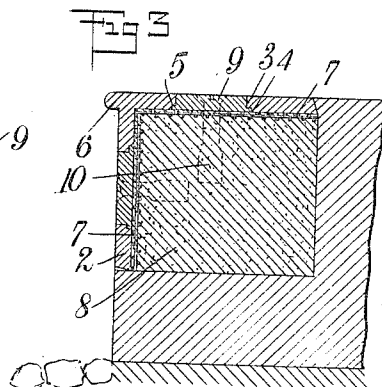
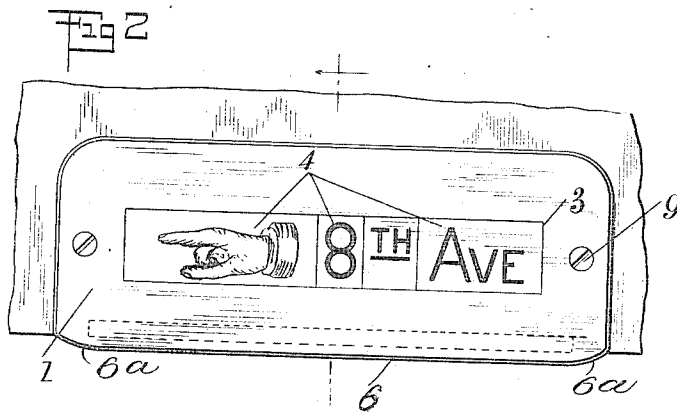
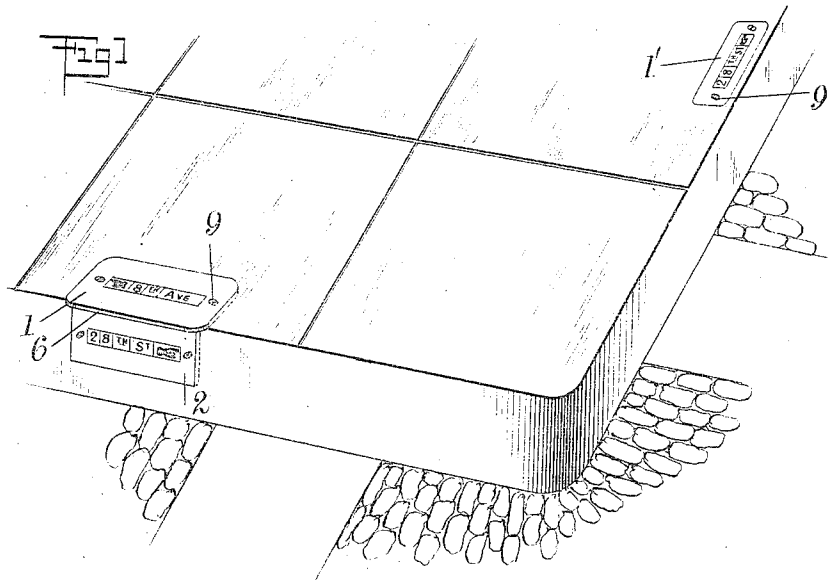


J. STRACHAN.
STREET SIGN.
APPLICATION FILED AUG. 29, 1911.

1,051,354.

Patented Jan. 21, 1913.



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STREET-SIGN.

1,051,354.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, JOHN STRACHAN, a citizen of the United States, and a resident of the city of New York, borough of Brooklyn, in the county of Kings and State of New York, have invented a new and Improved Street-Sign, of which the following is a full, clear, and exact description.

My invention relates generally to signs and more particularly it is directed to a street sign which is especially adapted to be positioned on the pavement or sidewalk adjacent the corners of intersecting streets.

The principal object of the invention is to provide a new and improved sign having means thereon whereby it may be secured in position on the sidewalk, the construction and arrangement being such that portions thereof are protected from injury by the wheels of passing vehicles.

A further object of my invention is to provide a new and improved street sign especially adapted to be positioned on the curb, the sign being constructed and arranged in such a way that it may be easily seen from passing cars or from the sidewalk of intersecting streets.

Other objects and advantages of the invention will appear as the description thereof proceeds, all of which is particularly pointed out and included in the appended claim.

Reference is to be had to the accompanying drawings forming a part of this specification in which similar characters of reference denote corresponding parts in all the views, and in which—

Figure 1 is a perspective view showing a sign in position; Fig. 2 is a top plan view of the sign; Fig. 3 is a sectional view thereof.

The sign is composed of a suitable body, preferably of integral construction, and comprises the parts 1, 2, which extend at right angles to each other, each of these parts forming a frame having an intermediate removed portion 3 adapted to receive and hold a number of characters 4 setting forth the names of intersecting streets on the corners of which the sign is adapted to be placed. The intermediate removed portion 3 is of greater width adjacent its bottom, as at 4', whereby when units containing suitable characters are assembled within this portion, they will be held against removal by reason of the engagement of the shoulders 5 at opposite sides of each, which

engage with the bottom of the removed portion. By constructing the sign in this way a large number of bodies or frames may be made similar in construction each of which is adapted to receive separate elements consisting of numerals or letters, thereby providing for signs at different points of intersection which insures a low cost of production.

As shown particularly in Figs. 2 and 3, the part 1 is preferably extended for a short distance beyond the outside of the part 2, as at 6, so that when the wheel of a vehicle passes closely adjacent the curb it will come into engagement with this extension or shoulder 6 whereby it is kept out of contact with the part 2 which is thus protected from injury; referring particularly to Fig. 2 it will be noted that the ends 6^a of the extension or shoulder 6 do not terminate abruptly but taper, gradually approaching the curbing along a curve, whereby an abrupt shoulder is avoided at these points, the curve formation providing for easy travel of the peripheral portions of the wheel in engagement with the sign.

Each of the parts 1 and 2 is provided adjacent its rear surface with a suitable fabric, 7, such as a woven wire or other suitable material, the presence of which offers a firm engagement between the body of the sign and the plastic or concrete 8 within which the sign is positioned; the plastic engages opposite sides of the fabric so that interlocking of the parts is insured and displacement or removal of the sign is prevented.

The sign is provided with suitable securing means in the nature of screws or bolts 9 which engage in a suitable securing member 10 carried within the walk or curbing, which member may be a quantity of lead poured therein or an expansion bolt or a plug of any suitable material. A convenient securing member may be made up from a length of pipe, the inside of which is threaded and the lower end of which is flattened, as shown particularly in Fig. 3, whereby it will be held against turning when embedded in the plastic as the screw or bolt is tightened.

The sign just described is especially adapted for use on the curbs of intersecting streets as shown in Fig. 1 which have car lines thereon so that, as the car proceeds, the names of the different cross streets may be easily seen from the car.

The material of which the parts of the

sign is made may be varied depending on the wishes of those using the same and the units 4 may be of any desired size or configuration and may be in the nature of letters or numerals, the inventive idea being to provide a sign made up of a body or frame having a number of independent units therein, the frame with the units being especially adapted to be positioned on a sidewalk adjacent the curb to indicate the names of adjacent streets, the construction and arrangement being such that the sign is protected from injury by the wheels of passing vehicles.

15 Having thus described my invention, I claim as new, and desire to secure by Letters Patent:—

20 A sign adapted to be positioned on a curbing comprising a body or frame made up of two parts extending at right angles to each other, one of the parts, when the sign is in

position, lying on top of the curb, and the other along the side thereof, each of the said parts being adapted to contain suitable letters or numerals, the said part lying on top 25 of the curb being extended beyond the outer face of the one extending along the side of the curb for a suitable distance, the ends of the said extension being curved, whereby when the sign is in position, the letters or 30 numerals on the part adjacent the side of the curb will be protected from injury, due to passing wheels, the wheels engaging the said extending portion.

In testimony whereof I have signed my 35 name to this specification in the presence of two subscribing witnesses.

JOHN STRACHAN.

Witnesses:

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