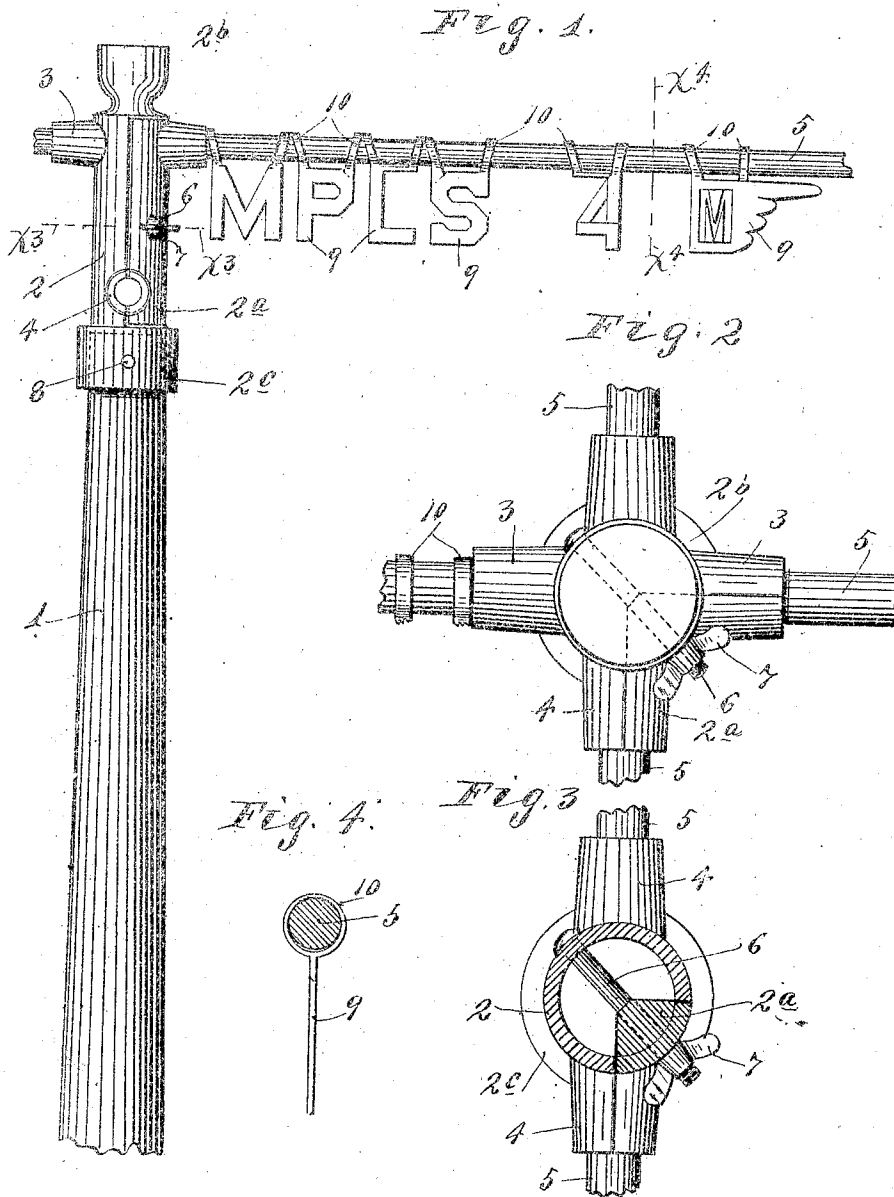


F. E. WATKINS
CROSS ROAD SIGN.
APPLICATION FILED NOV. 21, 1907.

905,392.

Patented Dec. 1, 1908.

2 SHEETS—SHEET 1.



Witnesses.
Harry Opsahl.
L. L. Simpson.

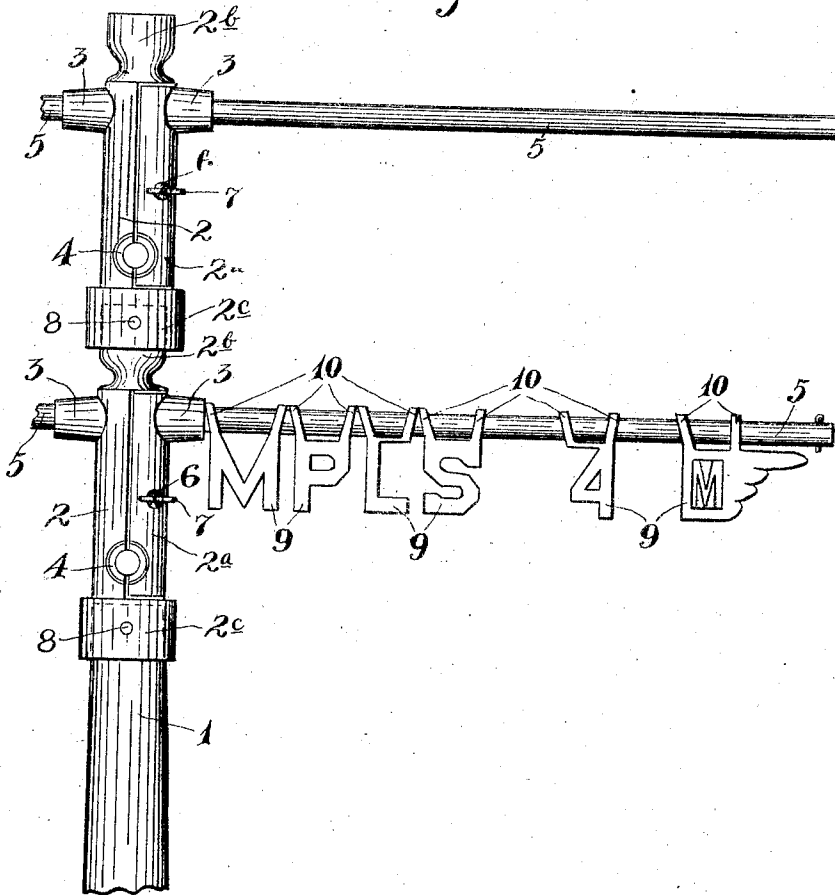
Inventor
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905,392.

Patented Dec. 1, 1908.

2 SHEETS—SHEET 2.

Fig. 5.



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UNITED STATES PATENT OFFICE.

FRANK E. WATKINS, OF MENOMONIE, WISCONSIN, ASSIGNOR TO GLOBE IRON WORKS CO.,
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CROSS-ROAD SIGN.

No. 905,392.

Specification of Letters Patent.

Patented Dec. 1, 1908.

Application filed November 21, 1907. Serial No. 403,162.

To all whom it may concern:

Be it known that I, FRANK E. WATKINS, a citizen of the United States, residing at Menomonie, in the county of Dunn and State of Wisconsin, have invented certain new and useful Improvements in Cross-Road Signs; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention has for its object to provide an improved cross road sign and to this end it consists of the novel devices and combinations of devices hereinafter described and defined in the claims.

The improved sign is illustrated in the accompanying drawings wherein like characters indicate like parts throughout the several views.

Referring to the drawings, Figure 1 is a view in elevation with some parts broken away, showing the improved sign. Fig. 2 is a plan view of the sign, with parts broken away. Fig. 3 is a horizontal section taken on the line $x^3 x^3$ of Fig. 1. Fig. 4 is a section taken on the line $x^4 x^4$ of Fig. 1; and Fig. 5 is a view in side elevation showing the improved sign with several of the so-called caps one upon the other.

To the upper end of a post 1, the lower end of which will usually be embedded in the ground, is secured a tubular cap 2 which is provided with a detachable segmental section 2^a that extends less than from end to end thereof, so as to leave a head 2^b at the upper end of said shaft and a pole receiving socket 2^c at the lower end thereof. The segmental section 2^a extends through approximately 90 degrees and intersects centrally one of a pair of transversely axially aligned upper sleeves 3 and one of a pair of transversely axially aligned lower sleeves 4. The sleeves 3—3 extend at 90 degrees to the sleeves 4—4.

Horizontally extended supporting rods 5, preferably of wrought iron pipe construction, but of any suitable material, are adapted to be passed through the aligned sleeves of the pole cap, and these poles are adapted to be projected, either at both ends or only at one end, as circumstances may require. The supporting rods are adapted to be rigidly clamped and held in any set adjustment by a pinching action between the halves

of the sectional sleeves 3 and 4, and this pressure is preferably produced by a bolt 6 and cooperating nut 7, which bolt is passed diametrically through the body 2 and detachable section 2^a of the cap. The upper end of the supporting post 1 is inserted into the socket 2^c of the cap 2 and is adapted to be securely held against displacement by a nail or screw 8 driven through said socket and into said pole.

The letters and figures that indicate the distance and direction to a particular town or place in any of the several directions at the cross roads or road intersection, are all indicated by the numeral 9, and these are provided with supporting rings 10 that are loosely telescoped onto the proper end or portion of the supporting rod 5. These rings 10 are preferably cast integral with the upper portions of the said letters and figures 9. The said letters and figures are thus freely suspended so that they are capable of being revolved around the supporting rod. Hence, they cannot be easily broken. If, as will probably frequently happen, they are struck by a stone thrown by a person of destructive inclination, they will offer but very little resistance to the stone and will simply be set whirling around the supporting rod. Also these letters and figures may be very quickly and easily placed in position and removed from their supporting rods and the rods may be adjusted for the proper projection. When the sign is placed at the intersection of two roads both rods 5 will be projected at both ends and the proper letters and figures applied to all the projecting ends thereof.

The device above described is very durable; is capable of ready adaptation and adjustments for different locations and, furthermore, is not of great cost.

The letters and figures 9 are preferably cast and have usually been made of aluminum but may, of course, be made of any other suitable metal or material.

It will, of course, be understood that where two roads intersect at other than a right angle the cap should be provided with seats arranged to support arms or rods at an angle corresponding to the oblique angle between the roads. In some instances, such as for sign work, it may be desirable to secure several so-called caps one above the other, and in such cases the socket of an up-

per cap might be telescoped and clamped on to the head 2^b which connects with the upper end of a lower cap. Also in some cases it may be desirable to support the so-called
5 cap or head from a horizontally projecting arm, bracket or other support.

The device while especially designed as a cross road sign is, nevertheless, capable of more general use.

10 What I claim is:

1. A sign comprising a post having a cap at its upper end with transversely extended axially aligned sleeves, a supporting rod adjustably secured in said sleeves, and a multiplicity of individual characters having rings
15 or eyes telescoped onto said rod and pivotally supporting said characters, substantially as described.

2. A sign comprising a post, a cap applied
20 to the upper end of said post and provided with a segmental detachable section and with transversely extended sleeves, one of which is split and is formed in part on the body and in part on the segmental section
25 of said cap, a horizontally extended rod telescoped through said split sleeve, means for clamping the sections of said cap together and the sections of the split sleeve onto said rod, and a multiplicity of figures supported
30 by said rod, substantially as described.

3. In a sign, the combination with a post and a cap therefor, said cap comprising a body portion 2 with a socket 2^c and detachable segmental section 2^a, and the said cap
35 having the transversely extended sleeves 3, certain of which are split, of the transversely extended supporting rods 5 tele-

scoped through the aligned sleeves 3, a nutted bolt passed through the body 2 and segmental section 2^a of said cap for clamping
40 the said parts together, and a multiplicity of individual characters having rings or eyes telescoped onto said rods and supporting said characters with freedom for rotation
45 around the respective supporting rods, substantially as described.

4. A cap for sign posts having a socket at its lower end, a head at its upper end and an intermediate detachable segmental section, a supporting rod fitting a seat formed
50 in part in the main section and in part in the supplemental section of said cap, and means for clamping said main and supplemental sections together and onto said rod, substantially as described. 55

5. In a sign, the combination with a post and a cap therefor, said cap comprising a body portion with a socket and a head, and the said cap having a transversely extended sleeve, a second cap having a socket that fits
60 the head of the first named cap, of a transversely extended supporting rod telescoping through said sleeve, and a multiplicity of individual characters mounted on said supporting rod with freedom for rotation
65 around the said rod, substantially as described.

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

FRANK E. WATKINS.

Witnesses:

W. C. RIBENACK,
EVA A. GILKERSON.