

1,308,658.

Patented July 1, 1919.

Fig. 1.

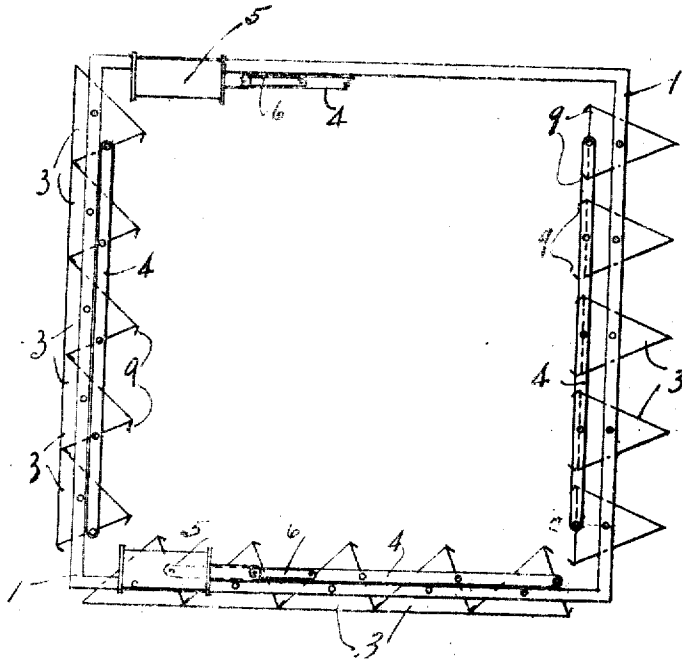


Fig. 2.

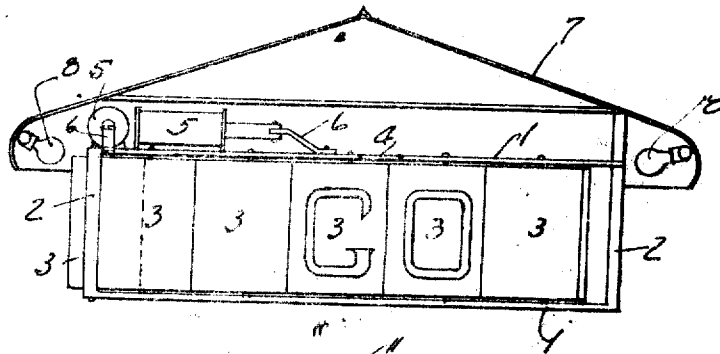
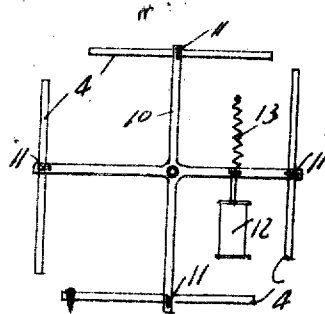


Fig. 3.



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STREET-CROSSING SIGNAL.

1,308,658.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, WILLIAM E. CARR, a citizen of the United States, and a resident of Seattle, in the county of King and State of Washington, have invented certain new and useful Improvements in Street-Crossing Signals, of which the following is a full, true, and exact specification.

My invention relates to street crossing signals and has for its principal object to provide a traffic signal for street crossings which embodies means for displaying printed instructions to traffic; to provide means for rapidly changing the device so as to display a different set of printed instructions. Another object of my device is to provide a series of independently operated visible word signals for traffic moving in two or more directions at cross streets. In the control of street traffic at intersections of busy thoroughfares it is customary to have a traffic officer at street intersections who controls the traffic in all directions by some form of signal. My device is designed to be supported from over-head wires at the intersections of the streets and to be controlled from a convenient point on the curb line, thus obviating the necessity of the traffic officer standing in the center of the street intersections. While my device as shown combines the signaling means for traffic in all four directions in one piece of apparatus, it will be understood that separate sections of my device may be used independently on each corner of the street intersection.

Other objects will appear as my invention is more fully explained in the following specifications, illustrated in the accompanying drawing and pointed out in the appended claim.

In the drawings Figure 1 is a plan view of my device with parts broken away and duplicate parts omitted. Fig. 2 is a side elevation of same with parts broken away. Fig. 3 is a diagrammatic plan illustrating alternative operating mechanism.

Referring more particularly to the drawings, numeral 1 indicates square top and bottom frames which are open centrally and which are tied together in parallel relationship with corner posts 2. Intermediate the corner posts 2 and the frames 1 a series of triangular vanes 3 are pivotally mounted to frames 1. The vanes 3 are so positioned

and arranged with respect to each other as to be easily thrown into line so that one face of each of them lies in a common plane and they are easily revolved until another set of faces are brought into a common plane. The vanes illustrated in Fig. 1 show those on the left and side as being arranged so that one face of each vane lies in a common plane. In this position a word or other instructions is printed upon the exposed faces of the vanes. Other words or instructions may be printed upon the adjacent faces of the vanes so that when they are revolved a new set of instructions are visible and the previous set is hidden from view. The vanes 3 on each side of frames 1 are pivoted to a common bar 4 so that they may be quickly revolved to a new position by a lengthwise movement of the bar 4. The vanes shown to the right of Fig. 1 are in a neutral position; that is, they are not displaying any signals as none of their faces are thrown into a common plane. The signals are left in this position at night or when not in operation. Solenoid magnets 5 are provided one adjacent either end of each bar 4 and have their cores connected by means of links 6 to bars 4. The function of the solenoids is to operate the connected vanes upon each side of the frames 1. It is advantageous to have each side operate independently upon the corners which have car lines which turn the corner as in this case it is frequently desirable to let a certain line of traffic on one side of the street proceed while lines on the other side of the street are held up. My device is preferably covered with a roof 7 which overhangs the vanes and shields lighting globes 8 which are used after night. Each of the vanes 3 are provided with stop lips 9 which hold the various vanes in each battery in proper alignment when their faces are thrown into a common plane and further close the slight gap between the various vanes. This is an important and novel feature of my device.

Referring to Fig. 3—when it is desired that all sides of the signal be changed simultaneously, which would be the case at intersecting streets which do not have car lines, I provide a spider 10 having slotted ends which cooperate with pins 11 which are mounted upon bars 4. A single solenoid 12 and a return spring 13 operate all four batteries of vanes in this case. A gong or other

audible signal may be used in combination with my device if desirable.

While I have shown a particular form of embodiment of my invention, I am aware that many minor changes therein will readily suggest themselves to others skilled in the art without departing from the spirit and scope of the invention, and I therefore desire to avoid being limited to the exact form shown and described.

Having described my invention, what I claim as new and desire to protect by Letters Patent, is---

In a device of the class described the com-

bination of isosceles triangular vanes with one side of each triangle lying in the same plane and adjacent each other, inwardly projecting lips on the edges formed by the intersection of the base and the sides of each vane, the projecting portion of one of the lips coöperating with the inclined face of the adjacent triangle, whereby the faces which lie in the same plane are held in proper alinement and the spaces between adjacent vanes are closed, a stationary pivot arranged centrally of each vane.

WILLIAM E. CARR.