

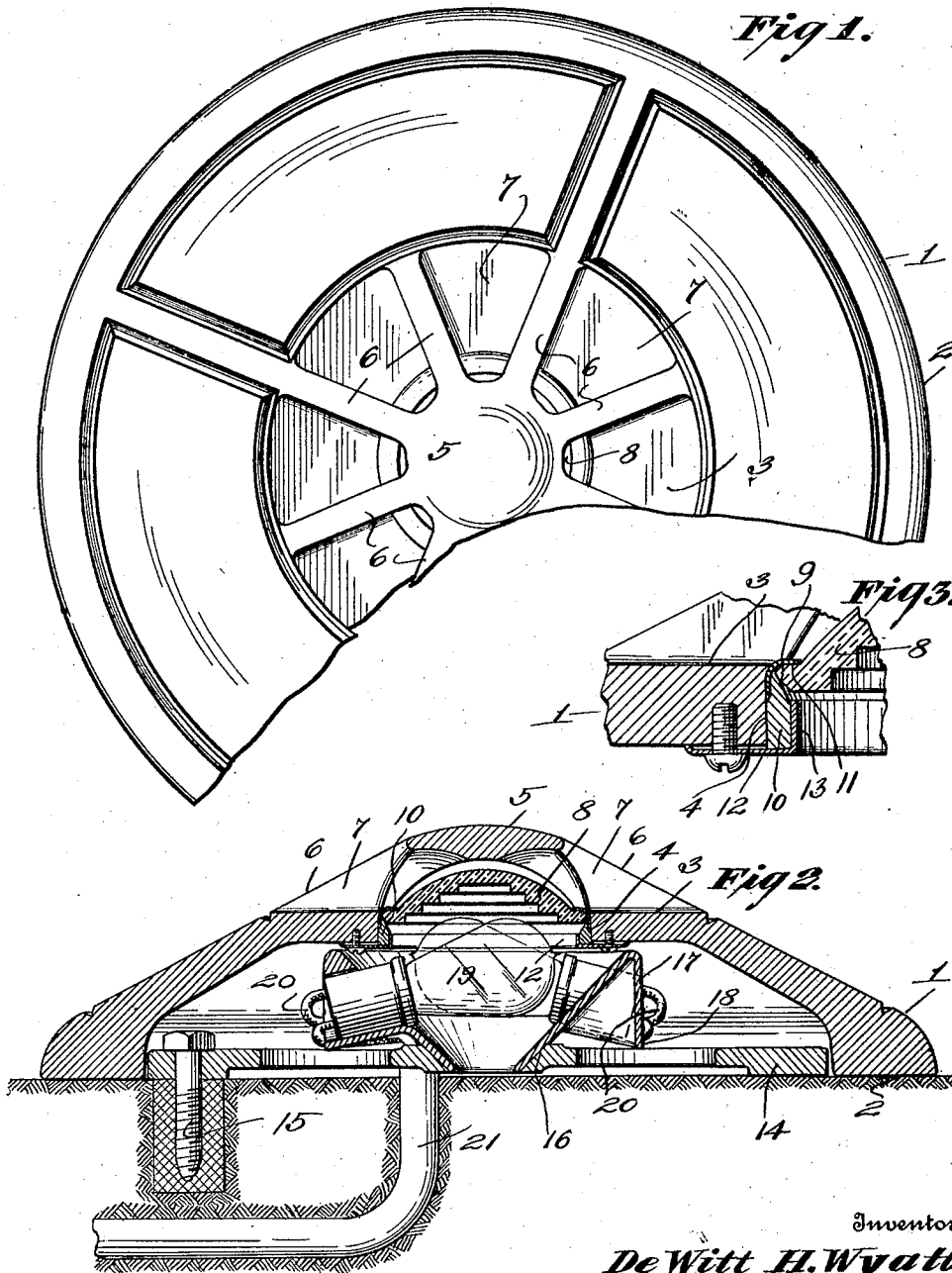
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DE WITT H. WYATT

TRAFFIC INDICATOR

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TRAFFIC INDICATOR.

Application filed December 8, 1922. Serial No. 605,723.

To all whom it may concern:

Be it known that I, DE WITT H. WYATT, a citizen of the United States, residing at Columbus, in the county of Franklin and State of Ohio, have invented certain new and useful Improvements in Traffic Indicators, of which the following is a specification.

The present invention is directed to improvements in traffic indicators, and particularly to that type adapted to be located at the intersection of streets to direct vehicular traffic at such points.

The invention has for its primary object to provide an indicator of this character adapted to be anchored at the proper point, the same being so constructed as to be illuminated so as to be effectively employed day or night.

A further object of the invention is to provide a device of this character so constructed that the lens will be effectively protected against injury, the protective medium also serving as means for reflecting the light rays in such manner as to be discernible from considerable distances at night.

A still further object of the invention is to provide an indicator of this nature constructed in such manner that the lighting element and associated parts will be located above the street level to prevent water collecting therein.

With these and other objects in view, as will appear as the description proceeds, the invention consists in the novel features of construction, combinations of elements and arrangements of parts, and hereinafter to be fully described and pointed out in the appended claims.

In the accompanying drawing:

Figure 1 is a fragmentary plan view of the device,

Figure 2 is a transverse sectional view,

Figure 3 is an enlarged detail sectional view showing the manner in which the lens is mounted.

The device comprises a dome 1, which is formed from suitable metal, the flanged base 2 thereof being adapted to rest on the street surface. The dome is formed with a flat top 3 in which is formed a circular opening 4, and immediately above the opening and spaced therefrom is a crown 5. Formed integral with the crown and top are vertical webs 6, said webs being disposed radially

and are arranged in spaced relation to define a plurality of chambers 7, the sides of said webs constituting reflecting surfaces, and also in connection with the crown protective means for the lens 8. This lens is of the concavo-convex type and is preferably formed from red glass, the periphery of said lens being engaged with the beveled face 9 of a lead gasket 10, said gasket being of such diameter as to fit snugly within the opening 4.

A transversely curved band 11 is provided and is adapted to overlap the gasket 10 and periphery of the lens, as clearly shown in Figure 3. It will be noted that the inner ends of the webs 6 overhang the opening 4, and consequently the band 11 will bear thereagainst, thus holding the band tightly in engagement with the associated parts. It is necessary to hold the gasket against downward movement in the opening 4, and in order to accomplish this a ring 12 is employed and is bolted to the under surface of the top 3, said ring having a vertical flange 13 adapted to engage the inner face of the gasket 10.

A disk 14 is provided, said disk being anchored to the surface of the street by a screw bolt 15, or in any other suitable manner. This disk is of a diameter slightly less than the major diameter of the dome, and consequently the periphery thereof is spaced from the inner wall of the base 2 of said dome. This permits a slight relative movement between the disk and dome so that should the dome be subjected to jars incident to the contact of a vehicle wheel therewith, the shock will be to some extent absorbed before being imparted to the disk.

The disk 14 is provided with a central conical seat 16, and in which is loosely removably mounted the conical lower end of the annular reflector 17, said reflector having a vertical flange 18 adapted to rest on the disk 14 shown in Figure 2. Thus it will be seen that the reflector may be readily removed when desired, and owing to the conical formation of the bottom thereof and its loose connection with the seat 16 it may move relative to the disk to relieve street vibrations imparted to the disk, thus prolonging the life of the incandescent bulbs 19, said bulbs being mounted in sockets 20 carried by the reflector 17.

The lens 8 is applied to the dome from

the interior thereof, and consequently is limited in its upward movement by the crown 5. After the lens 8 has been properly positioned relative the opening 4 the lead gasket 10 is forced in the opening under considerable pressure so that the beveled face thereof is impinged tightly against the periphery of the lens, thereby producing a water tight joint. In this manner moisture falling upon the dome will be prevented from entering the interior thereof, which would cause trouble with the circuit for the bulbs, and corrosion of the reflector.

It will be observed that the webs 6 forming the sides of the chambers 7 are divergingly arranged and that the rays of light projected from the lens will fall thereon and be reflected thereby so as to be discernible at various angles by drivers of approaching cars.

Current is furnished to the bulbs through the wires 20, said wires being led through a pipe 21 from a source of supply.

What is claimed is:

1. A traffic indicator comprising a dome, a disk anchored to the roadway and confined within the dome to limit the lateral movement of said dome; a crown, a reflector carried by the disk, an illuminating medium carried by the reflector, a lens fixed in the top of the dome below the crown, radial webs connecting the crown and top of the dome to produce independent chambers into which the light rays from the lens are projected.

2. A traffic indicator comprising a dome, the base of said dome being adapted to rest upon the surface of a roadway, a disk anchored on the surface of the roadway and having its inner periphery normally spaced from the base of the dome and adapted to contact with the periphery of said dome to limit the horizontal movement of the dome with respect to the disk.

In testimony whereof I affix my signature.

DE WITT H. WYATT.