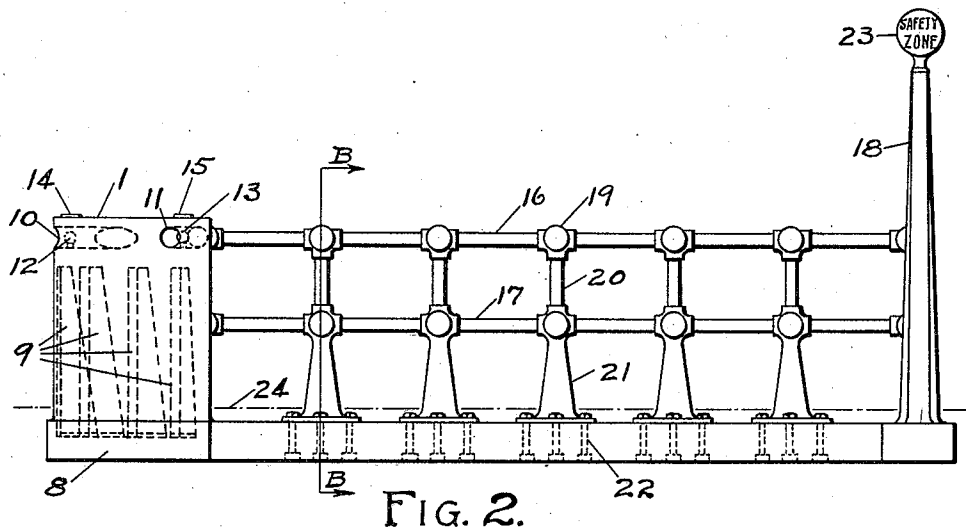
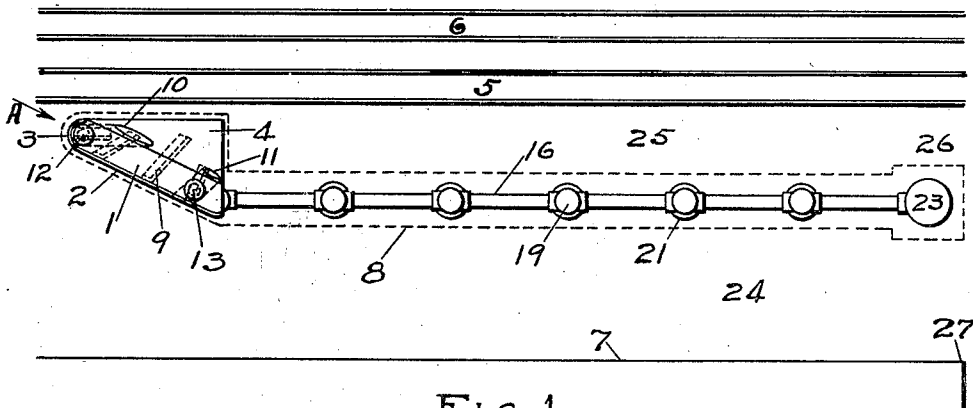


1,452,875

STREET SAFETY ZONE

2 Sheets-Sheet 1

28.



INVENTOR.

George E. Healy

By Charles B. Moulthrop
ATTORNEY.

Apr. 24, 1923.

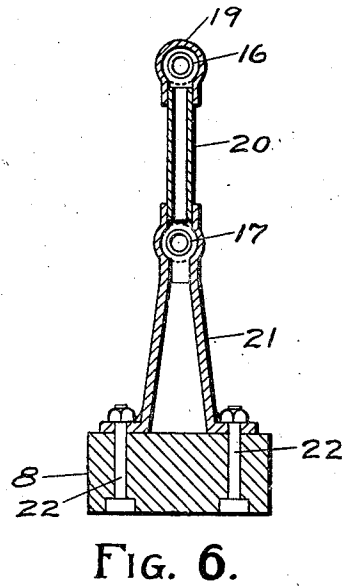
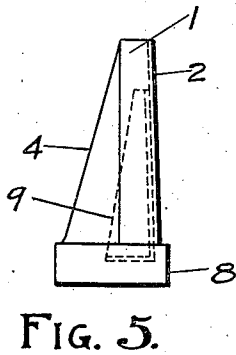
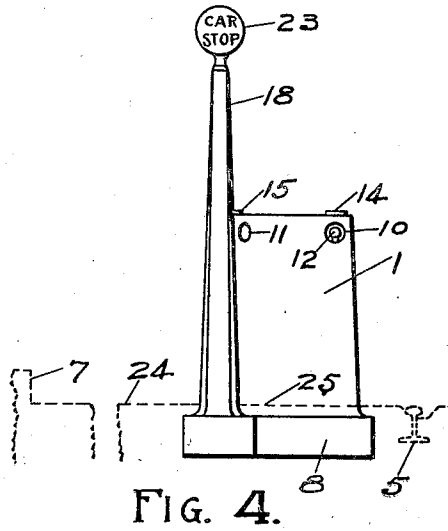
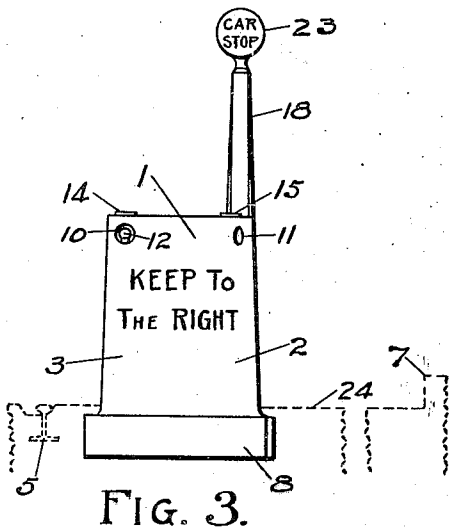
1,452,875

G. E. HEALY

STREET SAFETY ZONE

Filed March 22, 1920

2 Sheets-Sheet 2



WITNESSES.

Joseph H. Canty.
Alice E. Holt

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UNITED STATES PATENT OFFICE.

GEORGE E. HEALY, OF BUFFALO, NEW YORK.

STREET SAFETY ZONE.

Application filed March 22, 1920. Serial No. 367,610.

To all whom it may concern:

Be it known that I, GEORGE E. HEALY, a citizen of the United States, and a resident of Buffalo, in the county of Erie and State of New York, have made a certain new and useful Invention in Street Safety Zones; and I declare the following to be full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings forming a part of this specification, and in which like characters of reference refer to like parts in all of the figures.

My invention relates to apparatus for forming a permanent safety zone in city streets.

The principal object of my invention is to form a substantial structure which will enclose a space near street corners where people may congregate and wait for street cars and be protected from passing vehicles.

Another object is to keep people within a safety zone enclosed by a structure of such strength as to prevent and protect automobile drivers and others from the consequences of inadvertently or otherwise hitting said people.

Another object is to provide a structure in the street to indicate the safety zone limits and provide lights and signs for the same and for car stops.

Heretofore it has been customary to indicate safety zones by marks on the street pavement which are soon obliterated and when new and clear cannot prevent accidents as people may crowd over the line or an automobile skid across it. In the more congested sections movable stands have been employed with sometimes chains stretched between which are positively dangerous, as liable to entangle and injure a number of people when struck by an automobile. These stands are usually removed in the evening and traffic control dispensed with, after which automobile driving becomes more reckless and the so-called safety zone in the most dangerous place on the street.

A safety zone to be of good service, should be of so substantial and solid a character as to positively protect the public.

Referring to the drawings:

Fig. 1 is a plan of my safety zone structure and its location in reference to street corners and car tracks. Fig. 2 is a side eleva-

tion of the same. Fig. 3 is a front elevation of the safety zone as seen from a vehicle on the street. Fig. 4 is a rear elevation of the safety zone or the open entrance to the same. Fig. 5 is an elevation of the front of the safety zone looking in the direction of the arrow A. Fig. 6 is a sectional elevation shown at B—B of Fig. 2.

Referring now to the numbers of reference on the drawings: The block or bumper 1 is preferably made of concrete and set diagonally from near the street car tracks 5 toward the curb 7 and extending from the top to the bottom on the taper 4 at the back. (See Fig. 5). The front end of block 1 is rounder at 3 and faced with a steel plate 2 which extends over the entire diagonal front and down to the concrete base 8. The block 1 is reinforced by steel angle braces 9, 9, 9 and 9. Through the block 1 and near the upper corners are two holes 10 and 11 and having red lights 12 and 13. 14 and 15 are cover plates for openings to reach lights 12 and 13. These lights may also be put on top of corners to better show in all directions.

16 is a top and 17 a bottom railing extending between block 1 and post 18, the latter formed preferably of concrete. The railings 16 and 17 are of usual construction and preferably of large and extra heavy tubing, 16 passing into or through the pieces 19 which are supported from below by short lengths of upright spindles 20 made of tubing. Supports 21 are formed as shown in Fig. 2 and in section in Fig. 6, being large at the bottom with flanges for foundation bolts 22 and tapering smaller to the top where it forms a cross for the reception of the rail 17 and upright spindle 20.

On top of the post 18 is a globe 23 for a light which shows white or any desired color up and down the street and on the cross street and having preferably lettered signs, as shown, which are Car stop for up and down the street and Safety zone toward the sidewalks.

The concrete base 8 extends, as shown, underneath the whole structure and is preferably sufficiently below the pavement top 24 to cover the bolts 22. The street pavement is shown as 24 and the pavement in safety zone is indicated by 25, while the entrance to the zone between the post 18 and car track 5 is represented by 26. 27 and 28 are corners of the street curb.

Although I have shown and described my invention in detail, I do not wish to be limited to the exact and specific details thereof, as shown and described, but may use such
5 modifications in, substitutions for, or equivalents thereof, as are embraced within the scope of my invention, or as pointed out in the claims.

Having thus described my invention;
10 what I claim and desire to secure by Letters Patent is:

1. A safety zone device rigidly mounted in a concrete base and having a metallic portion consisting of vertical tubular posts carrying a plurality of tubular railing members in parallel relation with the base and
15 a plastic portion extending at an oblique angle from said metallic portion and cooperating therewith for the purpose set forth.

20 2. A safety zone device rigidly mounted in a base and having an end composed of a solidly constructed block of material and a side having posts solidly connected together and to said end by means of a railing for
25 the purposes set forth.

3. A safety zone device comprising a structure having an end and a side anchored into a foundation, said end being faced with a protecting metallic sheet, said side having
30 posts and a railing and connecting with said

end at an angle to cooperate therewith for the purposes set forth.

4. A safety zone device comprising a structure having an end and a side anchored into a foundation, said end being composed
35 of a solid block of concrete with a steel facing and reenforced with braces, and said side having posts connected together and to said end by means of a railing for the purposes set forth. 40

5. A safety zone device comprising a structure extending above and anchored into a solid base. said structure being composed of a solid end portion connected at an angle to a side portion, said portions cooperating
45 for the purposes set forth.

6. A safety zone device comprising a fixed structure erected on a base, said structure being composed of a solid end portion connected at an angle to a side portion having
50 intermediate posts and an enlarged end post, said posts and end rigidly connected together by means of a railing for the purposes set forth.

In testimony whereof, I affix my signature
55 in the presence of two witnesses.

GEORGE E. HEALY.

Witnesses:

JAMES C. HEALEY,
LUCIAN C. JACKSON.