Nov. 1, 1927. 1,647,861

F. M. FUREY

STREET BUTTON

Filed June 25, 1925

Fig. 1.

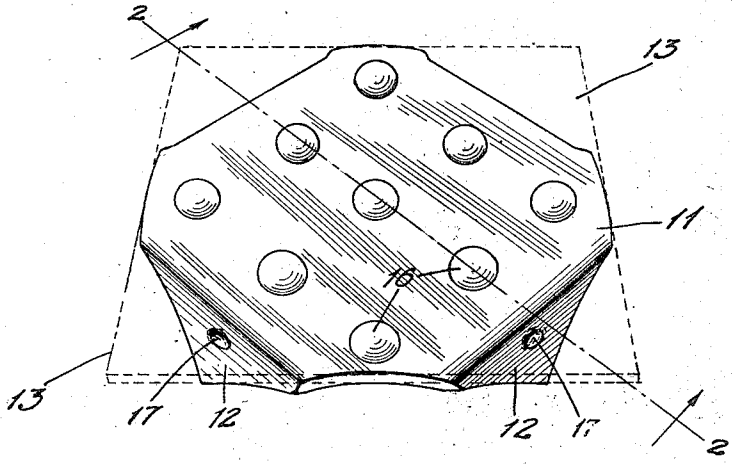
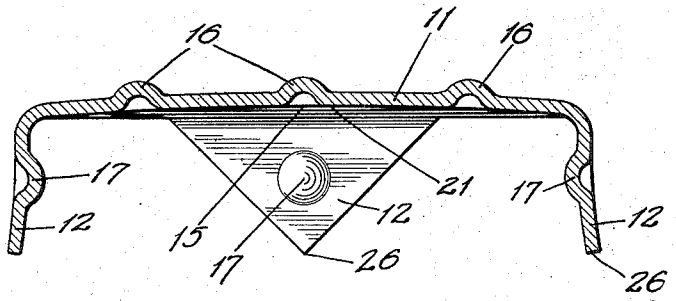


Fig. 2.



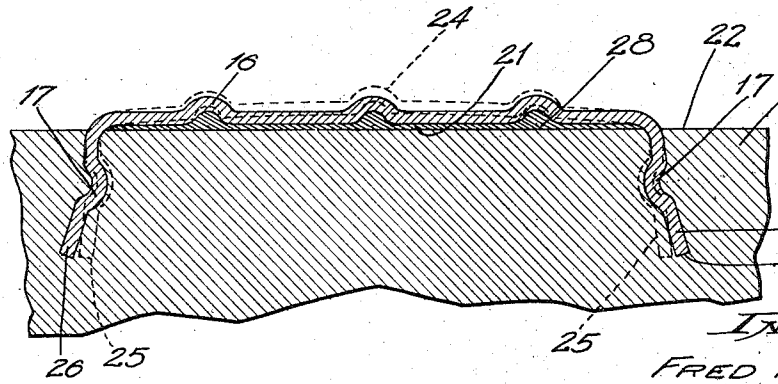


Fig. 3.

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UNITED STATES PATENT OFFICE.

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STREET BUTTON.

Application filed June 25, 1925. Serial No. 39,483.

My invention has to do with a novel street button.

In order to protect pedestrians crossing streets where vehicle traffic is quite heavy, certain localities have provided paths across streets in which pedestrians may walk. It is present practice to define these paths by painted lines.

It is an object of my invention to provide means for defining such paths or lines by means of metal buttons which are secured in the street and which may be very cheaply made so that they may be sold at a low non-prohibitive price.

It is another object of my invention to provide a street button which may be readily installed in place and become locked so that it will be secure.

It is a still further object of my invention to provide a street button having legs which are driven into the surface of the street, these legs being swung during the driving into a position so as to lock the street button from removal.

It is also an object of my invention to provide means in the legs of the street button for increasing the friction of these legs with the street.

It is an additional object of my invention to provide a street button having a large area of contact with the surface of the street so as to prevent the button from sinking into the street.

It is another object of my invention to provide a street button of the character mentioned which is cemented in place.

Other objects and advantages of the invention will be made evident hereinafter.

Referring to the drawing in which I illustrate my invention,

Fig. 1 is a perspective view of a street button embodying the features of my invention.

Fig. 2 is a section taken on the line 2—2 of Fig. 1.

Fig. 3 is a section similar to Fig. 2 but showing the street button installed in a street or road.

With reference to the drawing the street button of my invention comprises a plate 11 which is octagonal in shape. Extending downwardly from alternate and opposing faces of the octagonal plate 11 are parallel V-shaped legs 12. As clearly shown in Fig. 1, the street button of my invention is made from a square plate, the corners thereof being bent downwardly from positions indicated by dotted lines 13 into vertical positions so as to form the legs 12. The forming of the legs 12 converts the square plate into an octagonal plate. As clarly shown in Fig. 2, the plate 11 of the street button is concave, being highest at a central point indicated at 15 in Fig. 2. Upraised portions 16 are formed on the plate portion 11 and inwardly directed depressions 17 are formed on each of the legs 12.

In Fig. 3 I show the street button of my invention installed in a material 19, which may be ordinary street asphaltum. When the street button is thus positioned the legs 12 are extended into the material 19 and a lower face 21 of the plate 11 engages a surface 22 of the street material 19. When the street button is driven into place the plate 11 is flattened, as shown in Fig. 3, moving from the contour indicated by dotted lines 24 of this figure. When the plate portion 11 is thus flattened, the legs 12 are swung from positions indicated by dotted lines 25 of Fig. 3 into positions shown in full lines in this figure. The legs are swung from parallel extension into non-parallel extension so that the points 26 are considerably spread.

The legs at this time are so wedged into the material 19 that the street button cannot be easily removed from place. The depressions 17 provide gripping means for the legs 12, supplying additional friction, which acts against a removal of the street button. The upraised portions 16 of the plate portion 11 are provided to roughen the upper surface of the plate portion 11 to prevent slipping thereon. To assist in securing the street button in place, it may be desirable to coat the lower face 21 of the plate portion 11 with a cementitious substance 28 which will cement the street button to the material 19.

The lower face of the plate portion 11 covers a considerable area which is sufficient to prevent the street button from sinking into the material 19.

The feature of concaving the plate portion 11 so that the legs 12 will be swung outwardly is an important consideration of my invention owing to the fact that it makes possible a simplified construction which may be cheaply produced. As seen in Fig. 1, the street button of my invention is produced from a square piece of material which is

preferably sheet steel and may be made by a simple stamping operation.

The octagonal plate 11 peculiarly lends itself to the formation of words such as are employed at school crossings and boulevard stops.

I claim as my invention:

1. A street button comprising: a concave plate; legs extending from said plate, said legs being driven into a material when said street button is installed in place; and said concave plate being adapted to be flattened when said street button is installed, thus swinging said legs in a manner to wedge said legs into said material.

2. A street button comprising: a concave plate; legs extending from said plate, said legs being driven into a material when said street button is installed in place, and said concave plate being adapted to be flattened when said street button is installed, thus swinging said legs in a manner to wedge said legs into said material; and depressions formed on said legs for increasing the friction betwen same and said material.

3. A street button comprising: an octagonal concave plate having legs extending from four alternate sides thereof, said street button being adapted for securing to the surface of a material, said plate engaging said material and said legs extending into said material, and said plate being flattened when said street button is installed, thus moving said legs so as to wedge them into said material.

In testimony whereof, I have hereunto set my hand at Los Angeles, California, this 19th day of June, 1925.

FRED M. FUREY.