

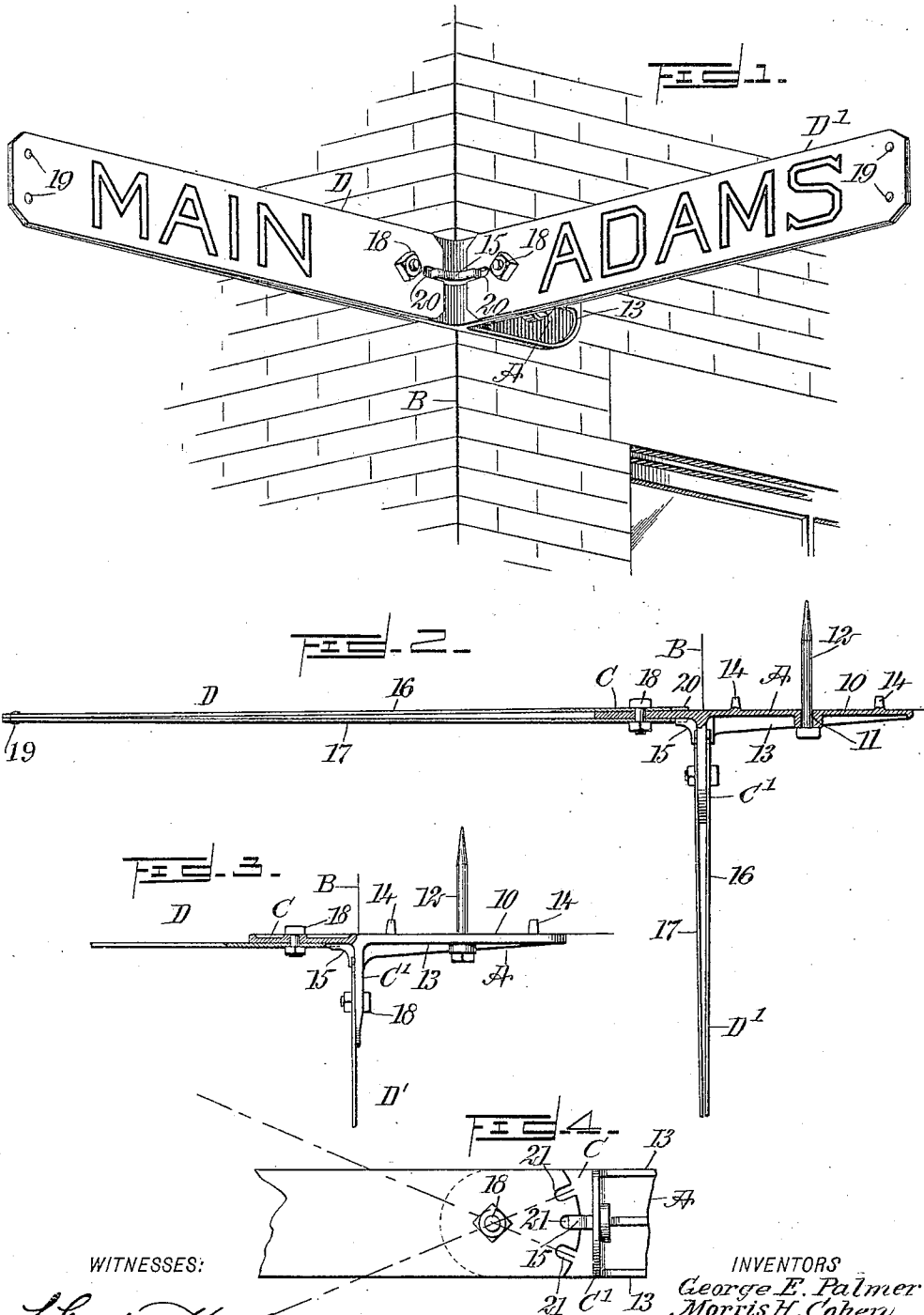
No. 838,893.

PATENTED DEC. 18, 1906.

G. E. PALMER & M. H. COHEN.
STREET CROSSING INDICATOR.

APPLICATION FILED FEB. 21, 1906.

2 SHEETS—SHEET 1.



WITNESSES:

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J. H. ...

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George E. Palmer
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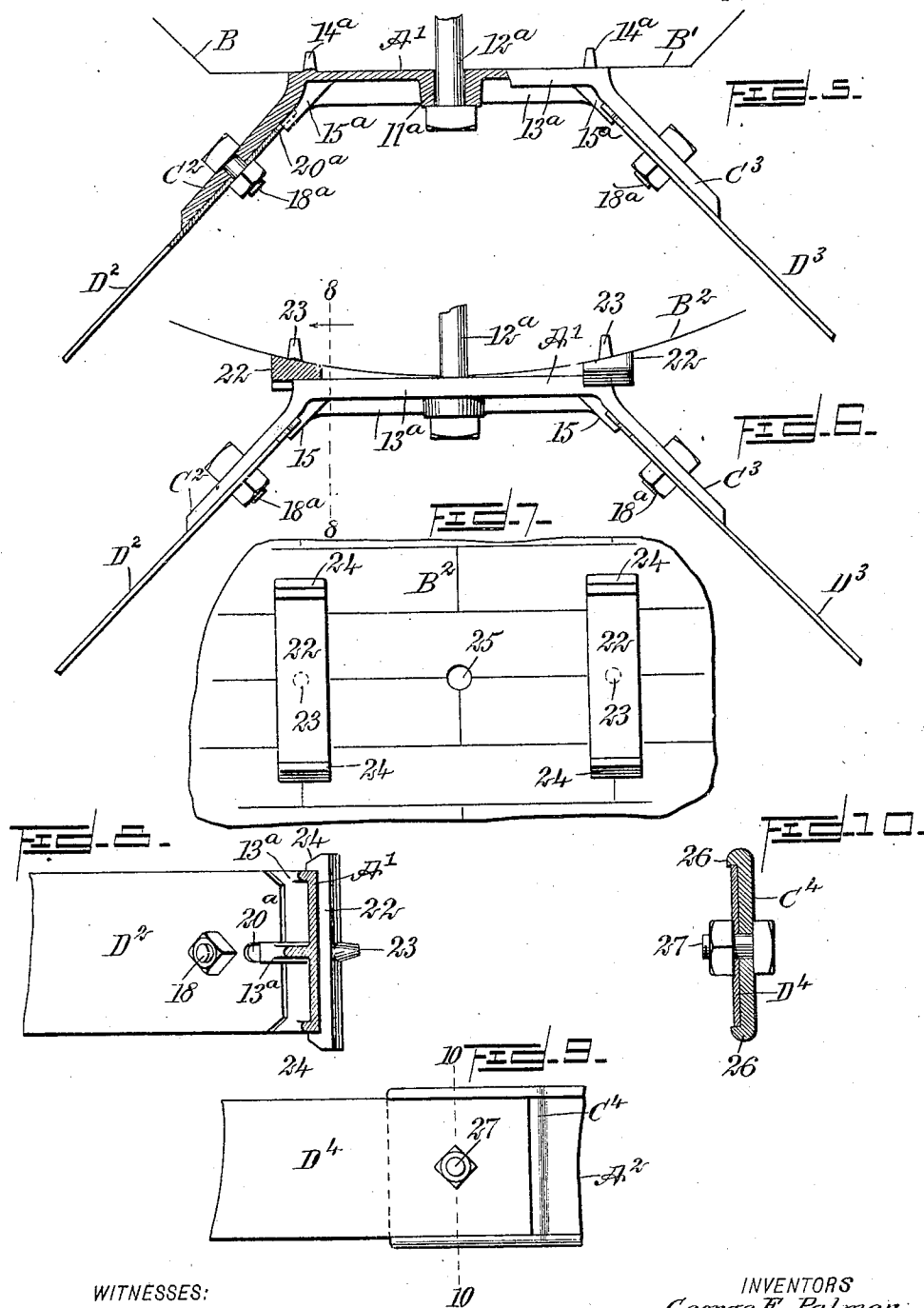
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UNITED STATES PATENT OFFICE.

GEORGE ERNST PALMER AND MORRIS HENRY COHEN, OF BUTTE,
MONTANA.

STREET-CROSSING INDICATOR.

No. 838,893.

Specification of Letters Patent.

Patented Dec. 18, 1906.

Application filed February 21, 1906. Serial No. 302,214.

To all whom it may concern:

Be it known that we, GEORGE ERNST PALMER and MORRIS HENRY COHEN, citizens of the United States, and residents of Butte city, in the county of Silverbow and State of Montana, have invented a new and Improved Street-Crossing Indicator, of which the following is a full, clear, and exact description.

The purpose of the invention is to provide a street-crossing indicator of very simple construction and striking appearance and one which will carry two sign-boards at angles to each other and which can be quickly and conveniently set up and applied to a corner of a building, no matter whether the corner is a right-angle one or one in which the corner is flattened or rounded off at the meeting of its members.

Another purpose of the invention is to provide a street-crossing indicator which can be quickly and readily seen and read by persons on the sidewalk or street from almost every position within reasonable distance of the crossing and one which does not require a person to look back when in search of a street running crosswise to the street upon which the person may be traveling.

Another purpose of the invention is to so construct a street-crossing indicator that it may be made of metal, painted or enameled, and wherein the sign-boards are carried by a common base and extend out from the structure to which the base is secured, so that said sign-boards are out of reach of the dirt usually washed down the walls by the rain.

The invention consists in the novel construction and combination of the several parts, as will be hereinafter fully set forth, and pointed out in the claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the figures.

Figure 1 is a perspective view of the improved crossing-indicator applied to a building having a sharp corner. Fig. 2 is a sectional plan view of the device constructed as shown in Fig. 1. Fig. 3 is a sectional plan view of the device, drawn upon a smaller scale, illustrating a slight difference in the construction of the sign-boards. Fig. 4 is a detail front elevation of a portion of the device, illustrating another slight difference in

the construction of the sign-boards. Fig. 5 is a sectional plan view of the device, illustrating its construction when applied to a building having the corners squared off. Fig. 6 is a sectional plan view of the device, illustrating its construction when applied to a rounded corner. Fig. 7 is a front elevation of a portion of a wall prepared to receive the device shown in Fig. 6. Fig. 8 is a vertical section taken practically on the line 8 8 of Fig. 6. Fig. 9 is a front elevation of another construction of the sign-board and the wing of the base which receives the board, and Fig. 10 is a vertical section taken practically on the line 10 10 of Fig. 9.

A represents the base of the device, and it is usually constructed of cast yet malleable metal, the said base being provided with a flat back 10 to rest evenly against the outer face of a building, as is shown in Figs. 1 and 2, and at the central portion of the said base a suitable opening 11 is made for the passage of a spike or a bolt 12 for the purpose of securing the device to the building, and the said base is usually strengthened by marginal and intermediate flanges 13. In the further construction of the base spurs 14 are made to extend from the back of the said base, one at each side of its center, which spurs are driven into the wall of the building when the base is first applied thereto, so as to hold the device in place while the main fastening-bolt 12 is being placed in position.

At one end of the base A, and preferably integral with the outer end of said base, a wing C is formed, the rear face of the said wing being practically flush with the rear face of the base, and said wing C is in longitudinal alinement with the base, while a second wing C' is attached to or made integral with the base where the said base connects with the wing C. The wing C' extends outward from the base at right angles thereto and also at right angles to the wing C, as is shown in Figs. 2 and 3, and at the central portion of the opposing faces of the two wings C and C' an angular key 15 is formed integral with the said wings, extending longitudinally a given distance along each wing, as is also shown in Figs. 2 and 3. In connection with the said wings C and C' two sign-boards D and D' are employed. Under the construction shown in Figs. 1 and 2 each sign-board is composed of two strips of metal

16 and 17, placed back to back, the outer ends of the said strips being connected by bolts or rivets 19. The sign-board D is that which is to be connected with the wing C, and the sign-board D' is that which is to be connected with the wing C', as is shown in Figs. 1 and 2.

In making the attachment of the sign-boards to the wings the inner ends of the strips constituting the sign-boards are made to engage with opposite sides of the said wings, and the inner ends of the said strips 16 and 17 of the sign-boards are held in position by bolts 18, passed through their members and through the wings to which the members are applied, and in order that the members of the sign-board shall not slip or turn on the bolt 18 slots 20 are made in the inner ends of the members on the outer faces of the wings—for example, the members 17—and when the sign-boards are placed in position the ends of the key 15, above referred to, enter the said slots, as is particularly shown in Fig. 1.

By making the sign-boards of the two strips 16 and 17 a very light weight of metal may be employed, and the name of the street to be indicated can be enameled on the outer face of each of the said members of the sign-board, and the two members so strengthen one another that the sign-board will not bend, and thereby tend to crack the enamel; but, if desired, each sign-board may consist of but a single piece of material, as shown in Fig. 3. Such a sign-board may be enameled on both sides and have the name of a street produced in any approved manner on one or on both sides.

In Fig. 4 we have illustrated an adjustable construction of sign-board in which the inner end of a sign-board is rendered more or less segmental and is provided with a series of slots 21 at said rounded end, either one of which slots may receive an end of the key 15, and in this manner a sign-board may be given an upward or a downward inclination or be held horizontally, as shown in Fig. 4. It is also obvious that under this construction of sign-board one sign-board may be adjusted in one direction and the other sign-board in a different direction without the adjustment of one interfering with the adjustment of the other.

In Fig. 5 we have shown the adaptation of the device to the corner B, having a flat surface B', and under such a construction the base A' is provided with a central opening 11^a for the passage of a bolt or spike 12^a and is also provided with marginal and intermediate strengthening-flanges 13^a and spurs 14^a at the back. The wings C² and C³ are located in this form of the device, one at each end of the base A' and are preferably integral therewith, and the said wings extend outward from the base, but are inclined in opposite

directions. The sign-boards D² and D³ are attached one to the inner face of the wing C² and the other sign-board to the opposing face of the wing C, the attachment being made by bolts 18^a, and each of the said sign-boards is provided with a slot 20^a at its inner end to receive an end of a key 15^a, one of which keys is provided for each of the wings.

In Fig. 6 we have shown the application of the device to a corner having a rounded surface B². The construction of this form of the device is identical with that shown in Fig. 5, with the exception that the spurs 14^a are omitted from the base and in their stead two gibs 22 are employed, the inner portions of which are provided with flanges which extend outward and are adapted to receive between them the top and bottom edges of the body A, and each of these gibs is provided with a spur 23 at the central portion of its back.

In applying the device to the rounded surface B² the gibs are first placed in position on the wall, as shown in Fig. 7, the wall having been provided with an opening 25 to receive the bolt or spike employed for attaching the base directly to the wall, and when the base is applied to the wall it is swung in or made to fit snugly between the flanges 24 of the gibs, as is shown in Fig. 6. It is evident that by moving the gibs 22 inward or outward the base may be made to fit perfectly upon curved surfaces of varied radii.

It will be understood, as illustrated in Fig. 6, that the back faces of the gibs are more or less concaved.

In Figs. 9 and 10 we have illustrated another manner of holding the sign-boards employed in connection with the base against lateral movement in the wings forming a portion of the base, and this construction may be applied to any form of base or any arrangement of wings relative to the base. Under said construction shown in Figs. 9 and 10 the slots at the inner ends of the sign-boards are omitted, and the keyways of the other constructions are not needed, as each wing is provided on one face, preferably its outer face, with a flange 26 at the top and at the bottom, and when a sign-board is fitted to a wing its upper and lower edges at its inner end fit snugly against the opposing faces of the flanges 26, and the sign-boards are then held in position by bolts 27, passed through them and their carrying-wings.

It will be understood that the crossing-indicator need not necessarily be adapted to a wall or corner of a building, since it is equally applicable to a post or other support standing alone.

Having thus described our invention, we claim as new and desire to secure by Letters Patent—

1. In a street-crossing indicator, a base, 130

means for attaching the said base to a wall, wings forming an integral portion of the said base, which wings are at angles to each other, a sign-board engaging each wing at the inner end of said sign-board, and means for removably and adjustably securing the sign-boards to the said wings, the sign-boards being in the same longitudinal plane as the wings to which they are secured.

2. In a street-crossing indicator, the combination with a base and wings forming an integral portion of the base, the wings being at angles to each other, keys located on opposing faces of the said wings where they connect with the base, and sign-boards for the said wings, the said sign-boards being each constructed of two members placed back to back and secured together at their outer ends, their inner ends being in engagement with opposite faces of the wing to which the board is to be applied, the inner end of one of the members of the board being provided with a slot to receive one of the said keys, and a fastening device for securing both members of a board to the wing to which it belongs.

3. In a street-crossing indicator, a base, wings integral with the said base, said wings being at angles to each other, the said base being provided with a flat rear face for engagement with a wall and with spurs for entering the wall, means for attaching said base to the wall, and a sign-board removably connected with each of the said wings.

4. In a street-crossing indicator, a base

adapted to be secured to a support and having wings standing at an angle one to the other, sign-boards, a bolt securing a sign-board to each wing, and means for preventing the sign-boards from turning on the said bolts.

5. In a street-crossing indicator, a base adapted to be secured to a support and provided with wings standing at an angle one to the other, sign-boards pivotally connected with the wings, and a key-and-slot connection between the inner ends of the sign-boards and the wings.

6. In a street-crossing indicator, a base adapted to be secured to a support and having spurs on its inner face for engaging the support, and provided with wings standing at an angle one to the other, keys on the opposing faces of the wings, sign-boards having their inner ends slotted for engaging the keys, and a bolt passing through each sign-board and wing.

7. In an indicator, a support provided with a key, a sign-board having its inner end slotted to receive the key of the support, and a bolt passing through the sign-board and support.

In testimony whereof we have signed our names to this specification in the presence of two subscribing witnesses.

GEORGE ERNST PALMER.

MORRIS HENRY COHEN.

Witnesses:

ERNST J. MULLER,
M. J. SPERLING.