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L. O. GUERTIN ET AL

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SIGNAL

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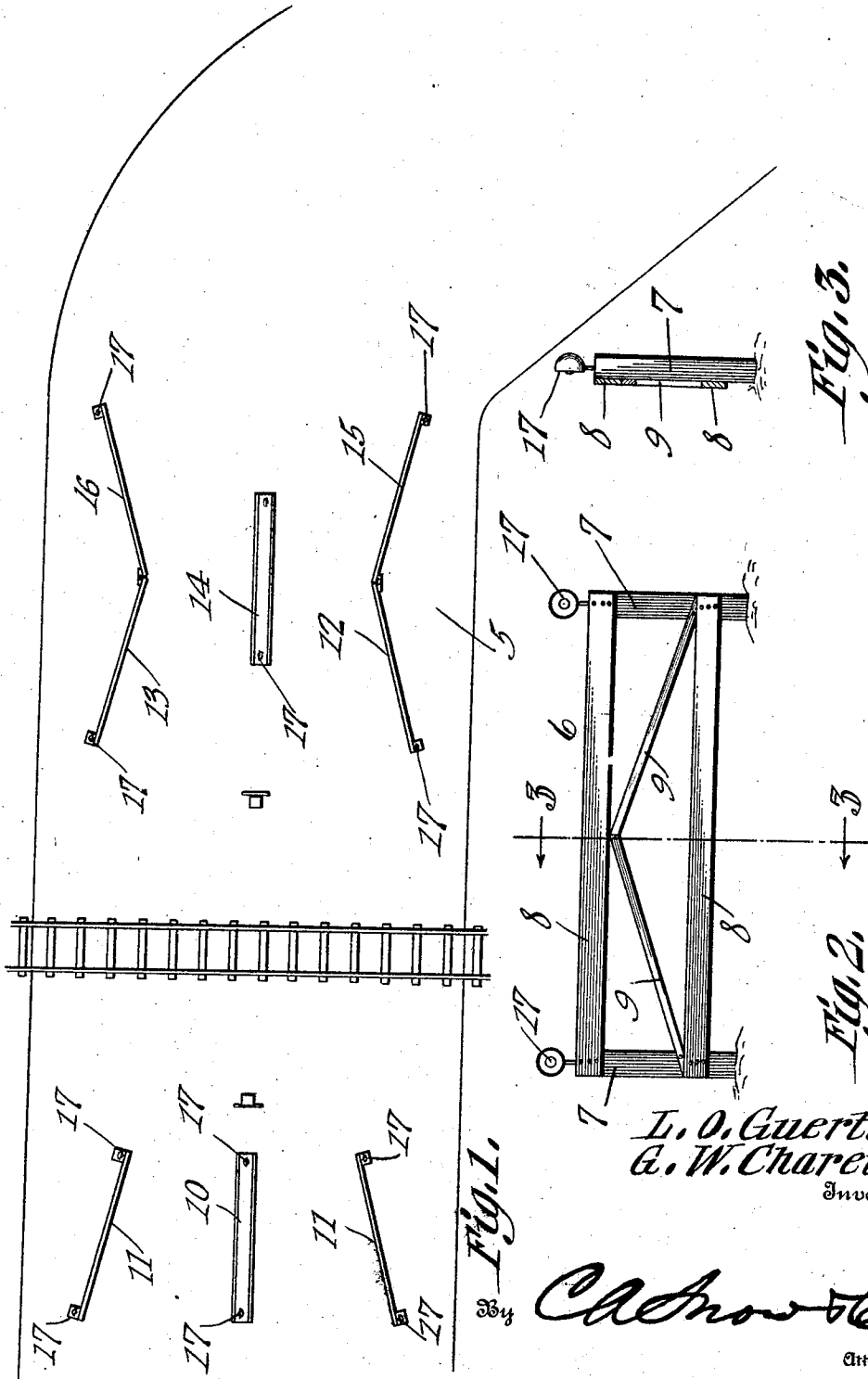


Fig. 1.

Fig. 2.

Fig. 3.

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UNITED STATES PATENT OFFICE.

LOUIS O. GUERTIN AND GEORGE W. CHARETTE, OF FORT COLLINS, COLORADO.

SIGNAL.

Application filed August 1, 1924. Serial No. 729,544.

To all whom it may concern:

Be it known that we, LOUIS O. GUERTIN and GEORGE W. CHARETTE, citizens of the United States, residing at Fort Collins, in the county of Larimer and State of Colorado, have invented a new and useful Signal, of which the following is a specification.

This invention relates to signals especially designed for use on highways, the primary object of the invention being to provide means to compel the operator of a vehicle to slow down at railway crossings or dangerous curves in the highway.

Another object of the invention is to provide a signaling device of this character which may be put into operation at comparatively little expense and one wherein the upkeep will be small.

A still further object of the invention is to provide means to illuminate the signaling device to guard against a motor vehicle colliding with the signaling device at night.

With the foregoing and other objects in view which will appear as the description proceeds, the invention resides in the combination and arrangement of parts and in the details of construction hereinafter described and claimed, it being understood that changes in the precise embodiment of the invention herein disclosed, may be made within the scope of what is claimed without departing from the spirit of the invention.

Referring to the drawing:

Figure 1 is a diagrammatic view disclosing a highway supplied with a signaling device constructed in accordance with the invention.

Figure 2 is an elevational view of one of the guarding sections.

Figure 3 is a sectional view taken on line 3-3 of Figure 2.

Referring to the drawing in detail, the road surface is indicated at 5 and as illustrated by Figure 1 railway tracks are shown as crossing the highway.

The invention includes guarding sections indicated generally by the reference character 6, each of which sections comprises end posts 7 which are connected by the bars 8 and held against movement by means of the bracing bars 9 which are disposed diagonally with respect to the bars 8.

The essence of the invention involves the manner of positioning the guarding sections

to restrict the road surface making a relatively narrow passageway to compel the operator of a motor vehicle to slow down in order to pass through the narrow passageway with safety.

A guarding section is indicated at 10 and arranged at points substantially intermediate the side edges of the road surface and disposed in parallel relation with the side edges of the road surface, dividing the road surface into right and left passageways.

Associated with the guarding member 10 are guarding members 11 which are diagonally disposed to define passageways with the member 10, and as shown the entrance ends of the passageways are relatively wide, while the exit ends thereof are relatively narrow and it is contemplated that the distance between the members 10 and 11 at the exit ends of the passageways be slightly wider than the width of the standard grade motor vehicle, rendering it almost impossible to pass between the members 10 and 11 at a high rate of speed, with any degree of safety.

This idea is also carried out as a guard for dangerous curves in the road surfaces wherein guarding members 12 and 13 which are disposed at oblique angles, are employed in connection with the dividing member 14 to define relatively narrow passageways between the inner ends of the members 12 and 13 and the member 14.

In order that vehicles passing in the opposite direction will be warned of a railroad crossing, the members 15 and 16 respectively are provided, which have their inner ends engaging the members 12 and 13 respectively, while the outer ends thereof are spaced relatively wide distances apart making a relatively wide entrance between the members 15 and 16.

In order that the members and road surface will be clearly visible at night, lamps 17 of any suitable character may be supported on the ends of the guarding members so that the light rays projected therefrom will properly illuminate the guarding members and road surface.

From the foregoing it will be obvious that a vehicle approaching a railroad crossing or a sharp curve will be compelled to slow down in order to safely pass between the guarding members.

We claim:—

A safety device for highways comprising a guarding section arranged intermediate the width of the highway and extending in parallel relation with respect to the edges of the highway, guarding sections arranged on opposite sides of the first mentioned guarding section and arranged at oblique

angles with respect to the first mentioned guarding sections.

In testimony that we claim the foregoing as our own we have hereto affixed our signatures.

LOUIS O. GUERTIN.
GEORGE W. CHARETTE.