Oct. 4, 1927. J. RANK ET AL 1,643,955

TRAFFIC SIGNAL

Filed Oct. 21, 1925

Fig. 1

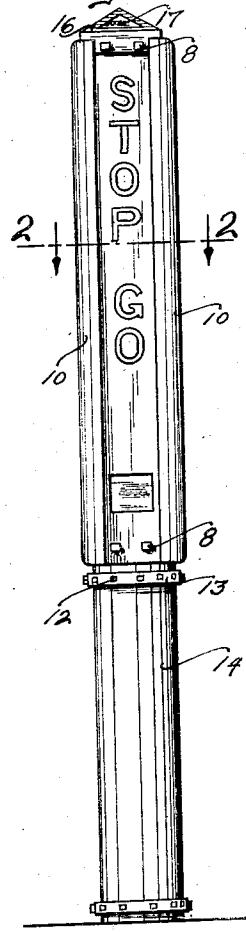


Fig. 2

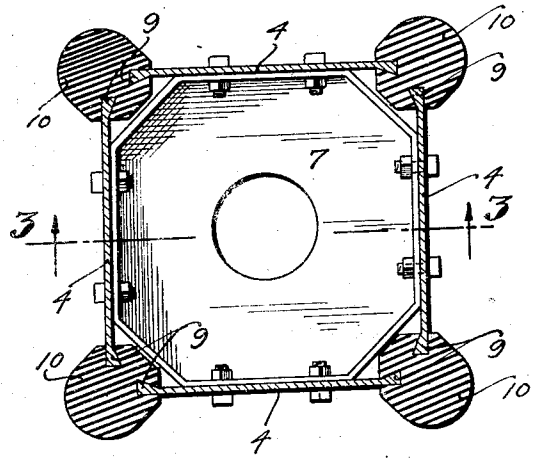
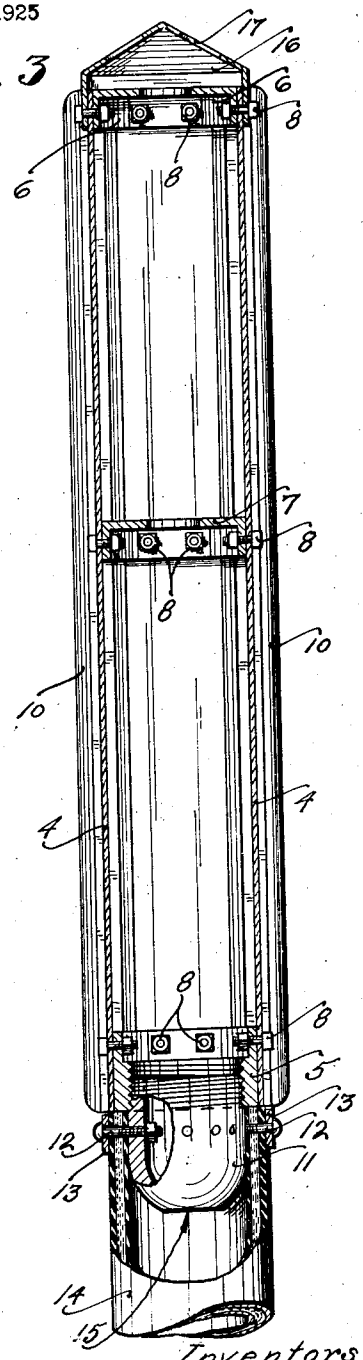


Fig. 3



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UNITED STATES PATENT OFFICE.

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TRAFFIC SIGNAL.

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Our present invention relates to traffic signals of the yielding and self-arighting type, such, for example, as that disclosed and claimed in our pending application Serial No. 54,240, filed September 3, 1925, and is directed particularly to an improved form of casing. The casing constitutes the rigid portion of the yielding post and will contain the signal devices including the light-producing means, such as electric light bulbs or lamps. It is highly important that this rigid portion of the yielding post be at the same time light and strong. To protect such casing from great damage when struck by a vehicle, it is provided with buffer strips or cushions applied in a novel and efficient way. The casing, in most instances, will be made rectangular in cross section and, hence, the buffer strips will be applied to the corners and will project so as to protect the sides of the casing.

In the accompanying drawings, which illustrate the invention, like characters indicate like parts throughout the several views.

Referring to the drawings:

Fig. 1 shows the improved post, including the casing, in elevation;

Fig. 2 is a horizontal section on the line 2—2 of Fig. 1; and

Fig. 3 is a vertical section on the line 3—3 of Fig 2, some parts being shown in full.

The body of the casing is made up of four side plates 4 and spacing heads, of which latter there are preferably three, to wit: a lower spacing head 5, an upper spacing head 6, and an intermediate spacing head 7. The plates 4 are shown as rigidly but detachably secured to the said heads by nut-equipped bolts 8 applied therethrough and through the flanges of said heads. At the corners of the casing, the said three heads are obliquely cut away so as to cause the edges of the plates 4 to project outward and clear thereof; and these projecting edges of said plates are increased or thickened up in cross section, so as to form dove-tail flanges 9. The plates 4 are formed with light passages for producing signals, such as the "Stop" and "Go" signs and traffic change signal.

The buffer strips 10 are preferably of rubber, but may be of other elastic or resilient material, such, for example, as combinations involving rubber and fabric. These strips 10 are formed with longitudinal dove-tail grooves that adapt them to be slid longitudinally onto the dove-tail edges 9 of the plates 4, one of said buffer strips being thus applied at each of the four corners of the casing. Here it will also be noted that the oblique corner portions of the spacing heads 5, 6 and 7 afford clearance for the inner portions of the buffer strips and that the said buffer strips project not only obliquely at the corners but laterally far beyond the faces of the plates 4 and, hence, effectually protect the plates against damage when the signal post is struck by an automobile or other vehicle. Obviously, the casing constructed as described may be very quickly and easily assembled and will be very rigid and, at the same time, light. Also, it will be noted that the buffer strips, if damaged, may be replaced without disassembling the parts of the casing and without removing the post from working position. The friction between the interlocked portions of the plates and buffer strips will serve to securely hold the same properly assembled, but, of course, if desired, additional securing means might be provided.

As shown, all three of the spacing heads 5, 6 and 7 have axial passages through which light circuit wires and other leads might be brought into the casing.

In the drawings, we have ilustrated the casing above described as supported by a flexible tube much in the same manner as in our prior application and, hence, the lower head 5 is internally threaded to receive a coupling tube 11, which, by nut-equipped bolts 12 and an exterior clamping band 13, is secured to the upper end of the flexible self-arighting supporting tube 14. The lower end portion of the coupling tube 11 is preferably rounded to prevent cutting of the tube 14 when the latter is bent, and the said rounded portion is perforated at 15 so that wires or cables containing the wires may be free to pass therethrough to the interior of the casing. The lower end of the flexible tube 14 may be anchored by any suitable means not necessary for the purposes of this case to consider, but which means, it may be stated, might be that disclosed and claimed in a companion application filed of even date herewith and entitled "Anchoring base for traffic signals".

The upper end of the casing should, of course, be closed, and usually it is desirable that the same be provided with an elongated

dome or upper end portion. As shown, this dome is in the form of a pyramidal cap 16 having a light opening 17, (usually covered by glass, not shown), and the downturned flange of which is secured to the casing by the same upper bolts 8 that secure the plates 4 to the upper head 6.

What we claim is:

1. A casing for a traffic signal of the character described, comprising side plates and spacing heads rigidly connecting said plates with the adjacent edges of said plates separated, and grooved buffer strips slid onto and interlocked with the adjacent spaced edges of said plates and projecting beyond the outer faces of said plates.

2. The structure defined in claim 1 in which the projecting edges of said plates are of dove-tailed form and engage correspondingly formed grooves in said buffer strips.

3. The structure defined in claim 1 in which the projecting edges of said plates are of dove-tailed form and engage correspondingly formed grooves in said buffer strips, and in which the said spacing heads leave clearance passages at the edges of said plates for the inner portions of said buffer strips.

4. A casing for a traffic signal of the character described, comprising four plates in rectangular arrangement with spaced adjacent edges, spacing heads rigidly secured to said plates and holding the same in the arrangement stated, and buffer strips slid onto and interlocked with the adjacent edges of said plates at the corners of the casing and projecting outward of said plates.

5. The structure defined in claim 4 in which said heads at the corners of the casing are extended on lines remote from the edges of said plates so as to clear the inner portions of the buffer strips.

6. The structure defined in claim 4 in which said spacing heads are located, one at the lower end, one at the upper end and one at the intermediate portion of the casing, the lower head being internally threaded for engagement with a threaded coupling member.

7. The structure defined in claim 4 in which one of the spacing heads is located at the upper end of the casing, and in further combination with a dome applied over the upper end of the casing and secured to said upper head.

8. The structure defined in claim 4 in which one of the spacing heads is located at the upper end of the casing, and in further combination with a dome applied over the upper end of the casing and secured to said upper head, the said dome having light passages and said heads having passages through which circuit wires may be passed.

9. A casing for traffic signals comprising side plates in rectangular arrangement, interior heads to which said plates are secured, said plates having spaced edges projecting beyond said heads at the corners of the casing, and corner strips interlocked to and projecting outward beyond the projecting edges of said plates.

In testimony whereof we affix our signatures.

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HENRY W. RANK.