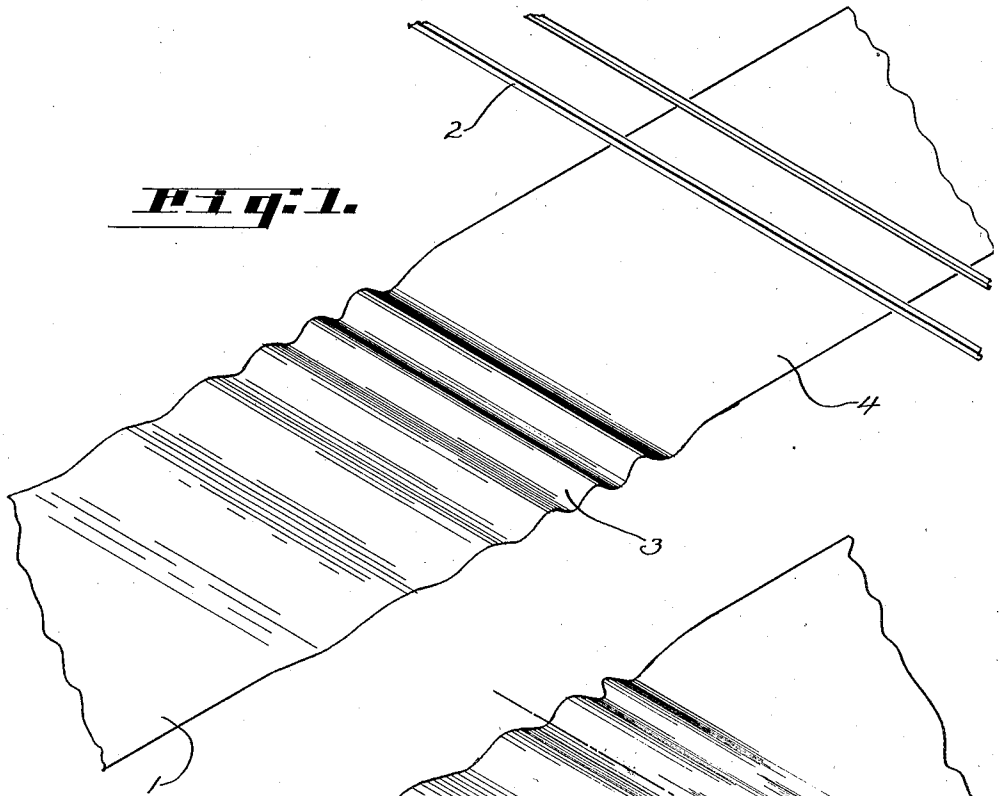
May 29, 1928. 1,671,303

T. O. McCLURE

ROAD IMPEDIMENT

Filed Sept. 23, 1926

Fig. 1.



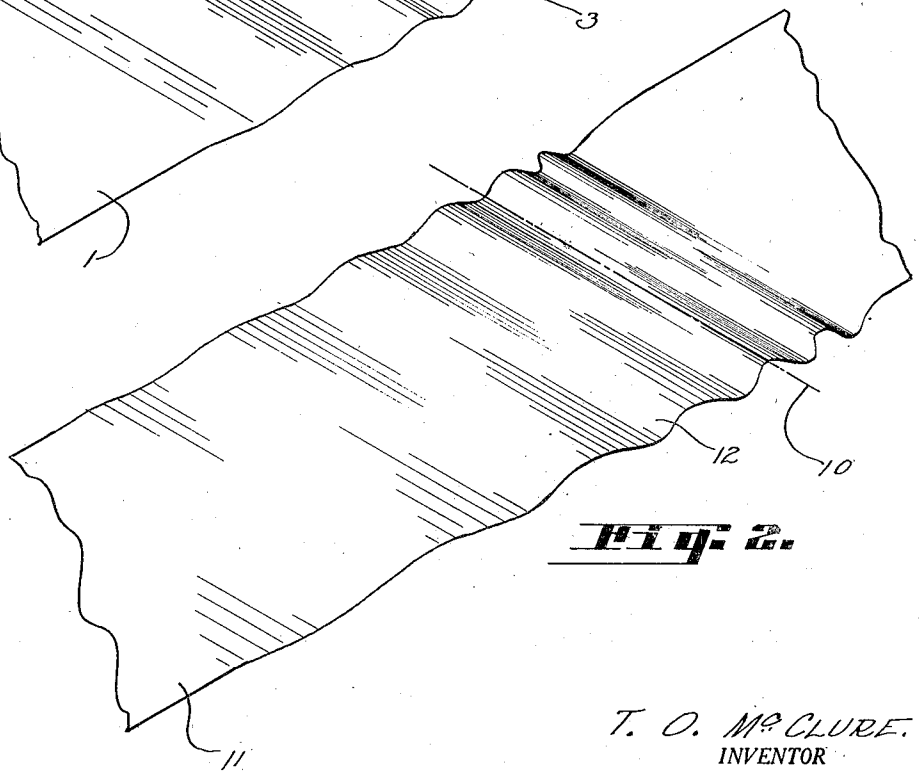


Fig. 2.

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Patented May 29, 1928. 1,671,303

UNITED STATES PATENT OFFICE.

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ROAD IMPEDIMENT.

Application filed September 23, 1926. Serial No. 137,348.

My invention relates to improvements in road impediments, and it consists in the combination, construction, and arrangement, hereinafter described and claimed.

An object of my invention is to provide a road impediment which is adapted to be placed near a street intersection, a railroad crossing, or any other place where it is desired to make it imperative that the driver of the automobile or other vehicle slow up before proceeding further.

A further object of my invention is to provide a device of the type described, which consists in a number of undulations in the surface of the road, these undulations being of any desired length, depth, or shape, that the particular problem requires.

Other objects and advantages will appear in the following specification, and the novel features of this invention will be particularly pointed out in the appended claims.

My invention is illustrated in the accompanying drawing, forming a part of this application, in which

Figure 1 is a schematic view of the device as used in connection with a railroad crossing, and

Figure 2 is a schematic view of the road bed, having convolutions of a different shape than those shown in Figure 1.

In carrying out my invention, I make use of a road bed 1 which may be constructed of any material desired, such as any of the standard materials as macadam, asphalt, brick, dirt, etc. In Figure 1, I have shown the road 1 as intersecting a railroad track 2. The device is not only adaptable for railroad crossings, but may be employed wherever it is desired to make it impossible for traffic to proceed unless it slows down to the desired extent. It may, therefore, be desired to use the device at a street intersection, at a sharp curve in the road, or at a point in the road that passes by a hospital, school house, where it is necessary that vehicles move at a relatively slow speed.

In Figure 1, I show the undulations 3 as being disposed a predetermined distance from the railroad track 2. It is obvious that the undulations may extend right up to the track, if desired, without departing from the spirit and scope of my invention. In actual practice, however, it is very likely that the undulations will be placed a sufficient distance away from the track to permit the vehicle to come to a dead stop at an instant's notice due to the slow speed of the vehicle.

The convolutions 3, are shown as starting with a very slight wave in Figure 1 and then gradually increasing in intensity until the most abrupt waves are reached just prior to the smooth stretch of road bed 4. As heretofore stated, the length of the stretch of smooth road 4 and the particular shaping of the undulations 3 will be determined for each particular case.

From the foregoing description of the various parts of the device, the operation thereof may be readily understood. The principal object of the invention is to provide some sort of an impediment in the road which will make it imperative that the driver slow up his car in order to prevent any undue jolting. Figure 1 shows this impediment as consisting of a number of undulations, the waves of which gradually increase in intensity, thus giving the driver ample warning, even though he is driving at night and is unable to see the impediment.

In Figure 2, I have shown a slightly modified form of the device. The line 10 extends at right angles to the sides of the road 11 and clearly shows how the undulations 12 are high at one side of the road, while directly across the road is a low spot. A vehicle, in passing over this impediment, will be given a slight rocking motion, this motion being augmented as the speed of the car is increased.

It is obvious that various other shapes of impediments may be employed and broadly accomplish the same result as the particular constructions shown in Figures 1 and 2. I, therefore, consider any such modifications or adaptations my own, which are covered by the scope of the claims. The device is extremely simple in construction and provides a novel expedient for cutting down the large number of accidents occurring at railroad crossings, street intersections, and sharp curves in the road.

I claim:

1. A road having an impediment therein, said impediment consisting of a succession of waves extending entirely across the width of the road, the wave length thereof gradually decreasing thus providing a warning to the driver.

2. A road having a portion thereof pro-

vided with a plurality of waves of gradually decreasing wave lengths for causing a gradually increasing rocking motion to be imparted to the vehicle as it passes thereover, thereby compelling the driver thereof to reduce the speed in order to compensate for said increased rocking motion.

3. A road having an impediment thereon, said impediment consisting of a succession of waves of gradually decreasing wave lengths, said waves to have an equal height.

4. A road having a portion thereof constructed with a plurality of waves of gradually decreasing wave lengths and of equal height for causing a gradually increasing rocking motion to be imparted to the vehicle as it passes thereover, thereby compelling the driver to reduce the speed in order to compensate for said increased rocking motion.

In testimony whereof I do hereby affix my signature.

THOMAS O. McCLURE.