

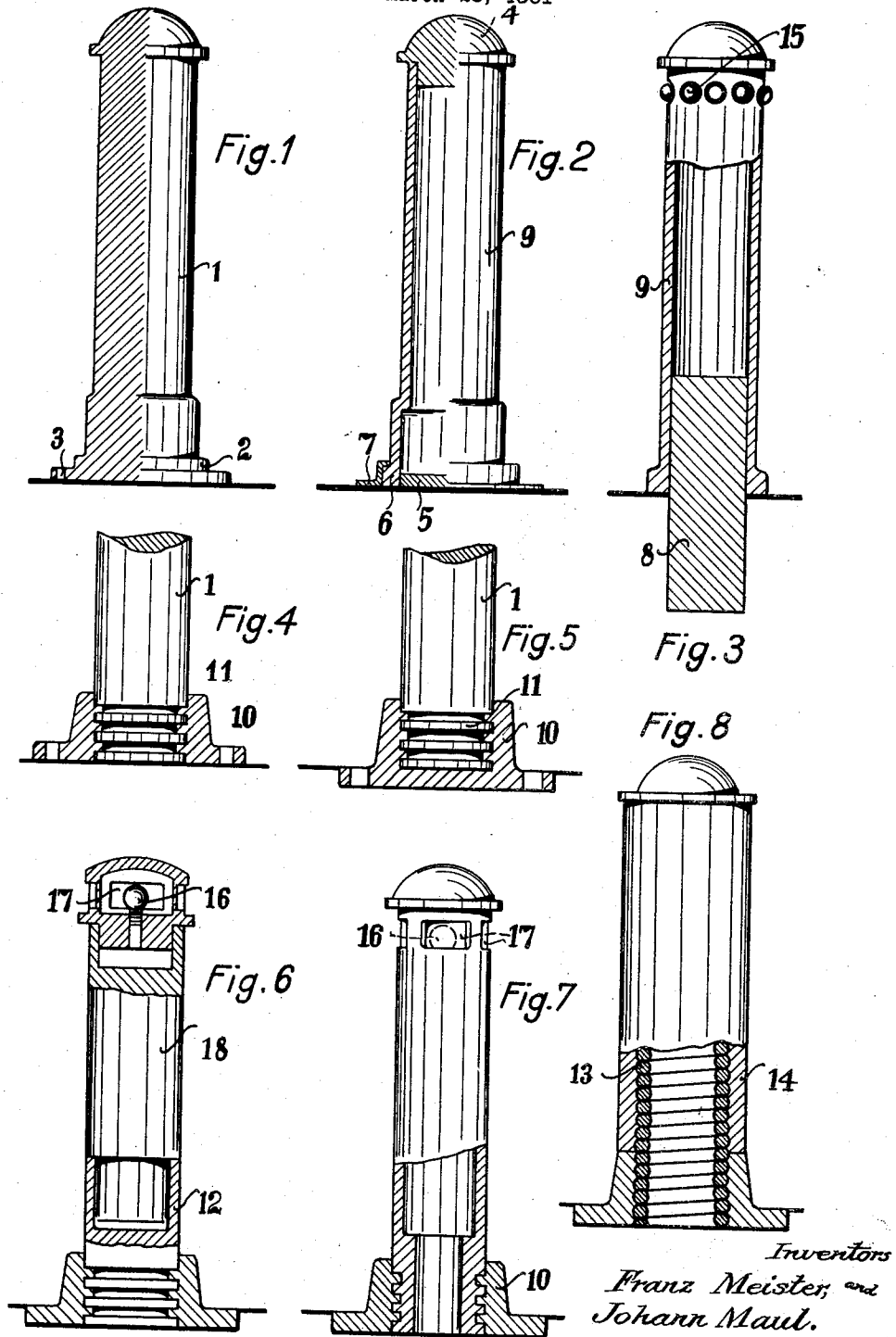
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F. MEISTER ET AL

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PILLAR OR POST STANDING IN THE STREET TRAFFIC

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Inventors
Franz Meister, and
Johann Maul.

By William C. Linton.
Attorney.

UNITED STATES PATENT OFFICE

FRANZ MEISTER AND JOHANN MAUL, OF MUNICH, GERMANY

PILLAR OR POST STANDING IN THE STREET TRAFFIC

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The object of the present application refers to improvements of pillars or posts standing in the street traffic such as for instance sign posts, stands, illumination pillars, and the like. Such posts were made heretofore of stone, concrete, iron or wood and are serving to regulate the traffic, specially the traffic of motor vehicles. Owing to their rigid construction these posts have the disadvantage that by running against them they are not only thrown over or damaged easily, but that in most cases they are destroyed entirely. Besides, the running against such a post causes in many cases heavy damage to the vehicles and injuries to the passengers.

Further it has been proved by experience that at points with specially heavy traffic it is very difficult to avoid running against such posts for instance at so-called parking places where in consequence of the constant shunting of the motor vehicles the pillars are likely to be run against very frequently. The repairs of damaged traffic-posts entail increased expenses. In most cases the split or burst pillars become entirely useless.

The object of the present application removes these deficiencies by making provision for posts instead of in rigid construction of a rigid material such as wood, concrete or iron, in pliable construction of a material of great elasticity. This material may be rubber, some artificial substance or the like. Also elastic screws or plate-springs covered with such substances may be provided; in short, the post must be able to give way within certain limits and regain springlike and elastically its upright position, when the pressure has ceased. It has been proved that this condition can be fulfilled and that thereby the expenses of repairing the pillars as well as the vehicles are reduced very considerably and further that accidents by running against such pillars do not occur any more.

The posts are suitably constructed according to their place of erection. They may be construction solid or hollow. If they are erected at places which are not well illuminated, they may possess their own lu-

minous sources which are arranged in the interior of the pillars and let the intermitting light fall through the windows in the caps or in the pillars themselves. They may also be fitted with reflectors so that when the rays of light from a vehicle fall on the reflectors of the pillars the reflectors become luminous and catch the attention of the driver at a great distance.

For many cases it is provided to make the lower part of the post of an elastic pliable material, whilst the upper part lying beyond the danger-zone may consist of wood, some artificial substance or the like.

The object of the present application is illustrated by way of example on the drawing in various forms of construction:

Fig. 1 shows a solid pillar partially in section;

Fig. 2, a partial section of a hollow pillar;

Fig. 3, a hollow pillar with reflectors and a special form of fastening the pedestal;

Figs. 4 and 5, forms of fastening the pedestal;

Fig. 6, a wooden pillar with detachable cap and light-source;

Fig. 7, a broken-hollow pillar with light-source;

Fig. 8, a hollow pillar with steel spring layers.

The pillar 1 standing in the street-traffic consists of a material of high elasticity, in preference of a rubber substance which may be made in various ways. The substance may for instance be entirely or partially vulcanized, pure rubber, artificial rubber, some artificial substance or the like. By special fastening devices the pillar 1 is fastened to the ground; this may be done by bolt-holes 3 in a flange 2, consisting likewise of vulcanized rubber and cast on to the pillar 1, through which bolt-holes foundation-bolts or the like are put. With larger diameters, less building height and suitable filling material tying may entirely be dispensed with, as the friction between ground and pillar caused by the collision will have the effect of a brake in an elastic way. The solid pillars will conveniently be erected at such places where they are exposed to great forces.

The hollow pillar according to Fig. 2 consists of the same material as the pillar of Fig. 1, but it is constructed as a tube, cylinder or the like and it is covered on the top by a cap 4. This pillar is fastened by providing inside at the bottom of the pillar a stiffening layer 5, whilst the pillar has on its outside a ground welt 6, over which a Z-shaped angle ring 7 or the like is laid serving to fasten the foundation. But as illustrated in Fig. 3 also an elastic anchorage core 8 may be provided in the ground over which the hollow casing 9 of the pillar is drawn.

By Figs. 4 and 5 other methods of fastening are illustrated. The pillar is fastened to the ground by flange-like rings 10. The ring-flanges may end on the ground or they may protrude into it. The flange-ring 10 is provided inside with corresponding cog-rings 11, in order to give the pillar 1 a sufficiently strong support. In many cases it is advisable to make the holding ring 10 of some artificial substance, of a hard rubber or the like. In other cases it will be sufficient to make these foundation-parts consisting of one or several pieces, of metal or iron.

By Fig. 6 a pillar is illustrated, the lower part 12 of which is made of rubber, whilst the upper part 18 is made of some other material, for instance of wood or of some artificial substance.

Fig. 8 shows a form of construction where for strengthening purposes one or several spiral spring-like wound wire shells 13 are embedded which are lying one inside the other. The whole is then covered by a strong rubber-skin as a bufferlike coat 14.

Fig. 3 shows further that reflectors 15 may be fitted to the pillar in order to catch and reflect the light of vehicles passing by, and thus to make the pillar conspicuous also in darkness. At other places, for instance where posts are erected on safety islands, that is safety-islands of the tramways and the like, it will be suitable to provide the pillar with its own light-source 16 and to provide windows 17 in the pillar. These windows 17 may be arranged in the pillar itself as well as in the upper part, the so-called cap. The arrangement in the cap is advantageous in such cases where the pillar is intended to bear inscriptions or the like. The conductors to the light-source 16 are conveniently laid inside the pillar.

Having now particularly described and ascertained the nature of our said invention, and in what manner the same is to be performed, we declare that what we claim is:—

1. A street traffic post comprising a hollow upright standard of highly flexible material whereby said standard may act as a buffer and flex when hit, an elastic anchorage core fixed in the ground with a portion protruding therefrom and snugly received with-

in the hollow standard for anchoring the same to the surface of the street.

2. A traffic post comprising an upright standard adapted to act as a buffer and flex when hit, and an elastic anchorage core fixed in the ground with a portion protruding therefrom and engaging said standard for anchoring the same to the surface of the street.

FRANZ MEISTER. 75
JOHANN MAUL.

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