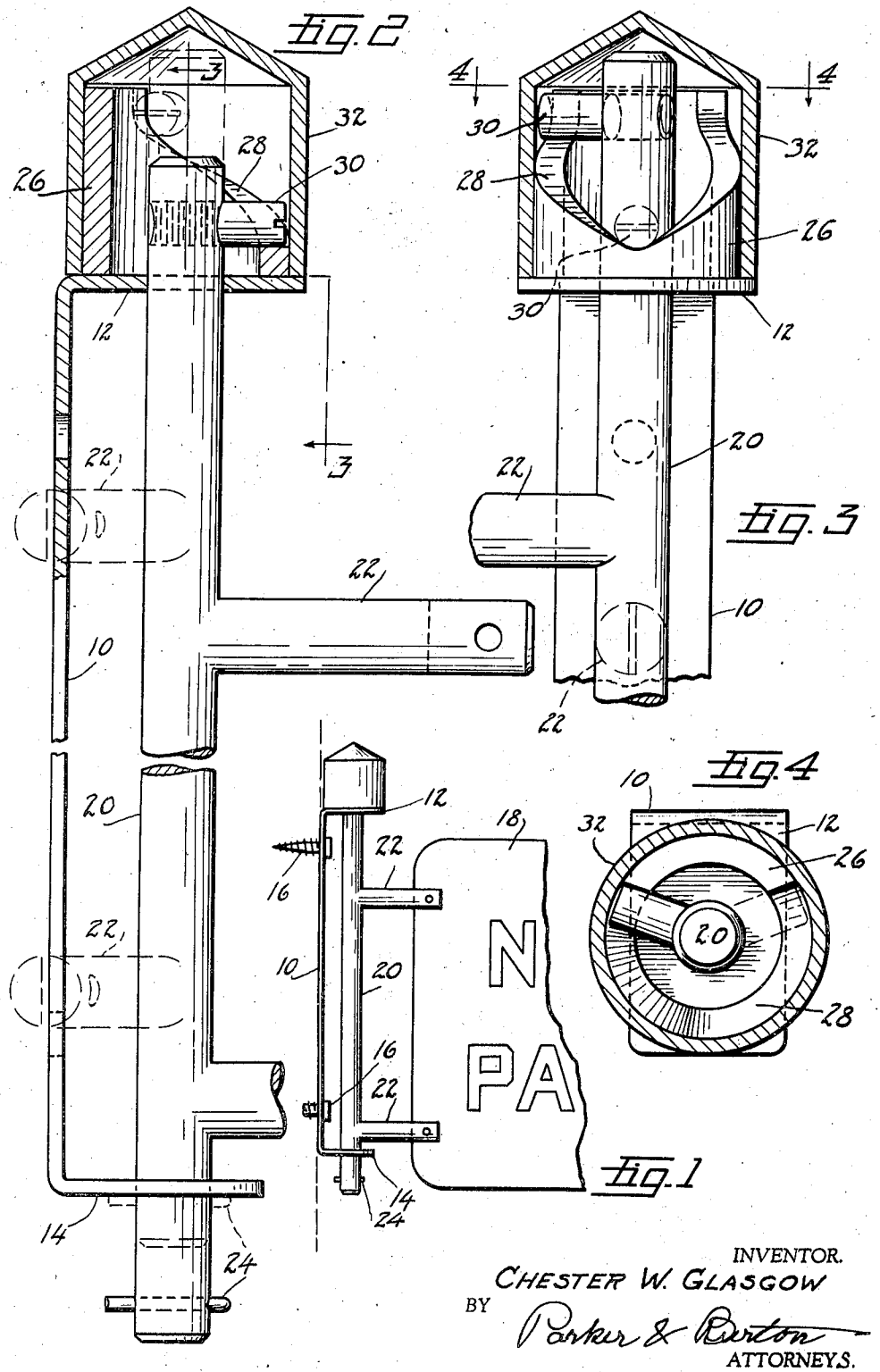
Jan. 9, 1940. C. W. GLASGOW 2,186,241

SWINGING SIGN

Filed April 16, 1938 2 Sheets-Sheet 1



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SWINGING SIGN

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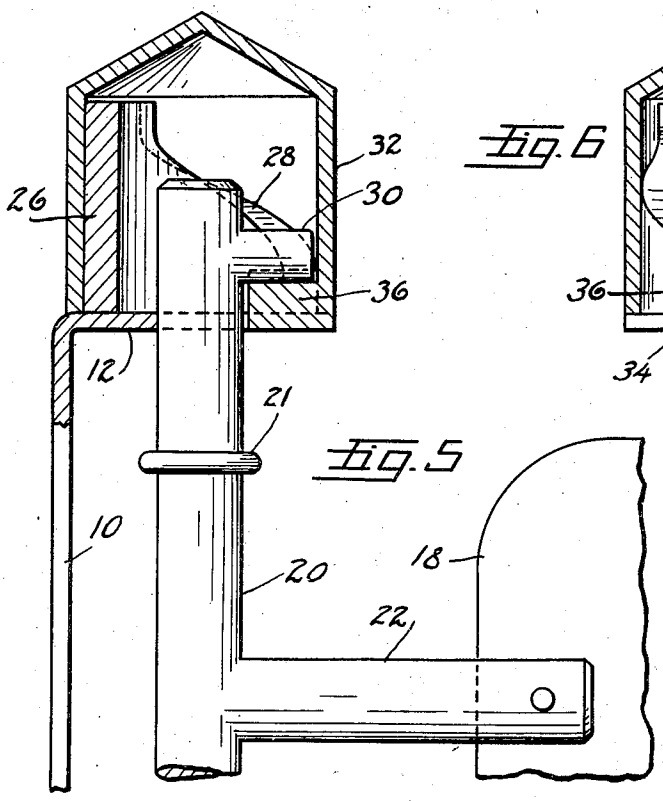

Fig. 5

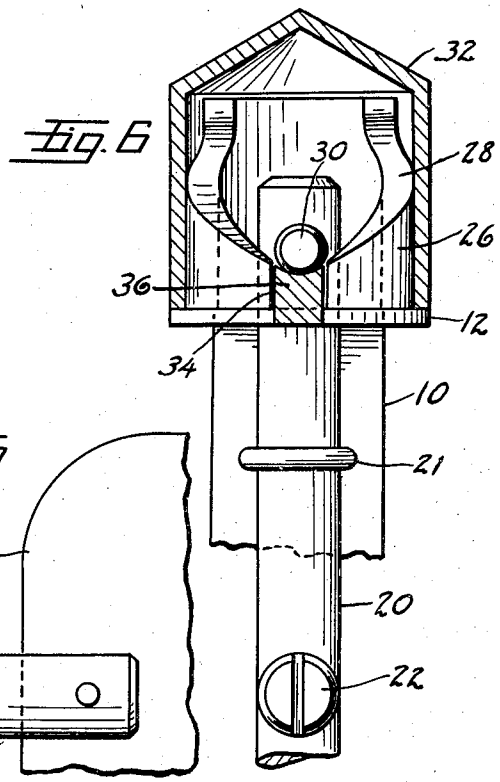

Fig. 6

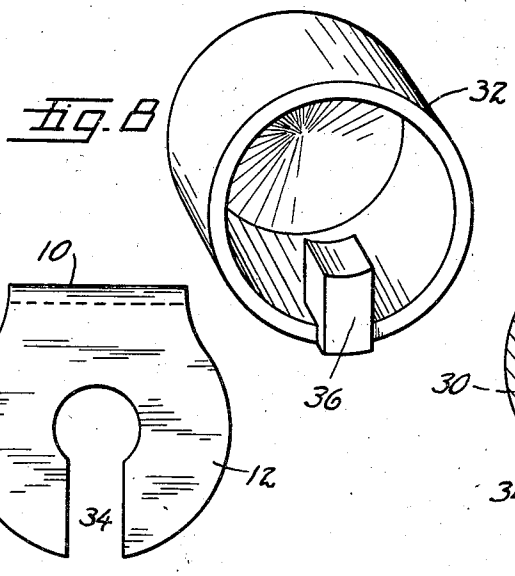

Fig. 8

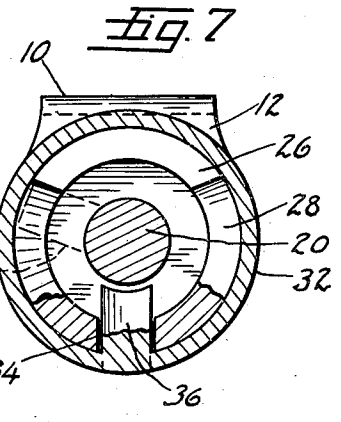

Fig. 7

Fig. 9

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Patented Jan. 9, 1940 2,186,241

UNITED STATES PATENT OFFICE

2,186,241

SWINGING SIGN

Chester W. Glasgow, Detroit, Mich., assignor, by direct and mesne assignments, of one-half to Margaret Esther Glasgow, and one-half to Arthur F. Jackson, both of Detroit, Mich.

Application April 16, 1938, Serial No. 202,403

4 Claims. (Cl. 248—289)

My invention relates to swingably supported detachable signs or the like. It is illustrated as embodied in a street marking sign or traffic sign.

An object is to provide an improved type of sign or other structure of the character described which is so supported that if struck from either side it will swing freely out of the way but it will thereafter return automatically to its original position. The support for the sign is such that the sign is elevated as it swings in response to a blow and falls of its own weight after the force of the blow has ceased to return it to its original position, and the construction is such that the cooperating parts which insure this functioning are protected from the weather and the arrangement permits of ready assembly and disassembly.

My improved sign is characterized as simple, inexpensive, and of sturdy construction. The working parts are protected from the weather. It is readily removable for repair or repainting, yet it is secure against accidental detachment. This construction represents an improvement upon the construction shown in my Patent No. 2,147,890, dated February 21, 1939.

Other objects, advantages and meritorious features of my invention will more fully appear from the following description, appended claims, and accompanying drawings, wherein:

Figure 1 is an elevation partly broken away of a structure embodying my invention,

Fig. 2 is an elevation enlarged and partly in section of the supporting part of the structure shown in Fig. 1,

Fig. 3 is a vertical sectional view through the construction shown in Fig. 1 and being partly in elevation,

Fig. 4 is a horizontal sectional view taken on line 4—4 of Fig. 3,

Fig. 5 is an elevation partly broken away of a modified structure embodying our invention,

Fig. 6 is an elevation partly in section of the supporting part of the structure shown in Fig. 5 taken at an angle of 90° to the view of Fig. 1,

Fig. 7 is a horizontal sectional view partly in plan through the construction shown in Fig. 5,

Fig. 8 is a perspective looking into the interior of the protective cap or cover, and

Fig. 9 is a plan of the upper end of the supporting bracket.

The invention is illustrated as embodied in a street or traffic sign which is supported to swing in opposite directions. It is so supported for swinging movement that if it is struck by a passing truck or the like it will swing out of the way to permit the vehicle to pass but will return to its original position upon the discontinuance of the blow that produced the swinging movement. It comprises a bracket having a back portion 10 and upper and lower end portions 12 and 14 respectively. The bracket may be secured to a post or wall by screws 16 as shown in Fig. 1.

Numeral 18 indicates a traffic sign panel having a pivot rod 20 secured spaced from one end thereof by portions 22. Opposite ends of this rod 20 constitute pivots and are receivable through pivot apertures provided in the end portions 12 and 14 of the bracket as shown. The lower end of the rod may be provided with a removable cotter pin 24.

There is provided an element 26 which is cylindrical in shape and surmounts the upper end 12 of the bracket as shown in Figs. 2 and 3 and which is cut away at 28 to provide a circular cam trackway or inclined track leading from a low point adjacent the outer extremity of the end 12 of the bracket upwardly and rearwardly on both sides toward the plane of the bracket back as shown in Figs. 2, 3, 4, 5 and 6.

This pivot rod 20 is provided adjacent to its upper end with a supporting pin 30 projecting radially therefrom to overhang the inclined track 28 as illustrated. In Figs. 2, 3 and 4 this pin is shown as removable. The pin is shown at the lowermost point on said track in the solid line illustration of Fig. 2 and at a high point on said track in the dotted illustration of such figure. The arrangement is such that the sign projects directly outwardly away from the bracket when the pin is at the low position as shown in Fig. 2 and when the sign is swung to either side the pin rides over the track to the high position, from which position the sign will immediately return to the position of Fig. 2 upon release of the force which has moved it to one side.

There is provided a cylindrical conical protective cap 32 which is freely receivable over the cylindrical track element 26 as shown in Figs. 2, 3, 5 and 6. This cap shaped enclosure protects the track and the sliding pin from the weather so that these parts will not become foul and impede ready functioning of the device.

The enclosure performs another purpose in the construction of Figs. 2 to 4 in that there the pin 30 is made removable as this is necessary to permit disassembly of the structure and the cap here prevents the pin from coming out. The pin might be removable by being threaded into position or it might be merely a sliding fit. In the removal of the sign the cap 32 is first removed.

After the cap has been removed the pivot rod is elevated until the lower pivot end thereof is lifted from the lower bracket. The pin 30 is now withdrawn and then the pivot rod may be lowered until the upper pivot end is withdrawn downwardly from the upper bracket. The cap is here shown as having merely a pressed fit over the track element though it might be locked in place if desired.

In the embodiment shown in Figs. 5 to 9, inclusive, the inclined track is cut out at 34 as is the end portion 12 of the bracket immediately therebelow to pass the supporting pin 30 of the sign as hereinafter described.

In this embodiment the cap is provided with an internal lug 36 of a size to be received within the cut out 34 of the inclined track 28 and support 12. The top edge of this lug is curved to correspond with the curvature of the track as shown particularly in Fig. 6. It forms the low point of the track and supports the pin when the sign is at rest. In the removal of the sign the cap 32 is first removed. To accomplish this the sign is swung to one side so that the pin 30 does not seat upon lug 36. After the cap has been removed the pivot rod may be dropped with the pin 30 passing through the cut out 34 until the upper pivot end is free from the bracket. This construction is not provided with the cotter pin 34 but the rod 20 is provided with a bead 21 encircling the rod spaced below the part 30 such a distance as to serve as a stop to elevation of the rod sufficient to dislodge the cap.

In the construction shown the cap 32 has merely a pressed fit over the track element 26 though some type of lock might be provided but in the embodiment of Figs. 5 to 9, inclusive, the cap is held in place by the weight of the sign panel through the pin 30 resting upon lug 36 and accidental detachment of the cap is therefore prevented. The sign must be swung to one side in this construction to permit removal of the cap.

What I claim is:

1. A sign structure comprising, in combination, a bracket provided with a pivot receiving aperture and having an inclined track portion encircling the same, a sign provided with a pivot received within said aperture and provided with a supporting part slidable over said inclined track to support the sign, said track having a cut out to permit movement of said supporting part therethrough, and a cap surmounting and encircling said track portion and associated aperture, said cap having a portion receivable within the cut out of the track and adapted to form a continuation of the track.

2. In a construction of the class described, a bracket having oppositely disposed upper and lower pivot apertures, a sign panel having a pivot rod secured spaced from one end of the panel, upper and lower ends of the rod received within said pivot apertures, said bracket having a cam trackway extending about the upper pivot aperture, said pivot rod provided with a supporting pin overhanging said track and adapted to ride thereover, a cap surrounding said track surmounting the upper end of the pivot rod, said track having a cut out adapted to pass the supporting pin therethrough in the removal of the sign, and means removably receivable within said cut out forming a continuation of the track.

3. In a construction of the class described, a bracket element having a back provided with angularly extending upper and lower end portions provided with aligned pivot apertures, a circular cam trackway seated upon the upper end portion of the bracket element and having a pivot aperture aligned with the aperture of said end portion, a sign panel provided with upper and lower pivots receivable within said upper and lower pivot apertures, a hollow cap open at the bottom removably received over said cam trackway surrounding its pivot aperture and surmounting the end of the pivot element received therein, and a supporting pin carried by said upper pivot and slidable over said trackway upon rotation of the pivot, said upper end of the bracket element closing the open end of the cap below said track.

4. In a construction of the class described, a bracket element having a back provided with offset aligned upper and lower end portions provided with pivot apertures, a circular cam trackway supported upon said upper end portion of the bracket surrounding its pivot aperture, a sign panel having upper and lower pivots receivable within the upper and lower pivot apertures of said end portions, a hollow cap open at the bottom removably received over said cam trackway surrounding its pivot aperture and surmounting the end of the pivot element received therein, and a supporting pin removably carried by the upper pivot and slidable over said trackway upon rotation of the pivot element.

CHESTER W. GLASGOW.