

Current U.S. Patents

Dual-purpose speed limit signs, showing a lower limit for nighttime driving, may prove to be a valuable safety measure

► **SPEED-LIMIT** signs that show one figure for daytime driving and a lower one at night were granted a patent by the U.S. Patent Office.

The State of Texas is one region now using the dual-purpose signs made by the newly-patented method.

Although only a few states use double-barreled limits now, safety experts believe that posting them would help cut the country's death toll from automobile accidents, many of which occur at night. One of the two basic methods for making these signs was awarded patent 3,247,005.

The two methods are to paste or to spray the night limit figure over the daytime one. The spray method earned the patent for Allan D. Parry of East Freedom, Pa., and William H. Riley Jr. of Altoona, Pa., who assigned rights to Prismo Safety Corporation.

Their spray method could be used for other signs designed to deliver a different message during the day from that seen at night. Both methods involve using the light from reflected automobile headlights or other artificial light to make the nighttime message visible.

Other patents on the spray method are pending.

Bright Chrome for Cars

A process for improving the rust-resistance of the shiny trim seen on many cars now on the highways has received a patent.

Virtually all of such trim purchased by car manufacturers from Crucible Steel Company of America, Pittsburgh, was made by the process granted patent 3,247,086.

Arthur Moskowitz and David Goldstein assigned patent rights to Crucible Steel Company, now producing some 25,000 tons per year of the corrosion-resistant stainless steel.

Their electrolytic treatment improves the resistance of chromium-stainless steel alloys to rusting and pitting without dulling the brightness.

Electrons Used to Cure Auto Paint

A process for using electron radiation to harden the paint on automobiles, expected to be in commercial use by Ford Motor Company before the end of this year, earned patent 3,247,012 for William J. Burlant of Detroit, Mich.

He told **SCIENCE SERVICE** that the electron source would take up much less space than the ovens now used to cure paint on an automobile production line. The process has already been licensed to Boise-Cascade Lumber Company for use in its production of painted wood.

The process can also be used to harden painted metals, fabrics, glass or plastics, Mr. Burlant said.

Other Interesting Patents

A method of firing oil furnaces that is now commercially available from Gulf Oil Company was granted three patents—3,246,851, 852 and 853. The method can also be used to fire diesel fuel truck trailers or other diesel engines, as well as engines fueled by gasoline or kerosene. Albert Biber of Verona, Pa., Orvis A. Davis Sr. of Gibsonia, Pa., and Bruce R. Walsh of Pittsburgh, Pa. assigned rights to Gulf Research & Development Company, Pittsburgh.

A new class of diuretic compounds that prevents the potassium loss often associated with diuretic therapy earned patent 3,240,780 for Dr. Edward J. Cragoe Jr. of Lansdale, Pa., and Dr. Philip L. Southwick of Carnegie Institute of Technology, Pittsburgh, who assigned rights to Merck & Co., Rahway, N.J. The drug family is known chemically as aminopyrazinoyl guanidines, more commonly referred to as pyrazine diuretics. The compounds covered by the patent have, in animal tests, demonstrated the ability to promote the elimination of sodium and fluid wastes through the kidney without disturbing the body's potassium balance.

• Science News, 89:350 May 7, 1966

Many to Blame for Lack Of Highway Safety

► **WHO HAS FAILED** to design safer cars and highways? The blame falls equally upon government agencies, the automobile industry and professional groups.

This indictment was presented to the National Academy of Engineering by Walter W. Mosher Jr. based on 11 years of research at the Institute of Transportation and Traffic Engineering at the University of California at Los Angeles.

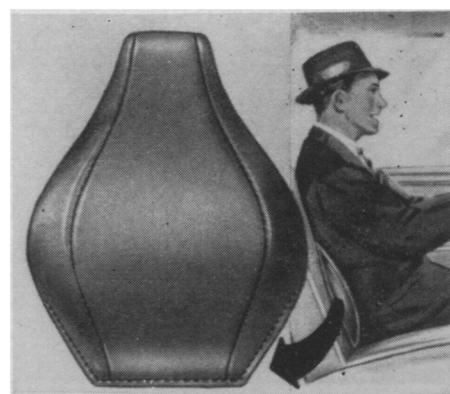
Work in traffic safety, he said, has been marked by uncoordinated efforts, hunts for scapegoats and inadequate financial support for research.

The auto industry deserves most of the criticism currently leveled against it "for the pathetic state of affairs existing in its vehicle safety program," Mr. Mosher said.

However, he noted, "an equally sordid situation exists within the Federal and state governments in terms of inadequate driver licensing and testing programs, poor highway design standards, improper traffic enforcement procedures, judicial laxness in convicting and sentencing traffic law violators, and lack of leadership in establishing traffic safety criteria."

Mr. Mosher also scored his fellow professionals throughout the country for "reporting only the noncontroversial results of their work and obscuring their findings by abstract, jargon-like writings" which molder away in specialized journals and lead to no action.

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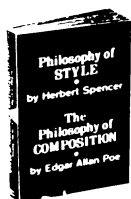


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