Aug. 15, 1950 H. D. MANLY 2,519,145

STOP SIGN

Filed June 24, 1946

Fig. 1

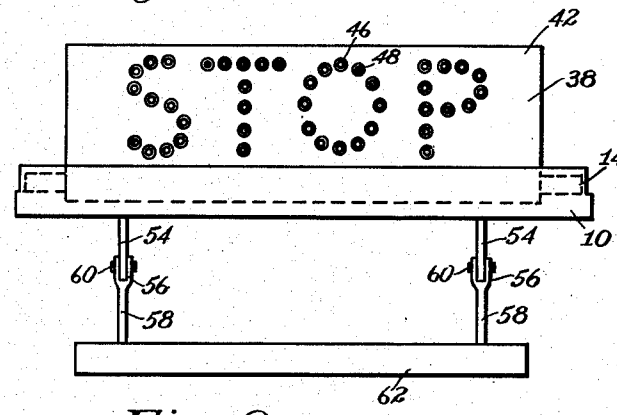


Fig. 3

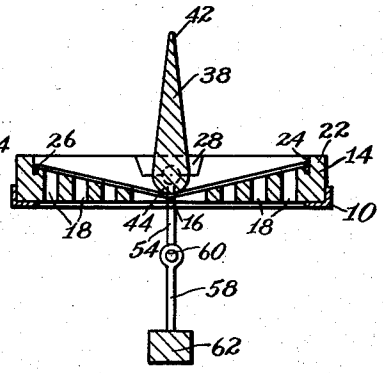


Fig. 2

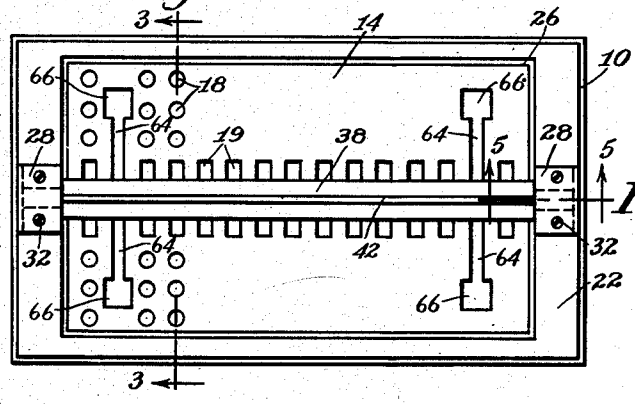


Fig. 5

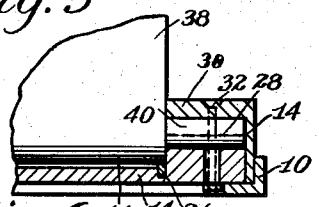


Fig. 6

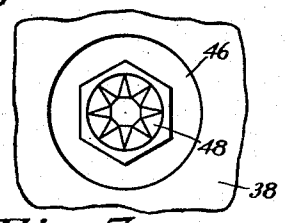


Fig. 7

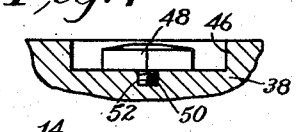
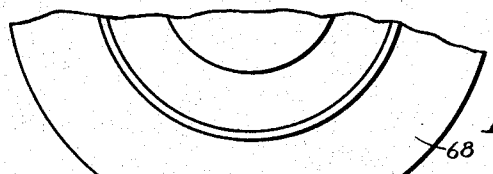


Fig. 4



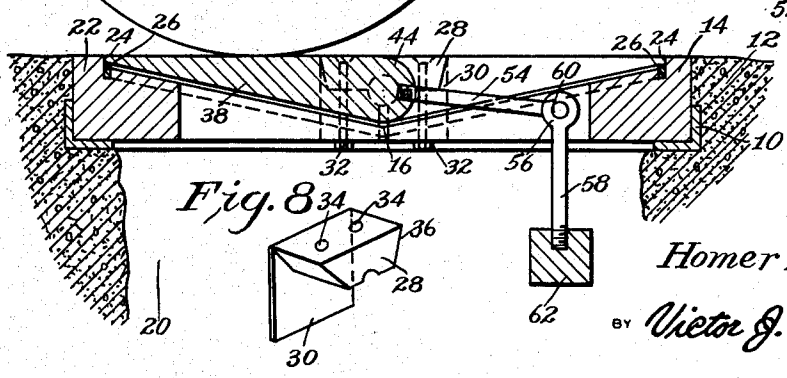


Fig. 8

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Patented Aug. 15, 1950 2,519,145

UNITED STATES PATENT OFFICE

2,519,145

STOP SIGN

Homer D. Manly, Savannah, Ga.

Application June 24, 1946, Serial No. 679,025

1 Claim. (Cl. 40—125)

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This invention relates to a stop sign that is adapted to be located in the street or roadway, and which by its unique structure permits motor vehicles to pass thereover and then return to signalling position.

An object of the invention is to provide a swingable stop sign that is adapted to be located in a street or roadway, and will, when a motor vehicle passes thereover, swing into a position flush with the surface, and by means of a weight, return to signalling position.

Another object of the invention is to provide a stop sign of the character described, that is provided with reflector buttons that may be seen at night, is durable, made of a few simple parts and is efficient in operation.

With the above and other objects and advantages in view, the invention consists of the novel details of construction, arrangement and combination of parts more fully hereinafter described, claimed and illustrated in the accompanying drawing in which:

Figure 1 is an elevational view of an embodiment of the invention;

Figure 2 is a top plan view thereof;

Figure 3 is a sectional view on the line 3—3 of Figure 2;

Figure 4 is a longitudinal sectional view showing a tire of a motor vehicle passing over the sign;

Figure 5 is a sectional view on the line 5—5 of Figure 2;

Figure 6 is a plan view of a reflector button;

Figure 7 is a sectional view with the button in elevation and

Figure 8 is a perspective view of a bearing plate for the sign.

Referring more in detail to the drawing, the reference numeral 10 designates an angle iron frame which is adapted to be set in a street or roadbed 12 as shown in section in Figure 4.

Positioned in the frame 10 is the base plate 14 which tapers downwardly transversely thereof toward its medial longitudinal line 16, and the base is provided with vertical aligned and relatively spaced openings 18 and slots 19 to permit dirt to pass therethrough into the hole 20 beneath the base and excavated from the roadbed 12. The base has a flat marginal peripheral top edge 22 which forms a shoulder 24 at the point of inclination of the base, to receive the rectangular rubber frame 26, and set in the edge 22 flush with the top thereof are the bearings 28 of the bearing plates 30 and these bearings are positioned at each end of the base along the

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longitudinal medial line thereof, and the plate 30 prevents end shake of the plate 28 during movement thereof. Bolts 32 passing through apertures 34 in the bearings retain them in fixed relation to the base 14.

The bearings have inwardly tapered sides 36 which are received in a complementary shaped seat in the edge 22 so that the bearings will lie flush with the roadbed as previously stated.

A wedge shaped plate 38 is provided with stub axles 40 at its outer edges to swingably mount the plate in the base by reason of the axles being journalled in the bearing surfaces formed in the bearings 28 and base 22, and the plate is positioned so that the narrow edge 42 is uppermost, and the rounded base 44 is free to move along the medial line of the base.

The opposite faces of the plate 38 are provided with countersunk openings 46 to receive reflector buttons 48, and the word "stop" is spelled on the plate by the use of these buttons. The buttons are hexagonal in shape so that a wrench placed thereon will thread the screws 50 formed on the rear of the buttons into the threaded bore 52 formed at the center of the openings 46.

Mounted at opposite ends of the plate 38 in the base 44 thereof are the threaded eyebolts 54 which receive the forked ends 56 of the bolts 58 which are pivotally connected to the bolts 54 by pins 60 and are threadably connected at the opposite end of the rectangular shape weight 62 and transverse slots 64 in the base 14 receive the eyebolts 54 and recesses 66 receive the pivoted ends of bolts 54 and 58 when the plate 38 is in the position shown in Figure 4.

In operation, when the wheel 68 of a motor vehicle passes over the plate 28 the plate will lie flush with the roadbed, since the taper of the plate and inclination of the base are complementary, and the plate will be cushioned by the frame 26 to prevent damage thereto.

After the vehicle has passed over the plate, the weight 62 will return the plate to its normal or vertical position.

There has thus been provided a stop sign which will meet the objects of the invention, and it is believed that the operation and construction of the invention will be apparent to those skilled in the art. It is also to be understood that changes in the details of construction, arrangement and combination of parts may be resorted to, provided they fall within the spirit of the invention and the scope of the appended claim.

Having thus described the invention, what is

claimed as new and desired to be secured by Letters Patent is:

A sign of the character described, comprising a rectangular shaped angle iron frame, a base in said frame the upper face of said base being tapered downwardly transversely thereof toward its medial longitudinal line, vertically aligned and relatively spaced openings and slots in said base extending at right angles from the medial line of said base to permit debris settling on said base to pass therethrough, a tapered sign plate swingably mounted in said base at the medial central line of said base, said sign plate being shaped to conform with the shape of said base when said sign plate is swung either to the right or left into contact with said base, a depending arm on said sign plate at the bottom edge thereof, a second arm pivoted to said first arm and a weight on said second arm to retain said sign plate in vertical position.

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