This invention relates to traffic control systems, and relates more particularly to improved means for controlling pedestrian traffic and for coordinating such traffic with vehicular traffic.

An important object of the present invention is to provide a novel pedestrian traffic control unit which is mounted in flush relation within the sidewalk curbs at street intersections, and which is provided with "Stop" and "Go" illuminated signs which are coordinated with the conventional automobile traffic lights and preferably are connected in the same circuit as the latter.

The signal device of the present invention is a self-contained structure comprising an outer housing open on one side, preferably at the top, to receive an inner housing containing the illuminated signs and other operative parts including the usual transformer for the neon tubes. The inner housing is a sealed unit which is locked within the housing by novel means, the upper wall of such inner housing preferably being formed of transparent plastic material through which the signs are visible, a substantially similar wall and signs being provided on the front of such inner housing. Thus, a pedestrian standing on the curb has two visible signs to guide him, one of which is horizontally disposed which he sees by looking downwardly, and the other, vertically disposed and located directly across the street with he is about to travel over.

The device of the present invention also lends itself to a particularly novel advertising arrangement.

Another object of the present invention is to provide improved pedestrian traffic control means which will greatly reduce the accident toll at street intersections since the elements of chance and confusion are definitely eliminated. Vehicular traffic lights must of necessity be placed in a position most suitable to the motorist, and in most instances this position is most unsuited to the needs of the person on foot. The structure of the present invention will provide every inducement to keep the person on the sidewalk until the light changes, will impress the pedestrian with his part in traffic safety, and is a definite aid to near-sighted or color-blind pedestrians. Moreover, it will speed up car traffic and reduce the need for the policing of intersections.

By mounting the complete unit in recessed relation within the curb there is no obstruction to normal pedestrian travel. Also, it illuminates the curb at night and hence reduces pedestrian injuries.

In the drawings:

Fig. 1 is a perspective view of a street intersection showing two of the signaling devices installed in recessed relation within the curbing.

Fig. 2 is a bottom plan view of a locking plate for securing the inner housing within the outer housing.

Fig. 3 is a perspective view of the inner housing.

Fig. 4 is a perspective view of the outer housing and the locking plate shown in Fig. 2.

Fig. 5 is a front elevation of the opaque plate containing translucent letters for advertising purposes.

Fig. 6 is a top plan view thereof.

Fig. 7 is a broken section taken on line 1-1 of Fig. 1.

Fig. 8 is a top plan view of the complete unit with the upper wall and the locking plate removed.

Fig. 9 is a transverse section taken on line 9-9 of Fig. 1.

An embodiment of the invention includes an inner housing 10 and an outer housing 11. The inner housing is formed with a lower wall 12, end walls 13 and 14, front and rear side walls 15 and 16, respectively, and an upper wall 20 of slightly larger dimensions than the lower wall, thus providing a flange 19 extending around such upper wall. Walls 15 and 20 are desirably formed from clear, transparent or translucent plastic material, and the remaining walls may be opaque and be formed of metal, plastic, or other suitable material. A suitable electrical plug 21 is mounted in end wall 15, and the inner housing may otherwise be a sealed unit.

Within the housing are one or more transformers 22 and a plurality of superimposed neon tubes spelling out the words of warning, etc. In the arrangement shown, there is tube 22 for the word "Go" and tube 24 for the word "Stop", both horizontally disposed and visible when lighted, as indicated in Figs. 1 and 3, through front vertical wall 15. There is further tube 23 for the word "Walk" and tube 25 for the word "Wait." The letters "W" and "A" may be common to both tubes. These tubes are visible, when lighted, through upper horizontal wall 20.

A suitable circuit (not shown) is arranged to alternately light the "Go" and "Walk" tubes and the "Stop" and "Wait" tubes. As was earlier pointed out, this system may be operated by the same timing mechanism as is employed for the "Stop" and "Go" automobile traffic lights.

For the purpose of separating the front vertical tubes 23 and 24 from the upper horizontal tubes 25 and 26, an angular baffle plate (Fig. 9).
is employed, such plate having a base portion 30, horizontal portions 31 and 32, and vertical portions 33 and 34. Such baffle plate effectively shields the tubes in one area from those in the second area. In addition to the foregoing tubes, there are horizontal tubes 35 which are arranged to continuously illuminate when the device is in operation for illuminating the advertising signs.

The outer housing comprises a lower wall 39, an end wall 40, a front wall 41 having openings 42 and 43 therein, a rear wall 44 and an opposite end wall 45. There is further provided an extension 46 associated with end wall 45. The outer housing is arranged to be permanently mounted within an opening 50 within the curb 51. A recess 52 extends around the three sides of the opening adjacent the upper surface 53 of the curb. The front wall 41 of the outer housing is substantially flush with the vertical wall 51 of the curb and recess 52 is of such size as to receive upper transparent or translucent wall 20 of the inner housing, the flanges 19 extending around three sides of such upper wall being disposed within such recesses.

For the purpose of locking the inner housing within the outer housing, end wall 44 of the former is provided with a key 55 which is received within an opening 57 in end wall 49 of the outer housing. After the inner housing is mounted in place within the outer housing it is locked at its opposite end by means of locking plate 60 shown in detail in Fig. 2. This locking plate is provided on its lower surface with a circular operating disc 61 which is arranged to be rotated by means of a screw 62 extending to the upper surface of such plate.

Locking bolts 64 are pivotally secured at their inner ends, as shown at 65, around the periphery of disc 61. Guides 67, within which the bolts slide, confine movement of the outer ends of these bolts to a substantially straight-line reciprocating movement. End wall 13 of the inner housing is provided with an opening 70 for one of such bolts, and there are further provided similar openings 72 in the extension 46 of the outer housing. Thus, after the inner housing is in place within the outer housing with key 55 inserted within opening 57, locking plate 60 is inserted in place and the bolts 64 are actuated to move outwardly into their respective openings. End wall 46 of the extension of the outer housing is provided with an opening 73 through which the electrical cable (not shown) may pass to plug 21.

It was earlier pointed out that the inner housing is provided with horizontal tubes 35 for illuminating the advertising signs. These signs are shown in Figs. 5 and 6, and may comprise a plate 75 of opaque plastic material having formed therein letters 16 of translucent or somewhat transparent plastic material. Thus, the neon tubes 35 behind such plate illuminate the translucent letters. Plate 75 may be mounted within opening 43 by means of angle brackets 77 secured, as by means of pin 78, to such plate. These angle brackets have rearward extensions which are disposed behind side wall 41. The traffic control device of the present invention lends itself to novel advertising arrangements in that the words "Stop" and "Go" may be followed by the word "For" which in turn is followed by some well known trade-mark. Thus, in the arrangement shown in the drawing the letters 76 on plate 75 spell out the words "For Clix," which is offered by way of illustration only.

While one form or embodiment of the invention has been shown and described herein for illustrative purposes, and the construction and arrangement incidental to a specific embodiment thereof have been disclosed and discussed in detail, it is to be understood that the invention is limited neither to the mere details or relative arrangement of parts, nor to its specific embodiment shown herein, but that extensive deviations from the illustrative form or embodiment of the invention may be made without departing from the principles thereof.

What I claim is:

1. A pedestrian traffic control device comprising an inner and an outer housing, the latter arranged to be received in recessed, substantially flush relation within a sidewalk curb, the inner housing being provided with translucent top and front walls, a changeable sign disposed adjacent such top wall and such front wall and arranged to be visible to a pedestrian adjacent one of said walls, a partition disposed between the top wall sign and the front wall sign, and means for interlocking the housings.

2. A pedestrian traffic control device comprising an inner and an outer housing, the latter arranged to be received in recessed, substantially flush relation within a sidewalk curb, the inner housing being provided with translucent top and front walls, changeable signs disposed adjacent such walls and arranged to be visible to a pedestrian standing adjacent one of said walls, a partition disposed between the top wall signs and the front wall signs, and means for locking the inner housing within the outer housing comprising a locking plate provided with a plurality of locking bolts, the housings having recesses for receiving such locking bolts when in extended position.

3. A pedestrian traffic control device comprising an inner housing and an outer housing which is open at the top, such outer housing being arranged to be received in recessed, substantially flush relation within a sidewalk curb, the inner housing being a sealed unit which is provided with translucent top and top walls, the latter being substantially flush with the sidewalk level of the curb, changeable signs disposed adjacent such top and front walls and arranged to be visible to a pedestrian standing adjacent one of said walls, means for shielding the top wall sign from the front wall sign, and means for locking the inner housing within the outer housing.

4. A pedestrian traffic control device comprising an inner and an outer housing, the latter being open at its top and arranged to be received and secured within a recess in a sidewalk curb or the like, the front wall being substantially flush with the vertical wall of such curb, such outer housing being provided with an extension at one end thereof which is formed with an opening for an electrical connection, the inner housing being provided with translucent front and top walls, the latter being arranged to be substantially flush with the sidewalk level of the curb, changeable signs disposed adjacent such top and front walls and arranged to be visible to a pedestrian standing adjacent one of said walls, a baffle plate disposed between the top wall signs and the front wall signs, and means for locking the inner housing within the outer housing comprising a locking plate provided with a plurality of locking bolts and arranged to overlie the extension of the outer housing, the housings having recesses
5 for receiving such locking bolts when the latter are in locked position.

5. A combined pedestrian traffic control and advertising sign arranged to be received in substantially flush relation within a recess in a sidewalk curb, and comprising inner and outer housings, the former being provided with translucent front and top walls, such latter wall being substantially flush with the sidewalk level, changeable illuminated traffic signs disposed adjacent to said front wall and said top wall in one section of the inner housing and a partition disposed between such signs, an advertising sign in another section of said housing, means for illuminating such sign, the outer housing being open at its upper end to receive the inner housing, the indicia on the traffic signs being of such a nature as to cooperate with the advertising sign to produce an intelligible word message.

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