H. AUBERLIN.

STREET STANCHION.

APPLICATION FILED OCT. 12, 1914.

1,164,909. Patented Dec. 21, 1915.

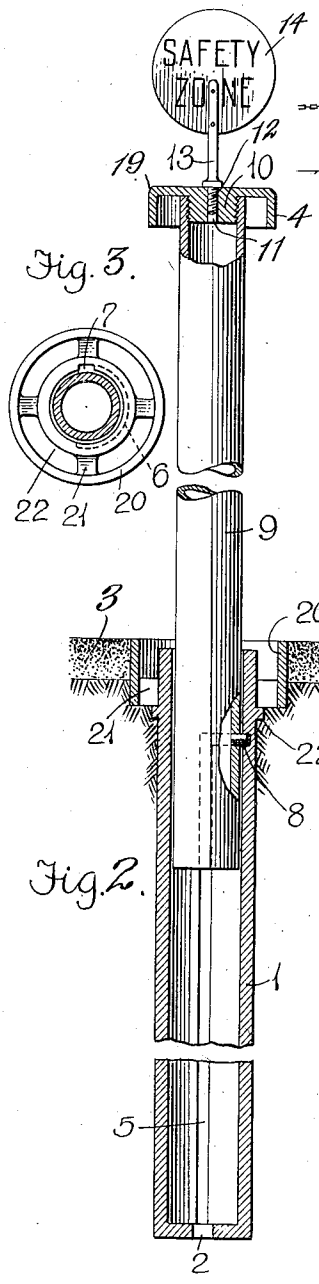


Fig. 2.

Fig. 3.



Fig. 4.

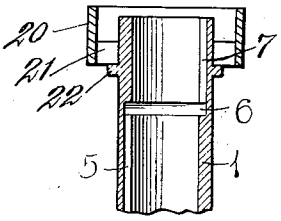


Fig. 1.

Witnesses
Chas. W. Stauffiger
Anna M. Doll.

Inventor
Herman Auberlin,
By Baldwin & Baldwin
Attorneys

UNITED STATES PATENT OFFICE.

HERMAN AUBERLIN, OF DETROIT, MICHIGAN.

STREET-STANCHION.

1,164,909. Specification of Letters Patent. Patented Dec. 21, 1915.

Application filed October 12, 1914. Serial No. 866,210.

To all whom it may concern:

Be it known that I, HERMAN AUBERLIN, a citizen of the United States of America, residing at Detroit, in the county of Wayne and State of Michigan, have invented certain new and useful Improvements in Street-Stanchions, of which the following is a specification, reference being had therein to the accompanying drawings.

This invention relates to a traffic sign, and more particularly to a street stanchion or post employed for indicating safety zones, reserved or restricted territory, and lanes of travel.

The objects of my invention are to provide a traffic sign that can be countersunk in the street and easily and quickly raised to an operative position, and to provide novel means for safely housing such a sign when not in use.

Other objects of my invention are to provide a street stanchion or post that can be made a street fixture, thereby obviating the necessity of traffic officers moving stanchions or posts from one position to another, and to furnish street stanchions or posts of the above type with detachable signs that permit of the stanchions or posts being used for various purposes.

With the above and other objects in view the invention resides in the novel construction, combination and arrangement of parts to be hereinafter specifically described and then claimed, and reference will now be had to the drawings, wherein—

Figure 1 is a longitudinal sectional view of a portion of a tubular casing constituting a combined support and housing for a stanchion; Fig. 2 is a view in elevation and partly in section of a traffic stanchion; Fig. 3 is a plan or view of the upper end of the street casing, and Fig. 4 is a diagrammatic view of a portion of a street provided with traffic stanchions in accordance with my invention.

In the drawing, the reference numeral 1 denotes the tubular casing or housing that has one end thereof open and the opposite end closed, with the exception of a small drain opening 2. An inner wall of the casing has a longitudinal groove 5 for the greater part of its length and the upper end of the groove communicates with a semi-circular groove 6, said groove 6 communicating with the lower or inner end of a longitudinal groove 7 extending to the open end of the casing.

The grooves 5, 6 and 7 provide clearance for a pin 8 projecting laterally from a tubular stanchion or post 9 slidable in the casing 1 and adapted to be housed thereby. The pin 8 is in proximity to the lower end of the stanchion or post and when in the groove 6 supports the stanchion in an elevated position, as shown in Fig. 2. By rotating the stanchion a quarter of a revolution in one direction the pin 8 alines with the groove 5 and permits of the stanchion being lowered. While rotating the stanchion a quarter of a revolution in the opposite direction the pin 8 alines with the groove 7, whereby the stanchion can be completely removed. This is essential in order that the stanchion can be painted or repaired.

The upper end of the stanchion 9 is provided with a detachable plug 10 having a central opening 11 with the walls thereof screwthreaded to receive the threaded stem 12 of a sign holder 13. The sign holder is provided with a suitable sign 14 upon which can be painted or otherwise marked "Safety zone" or other appropriate directions or indications.

A cap 19 having a depending flange 4 is made part of the plug 10 and detachably retained upon the upper end of the stanchion by said plug. The cap 19 is adapted to enter a sleeve 20 countersunk in the paving 3. The sleeve 20 has inwardly projecting lugs 21 adapted to rest upon a peripheral collar 22 of the casing 1, and said sleeve coöperates with the upper end of the casing 1 in providing an annular compartment to receive the depending flange 4 of the cap 19, whereby the cap may lie flush with the paving 3.

Sign holders can be easily attached and detached relative to the plug 10 and positioned to display the sign in a desired direction. Sign holders also serve functionally as handles or hand grips for raising and lowering the stanchion, also as means for retaining chains or other flexible connections 27 between a series of the stanchions arranged to define safety zones or lanes of travel, as shown in Fig. 4.

In some cities, stanchions are in use that have heavy base pieces and in order to provide or eliminate a safety zone or lane of travel it is necessary to wheel or carry the

stanchions from one position to another, such operation being laborious on account of the unwieldy nature of the stanchion. Furthermore, when a safety zone is to be eliminated on account of fire it is impossible for a single traffic officer to quickly move a series of stanchions and provide clearance for fire apparatus. With my improved stanchions, such labor and trouble is eliminated, as a traffic officer can easily and quickly place the stanchions out of commission and just as readily establish a safety zone when occasion requires. Should a stanchion be bent, broken or otherwise injured it is an extremely easy matter to remove the same from its casing or housing, and it is in this connection, that the stanchions can be maintained to present a neat and attractive appearance upon a street.

What I claim is:—

In a street stanchion, a casing adapted to be sunk in a pavement with the upper end thereof below the surface of the pavement, a collar carried by the upper end of said casing, a sleeve having inwardly projecting lugs supported by said collar around the upper end of said casing and said sleeve projecting above the casing and adapted to be countersunk in the pavement to coöperate with the upper end of said casing and providing an annular compartment, said sleeve having both ends thereof open, a post in said casing adapted to be raised and lowered relative to and removed therefrom, means adapted to hold said post in raised position, a cap carried by the upper end of said post and having a depending flange, said cap with its flange adapted to lie flush with the pavement above the top of said casing in the compartment formed by said sleeve and the upper end of said casing.

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

HERMAN AUBERLIN.

Witnesses:

ANNA M. DORR,

KARL H. BUTLER.