

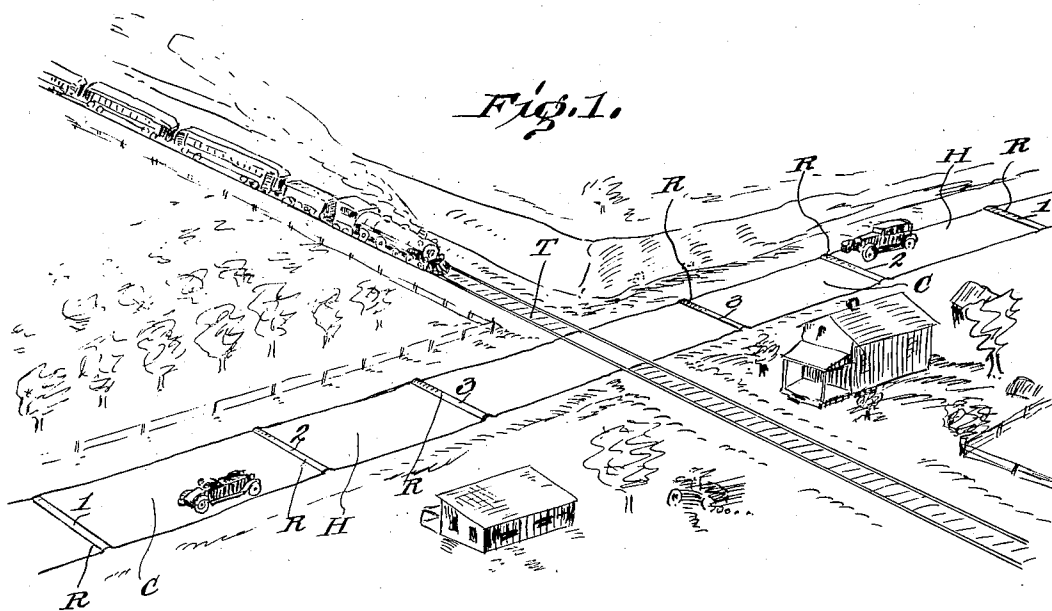
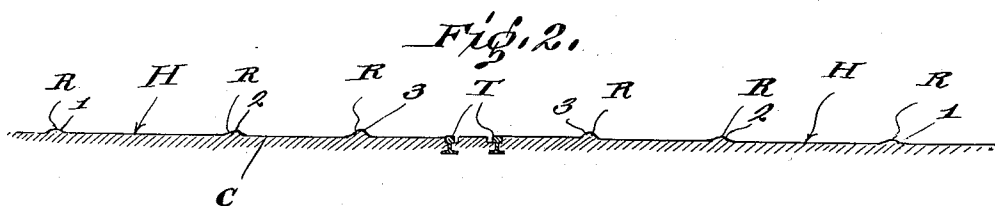
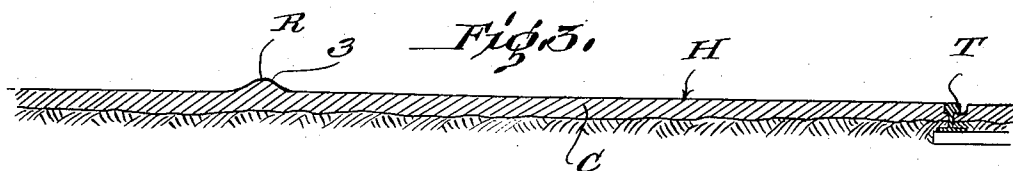
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E. M. WRIGHTSON

DANGER INDICATING DEVICE FOR HIGHWAYS

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UNITED STATES PATENT OFFICE.

ELSIE M. WRIGHTSON, OF MOBILE, ALABAMA.

DANGER-INDICATING DEVICE FOR HIGHWAYS.

Application filed January 3, 1925. Serial No. 398.

To all whom it may concern:

Be it known that I, ELSIE M. WRIGHTSON, a citizen of the United States, residing at Mobile, in the county of Mobile and State of Alabama, have invented certain new and useful Improvements in a Danger-Indicating Device for Highways, of which the following is a specification.

The present invention relates to an indicating means and aims to provide a novel and improved structure positioned on highways for warning vehicles approaching dangerous points, such as railroad crossings, sharp turns, or like places that should be approached with caution, the indicating means comprising a series of graduated ridges constructed and sufficiently spaced to first warn the occupants of a vehicle by imparting a very slight shock, sufficiently easy to slow down a vehicle without doing injury to the same, said first shock being followed by a series of shocks, each of which is timed to permit the operator of the vehicle to slow down before reaching the next, each successive shock being a little more effective in slowing down the vehicle, all of which are given in ample time to permit the operator to slow down or stop before reaching the point of danger.

It is also an object of the invention to provide an indicating means of the kind above referred to, which is simple and substantial in construction, which can be constructed economically, and which will be thoroughly efficient and practical in use.

With the foregoing and other objects in view, which will be apparent as the description proceeds, the invention resides in the construction and arrangement of parts, as hereinafter described and claimed, it being understood that changes can be made within the scope of what is claimed, without departing from the spirit of the invention.

The invention is illustrated in the accompanying drawing, wherein:

Figure 1 is a perspective view showing my improved indicating means arranged on a highway adjacent a railroad crossing.

Figure 2 is a vertical section taken longitudinally of the highway, and

Figure 3 is a similar fragmentary view.

In carrying out the invention as illustrated in the drawing, the letter H designates a highway crossed by railroad tracks T, both being on the same level and comprising what is commonly termed as a grade

crossing. The railroad tracks are illustrated as an example of a point of danger along a highway, although it is to be understood that my improved indicating means may be placed at any point on the highway where the same becomes treacherous or dangerous.

On each side of the tracks T the highway is concreted or built of a like material, as indicated by the letter C, a sufficient distance to permit the placing of a series of ridges or what might be termed speed brakes R, which may be built in the road while the same is being constructed and the like material, or may be made of different material and placed on roads now in use. The ridges or brakes R are spaced from each other a sufficient distance to permit an operator to slow down his vehicle before approaching the next ridge, said ridges being graduated in height so as to impart more severe shocks to the vehicle as it approaches the point of danger. Thus it can be seen that a means is provided for easily and gradually slowing down the speed of a vehicle.

The first ridge 1 approached by a vehicle is a very easy one which imparts a very slight shock to the vehicle, sufficient enough, however, to cause the driver thereof to check up the speed thereof and remind him to look ahead and proceed cautiously. The second ridge 2 is so spaced from ridge 1 that the same will be readily observed by the operator, his complete attention having been directed to the road by the ridge 1. said second ridge being of higher construction than the first ridge 1 the same will compel the operator to proceed even more slowly. After passing ridge 2 another ridge of still higher construction will be observed by the operator, forcing him to slow down still more, reducing the speed of the vehicle to almost a complete stop in order to cross the same without doing injury to his vehicle. At this point the operator can observe in either direction whether or not a train is approaching and determine if it is safe to cross the track.

The ridges R extend across the entire width of the highway in order to prevent the operators of vehicles from running on the wrong side of the highway in order to dodge passing over said ridges or speed brakes.

Should it be desired, the ridges or brakes may be painted attractive colors, making

them more noticeable to approaching vehicles. For example, ridge 1 could be painted yellow, ridge 2 green, and ridge 3 red, or whatever colors would be the most effective for slowing down vehicles.

It can be seen that my improved danger indicating means will gradually warn the operator of a vehicle that he is approaching a point of danger, without unbalancing or unnerving the operator which might cause him to lose control of the vehicle.

Having thus described my invention, what I claim as new is:

1. In combination with a vehicle highway having a point of danger thereon, of means arranged on the highway adjacent said point of danger for imparting a series of shocks to a vehicle approaching said point of danger, said means being graduated to cause greater shock as the vehicle approaches nearer the point of danger.

2. In combination with a vehicle highway having a point of danger thereon, of means arranged on the highway adjacent said point of danger for imparting a series of shocks to a vehicle approaching said point of danger, said means being so arranged that the shocks will be imparted at spaced intervals sufficient to permit the operator of a vehicle to slow down the vehicle after each shock before the same is given another shock.

3. In combination with a vehicle highway having a point of danger thereon, of

a series of ridges arranged on the highway adjacent the point of danger for imparting shocks to a vehicle passing thereover, said ridges being arranged so that the shocks will be imparted at spaced intervals sufficient to permit the operator of a vehicle to slow down the same after each shock before another shock is given.

4. In combination with a vehicle highway having a point of danger thereon, a series of ridges arranged on the highway adjacent the point of danger for imparting shocks to a vehicle passing thereover, said series of ridges being graduated in height so as to cause greater shock to a vehicle as it approaches nearer the point of danger.

5. In combination with a vehicle highway having a point of danger thereon, a series of ridges arranged on the highway adjacent the point of danger for imparting shocks to a vehicle passing thereover, said series of ridges being graduated in height so as to cause greater shock to a vehicle as it approaches nearer the point of danger, said ridges being so spaced apart as to permit the operator to slow down the vehicle before the same engages another ridge.

In testimony whereof, I have affixed my signature in the presence of two witnesses.

ELSIE M. WRIGHTSON.

Witnesses:

M. CARPENTER,
O. L. BRIGET.