Aug. 19, 1924. 1,505,325

J. D. ELBERT

SAFETY ZONE INDICATOR FOR STREETS

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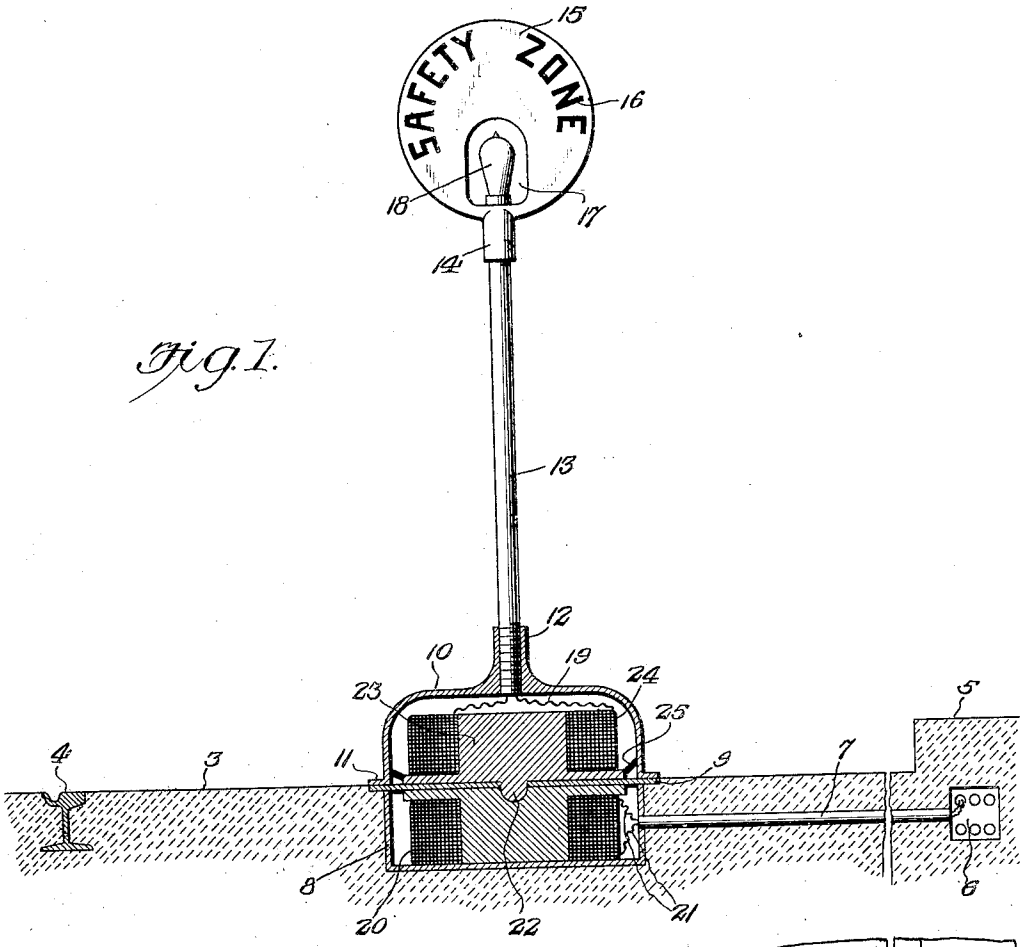

Fig. 1.

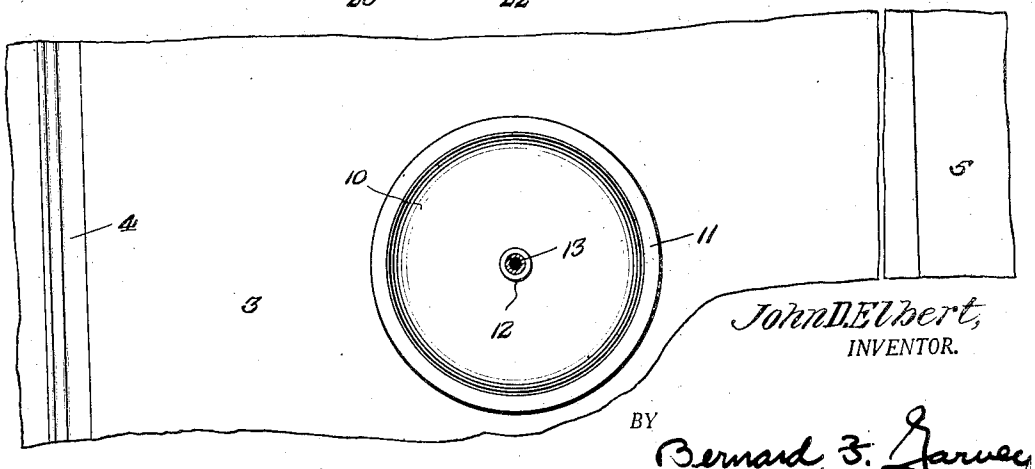

Fig. 2.

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UNITED STATES PATENT OFFICE.

JOHN D. ELBERT, OF SAN FRANCISCO, CALIFORNIA, ASSIGNOR OF FORTY-FIVE ONE-HUNDREDTHS TO GEORGE L. STEWART, OF SAN FRANCISCO, CALIFORNIA.

SAFETY-ZONE INDICATOR FOR STREETS.

Application filed September 13, 1923. Serial No. 662,494.

To all whom it may concern:

Be it known that I, JOHN D. ELBERT, a citizen of the United States, residing at San Francisco, in the county of San Francisco and State of California, have invented certain new and useful Improvements in Safety-Zone Indicators for Streets, of which the following is a specification.

The present invention relates to indicators and consists especially of a safety zone indicator for streets.

It is now well known to provide safety zones from which vehicle traffic is excluded during the loading and unloading of passengers on and from street cars and it is the purport of this invention to provide means which may be effectively used as an indicator to designate a predetermined safety zone area yet permitting the indicator to be quickly removed when desired without mutilating the street.

A further object of the invention is to provide a safety zone indicator which is durable and capable of withstanding the elements yet being simple in construction and relatively inexpensive.

The above and other objects of the invention will be more fully understood from the following description of the present preferred form of the invention wherein:—

Fig. 1 is an elevational view of an indicator constructed in accordance with this invention illustrating its application, a part of the indicator being shown in section to disclose details;

Fig. 2 is a plan view of the same showing the top of the indicator removed.

In the drawings in order to illustrate the application of this invention a street 3 is shown in which a car track 4 of usual design is mounted, the street being provided with a pavement 5 under which an electrical conduit 6 of standard or any preferred design is used. The conduit may be such as is used in cities for containing the electrical cable. On the other hand, if desired, I may employ a local source of energy under the pavement for lighting the indicator in a manner hereinafter described.

The conduit or other source of energy 6 has a tube 7 connected thereto the outer end of which communicates with a cup or receptacle 8 which forms a part of the base of the indicator. The upper end of the cup or base terminates short of the surface of the street and has a cover plate 9 mounted thereon the outer face of which lies flush with the surface of the street 3. It will be noted that the diameter of the cover plate is in excess of the diameter of the cup 8 so as to project the cover plate appreciably beyond the outer periphery of said cup. The upper part of the base of the indicator is designated 10 and consists of a substantially semi-spherical body. This body is mounted upon the cover plate 9 and has the lower margin thereof turned outwardly at right angles to provide a flange 11 which is engaged with the upper face of the cover plate 9 and the outer periphery of which lies flush with the outer periphery of said cover plate. The top of the upper half of the base issues into an internally screw-threaded socket 12 which has threaded thereinto the lower end of a column or standard 13. The upper end of said column or standard is also screwthreaded and engages a complemental socket 14 formed on the lower end of an indicator plate 15. The indicator plate in the present instance is shown to be of discal formation and is provided with indicia 16 thereon. The indicia in the present instance consists of the words "Safety zone", although this wording may of course be changed to satisfy the caprice of the city executive where the indicator is located. The plate 15 is preferably provided with an opening 17 above the socket 14 which receives an electric bulb 18 adapted to be lighted by electrical wires 19 passing upwardly through the column 13 in a manner hereinafter described. By providing the opening 17 the light 18 will be discernible from either direction in the line of travel on the street.

Mounted in the cup 8 is a metallic core 20 equipped with a primary winding 21, which is electrically connected by the terminals 21 of the winding to the source 6. The terminals 21 pass through the tube 7 as shown in Fig. 1. The core 20 is provided with a recess in the upper face thereof which is in alignment with an opening formed in the cover plate 9 and is adapted to receive a dowel 22 formed on the bottom of a metallic core 23. The core 23 has a secondary winding 24 mounted thereon, the terminals of which constitute the wires 19 heretofore

described which pass upwardly through the column 13. The core 23 may be engaged with the upper part 10 of the base by suitable insulated means 25 so that upward pressure on the column 13 will disconnect the cores 20 and 23.

In use of this device the electrical energy is transmitted from the source 6 through the tubes 7 and into the primary and secondary windings for lighting the light 18 in an apparent manner. When it is desired to remove the indicator from the street, to facilitate cleaning of the latter, during the passage of parades, or to permit the passage of emergency vehicles, etc. upward pressure upon the column 13 will cause the dowel 22 of the core 23 to be disengaged from the core 20. The cover plate 9 being flush with the surface of the street will cause no irregularity in the road of travel. When desired, the indicator may be repositioned in a facile and expeditious manner. Moreover, when desired the indicator plate 15 may be quickly removed, independently of the base of the indicator if it should be desired to paint the indicator plate, change the insignia thereon or otherwise alter or replace the same.

It is of course to be understood that various changes may be made in this device especially in the details of construction, proportion and arrangements of parts within the scope of the claims hereto appended.

What I claim is:—

1. A safety zone indicator for streets including a two part base each of which parts consists of a core equipped with electrical windings, said cores being complementally formed to interfit and having the windings of one core in connection with a source of energy, and an electrical indicator in connection with the windings of the other core.

2. A safety zone indicator including a base element counter-sunk beneath the surface of the street, a cover plate mounted on said element and lying flush with the street surface, and an indicator embodying a base element a portion of which latter extends through the plate and into engagement with the first said base element.

In testimony whereof I affix my seal.

JOHN D. ELBERT.