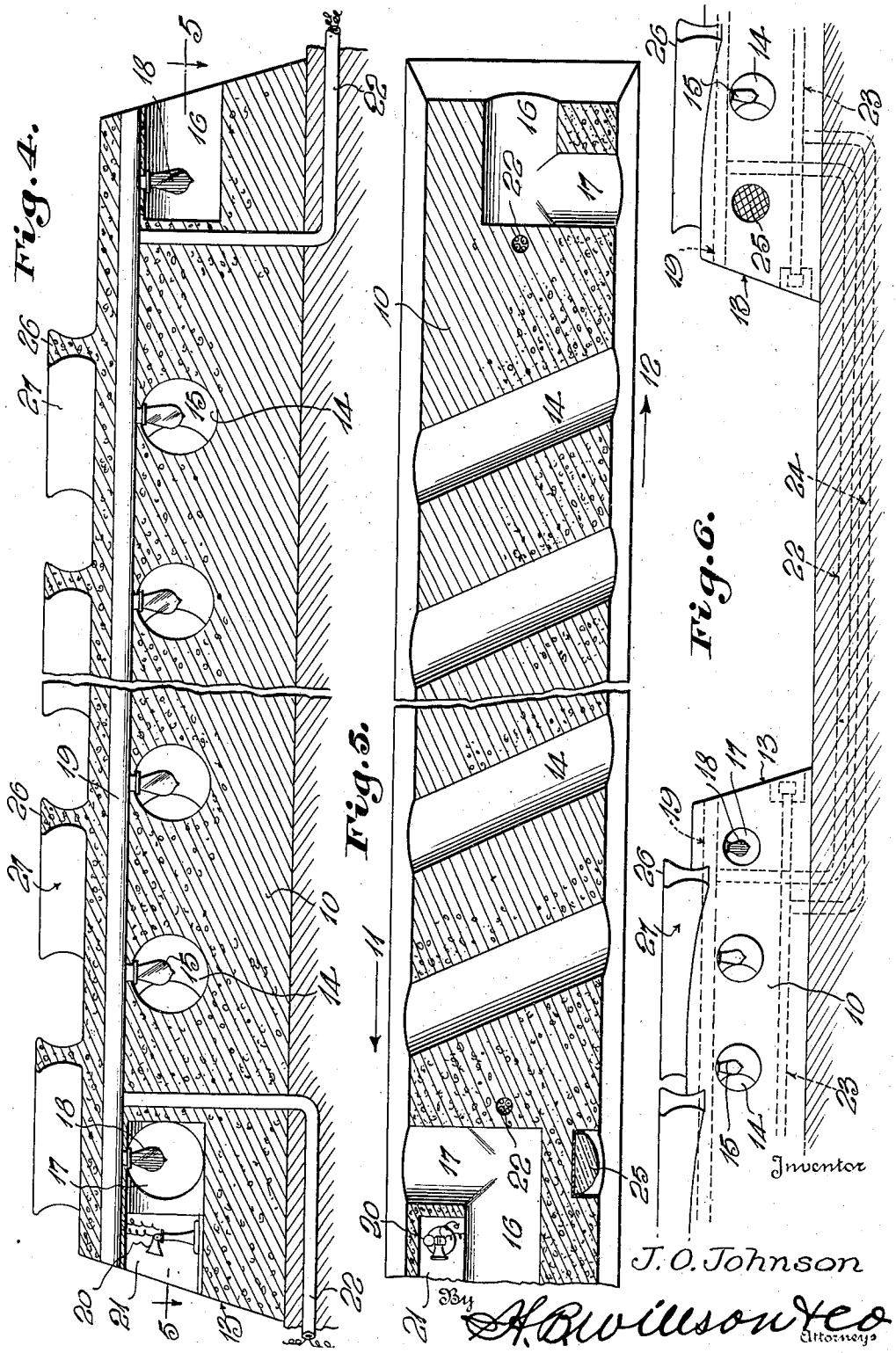
By H. B. Williamson & Co

Attorneys

Nov. 1, 1938. J. O. JOHNSON 2,135,400

HIGHWAY GUARD

Filed Nov. 4, 1937 2 Sheets-Sheet 2



Inventor

J. O. Johnson

By H. R. Wilson & Co

Attorneys

Patented Nov. 1, 1938 2,135,400

UNITED STATES PATENT OFFICE

2,135,400

HIGHWAY GUARD

Joseph O. Johnson, Coalinga, Calif.

Application November 4, 1937, Serial No. 172,791

6 Claims. (Cl. 94—1.5)

The invention relates to a novel highway guard in the form of a wall separating one traffic lane (for traffic moving in one direction) from another traffic lane (for traffic moving in the opposite direction), said wall being of such height as to positively confine vehicles to their respective lanes for safety.

One object of the invention is to provide a wall of the character set forth having novel means for illuminating the two traffic lanes at night, the illuminating means being such that no rays therefrom can interfere with the vision of drivers on either lane.

A further object is to provide the wall with novel means for intercepting headlight rays and preventing those from vehicles on one lane from blinding drivers on the other lane, the construction being preferably such as to direct the intercepted rays downwardly and forwardly for better road illumination.

Further objects are to make novel provision for giving visual warning when intersections are being approached; to provide a conduit in the wall to reinforce the same and to carry all necessary wiring for lights and telephones; to provide a water line in the wall to further reinforce the same and to furnish water for emergency or other uses; to provide the wall with recesses in which telephones may be placed for emergency or other uses, and to provide a wall which will not interfere materially with any natural air currents which may be moving.

With the foregoing in view, the invention resides in the novel subject matter hereinafter described and claimed, description being accomplished by reference to the accompanying drawings.

Fig. 1 is a perspective view of one end portion of the wall.

Figs. 2 and 3 are transverse sectional views on lines 2—2 and 3—3 of Fig. 1.

Fig. 4 is a central vertical longitudinal sectional view.

Fig. 5 is a horizontal sectional view on line 5—5 of Fig. 4.

Fig. 6 is a sectional view through an intersection and portions of the walls at opposite sides thereof.

The wall 10 is disposed longitudinally between the two traffic lanes 11 and 12 and may be partly embedded in the roadway or otherwise rigidly connected therewith. This wall may be formed in any suitable way, for instance, from concrete or masonry, and it is preferably about three feet high and three feet wide at its base, the sides of said wall preferably converging upwardly as shown and the upper edge of said wall being preferably crowned. The wall thus positively confines the vehicles to their respective traffic lanes for safety and if from accident or negligent driving, a machine should "sideswipe" said wall, it will be injured only to the minimum, if at all. At intersections, one wall is, of course, provided at each side thereof, as indicated in Fig. 6, and the end faces 13 of the opposite walls are preferably inclined as shown.

The wall 10 is provided with horizontal openings 14 extending obliquely therethrough from side to side, and electric light bulbs 15 are mounted in the central portions of these openings to project lane-illuminating rays therethrough. The obliqueness of the openings 14 is such as to cause these rays to be directed forwardly upon each traffic lane and to guard the eyes of the drivers on both lanes against glare from the bulbs 15. The openings 14 also serve to permit passage of any natural air currents which may be moving, through the wall, making it more comfortable for the occupants of machines than if said wall were of imperforate construction.

At each end of the wall 10, I provide a longitudinal opening 16 and a lateral opening 17 in communication with each other, and a red light 18 is mounted to project warning rays through both of these openings, not only distinctively illuminating the ends of the wall for safety, but giving warning to the drivers when they are approaching intersections.

A metal conduit 19 extends longitudinally in the upper portion of the wall 10 to reinforce the same and to carry all necessary wiring for the various electric light bulbs. This conduit may also carry additional wiring for telephones 20, suitable recesses 21 being provided to receive said telephones, making them accessible for emergency or other uses. Connecting conduits 22 may well extend under the intersections with their ends suitably connected with the conduits 19 at opposite sides of said intersections.

A water line 23 is preferably embedded longitudinally in the base portion of the wall 10 to reinforce the same and to provide water for emergency or other uses, said line being of course provided with suitable hydrants, faucets or the like at desired intervals. Connecting lines such as 24 may pass under intersections to connect the water lines 23 at opposite sides thereof.

Warning reflectors 25 of red glass or the like are preferably inset in the end portions of the wall 10 and face laterally, so that the headlights

of vehicles approaching said ends on paths transverse to the walls, will illuminate said reflectors, overcoming any possibility of the driver not seeing the wall at his right. The bulb **18** will illuminate the wall to his left with a red or other conspicuous light.

Projecting upwardly from the wall, I provide a plurality of fins **26** extending upwardly to a sufficient height to prevent headlight rays from vehicles on one of the traffic lanes from glaring in the eyes of drivers on the other lane. These fins **26** are preferably disposed obliquely as shown and their opposite sides may well be provided with reflecting surfaces **27**, so shaped as to direct the intercepted headlight rays downwardly and obliquely forward onto the road, for better illumination. The fins **26** are preferably spaced apart sufficiently to permit natural air currents to pass between them for the comfort of car occupants on both lanes, but the spacing is not such as to permit any blinding headlight rays to pass at an objectionable angle.

From the foregoing, taken in connection with the accompanying drawings, it will be seen that I have provided novel and advantageous means for carrying out the objects of the invention. While the general construction shown and described, may be followed if desired, variations may, of course, be made within the scope of the invention as claimed.

I claim:

1. A highway guard comprising a fixed longitudinal rigid wall separating two lanes for oppositely moving traffic from each other, said wall being sufficiently high to positively confine the vehicles to their respective lanes, and upwardly projecting means on said wall extending to sufficient height to intercept the rays from conventional headlight and prevent those from vehicles on either lane from blinding the drivers of vehicles on the other lane.

2. A structure as specified in claim 1; said ray intercepting means having reflecting surfaces for directing the intercepted rays downwardly and forwardly onto the lanes.

3. A highway guard comprising a fixed longitudinal rigid wall separating two lanes for oppositely moving traffic from each other, said wall being sufficiently high to positively confine the vehicles to their respective lanes, and upwardly projecting obliquely disposed fins on said wall extending to sufficient height to intercept headlight rays and prevent those from vehicles on either lane from blinding the drivers of vehicles on the other lane.

4. A structure as specified in claim 3; said fins having reflecting surfaces for directing the intercepted rays downwardly and forwardly onto the lanes.

5. A structure as specified in claim 3; said fins being spaced to permit natural air currents to pass between them.

6. A structure as specified in claim 3; said fins being spaced to permit natural air currents to pass between them, said wall being provided with transverse openings permitting natural air currents to pass therethrough.

JOSEPH O. JOHNSON.