Oct. 6, 1931. L. A. JOHNSON 1,825,667

STREET MARKER

Original Filed Dec. 12, 1928

Fig 1

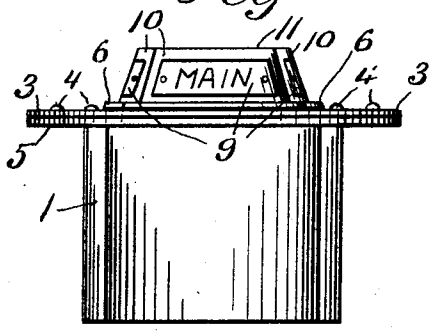


Fig 3

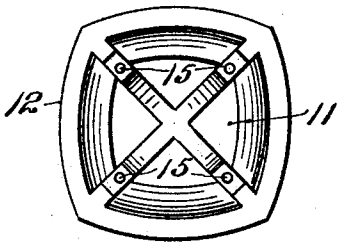


Fig 2

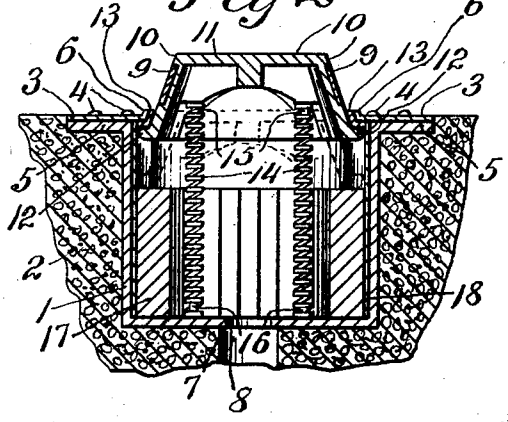
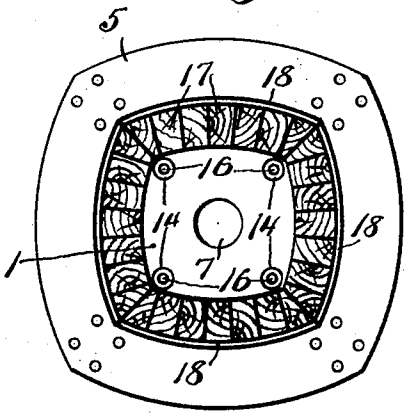


Fig 4



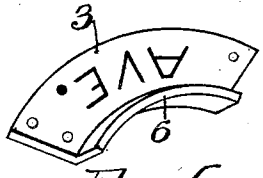


Fig 5

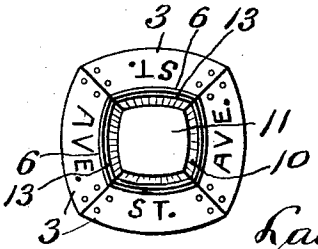


Fig 6

Witness
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Patented Oct. 6, 1931 1,825,667

UNITED STATES PATENT OFFICE

LAURENCE A. JOHNSON, OF KANSAS CITY, MISSOURI

STREET MARKER

Application filed December 12, 1923, Serial No. 325,464. Renewed August 21, 1931.

My invention relates to improvements in street markers.

One of the objects of my invention is to provide a novel street marker which is simple, cheap, strong, durable, not likely to get out of order, which is easily and quickly placed in its operative position, which will clearly indicate the names of the streets at an intersection thereof, which will not form an obstruction to traffic, nor injure or be injured by being struck by vehicles, and which is efficient in operation.

The novel features of my invention are hereinafter fully described and claimed.

In the accompanying drawings, which illustrate the preferred embodiment of my invention.

Fig. 1 is a side elevation of my improved street marker.

Fig. 2 is a vertical sectional view of the same shown mounted in a pavement.

Fig. 3 is an under view of the street indicating member.

Fig. 4 is a top view of the receptacle, with the indicating member, stop plates and sealing means removed.

Fig. 5 is a perspective view of one of the stop plates.

Fig. 6 is a reduced plan view of the street marker.

Similar reference characters designate similar parts in the different views.

My improved street marker is provided with a housing, comprising an open topped receptacle 1 adapted to be embedded in the pavement 2 at a street intersection, and limiting means, preferably comprising a plurality of horizontal stop plates 3 fastened by bolts 4 to the upper side of an outwardly laterally extending peripheral flange 5 of the receptacle 1 at the top thereof.

The stop plates 3 extend inwardly at the periphery of the open top, and each at its inner edge is preferably provided, as shown, with an upwardly and inwardly inclined arcuate flange 6.

The bottom of the receptacle 1 is provided with a drainage hole 7 registering with a drain hole 8 in the pavement 2, which holes provide means for draining the receptacle, in case water enters it.

The stop plates 3 may be each provided with lettering on its upper side, such as "St." or "Ave.", which lettering co-operates with lettered plates 9 mounted in the four upwardly converging outer walls 10 of a dome shaped traffic button comprising a street indicating member 11, which is vertically movable in the receptacle 1, and which is provided at its lower end and outer periphery with an annular flange 12.

Embracing the outer side of the indicating member 11 and resting on the flange 12 is a sealing means comprising, preferably, a resilient gasket, such as soft rubber, or rubber impregnated fabric, 13, which gasket is adapted when the indicating member 11 is in the raised position, shown in solid lines in Figs. 1 and 2, to bear against the under sides of the stop plates 3, and against the inner sides of the arcuate flanges 6. This sealing means prevents water entering the receptacle 1 between the arcuate flanges 6 and the member 11, when the latter is raised to its highest position, the stop plates 3 comprising a detachable retaining ring limiting the upward movement of the member 11 and forming with the bolts 4 means operable from the surface of the roadway without removing the housing 1, for securing the member 11 in the housing.

Means for normally forcing the member 11 to the raised position, preferably comprises four coil springs 14, the upper ends of which respectively have inserted into them downwardly extending pins 15 on the under side of the member 11 against which the springs 14 bear. The lower ends of the springs 14 bear on the bottom of the receptacle 1 and respectively encircle four upwardly extending pins 16 on the upper side of the bottom of the receptacle 1.

The indicating member 11 is adapted to be depressed, by a vehicle running over the same, to the position shown in dotted lines in Fig. 2, in which position the flat top portion of the member 11 is level with the upper edges of the flanges 6.

For supporting the member 11 in the posi-

tion to which it is depressed by a vehicle, supporting means are provided comprising, preferably, vertically disposed wooden blocks 17, key stone shaped in cross section, arranged in a ring around the springs 14, and having their lower ends supported on the upper side of the bottom of the receptacle 1. Said wooden blocks 17 are closely wedged together, as shown, and preferably disposed with the grain of the wood running vertically. They provide a resilient support for the member 11 in its depressed position, and thus reduce noise and liability of breakage.

At the outer side of the blocks 17 and around the inner side walls of the receptacle 1, is disposed a lining 18, preferably oil cloth or smooth sheet metal against which the flange 12 of the indicating member 11 is adapted to slide in its vertical movement. The member 11 is sufficiently loosely fitted in said receptacle 1 as to be tiltable in two directions at angles to each other, so that when a vehicle wheel strikes any one of its inclined outer walls 10, the member 11 will tilt and will first be depressed on the side struck, after which the member, when the wheel of the vehicle is on the top portion thereof, will be forced downwardly until the lower end rests on the upper ends of the blocks 17.

After the vehicle has passed off from the member 11, the springs 14 will force the latter again to its uppermost position, in which position the street name plates 9 will be above the pavement 2, and will be visible to approaching drivers.

To prevent the member 11 turning in the receptacle 1, so as to displace the name plates 9 from their proper indicating positions, the inner wall of the receptacle 1 and the outer edge of the flange 12 are other than circular.

The inner side walls of the receptacle, in the form shown, are arcuate, but the arcs are struck from different centers. The outer edges of the flange 12 of the member 11 conform in shape to the said inner walls of the receptacle, so that the member 11 will not be accidentally revolved in the receptacle so as to become displaced from its proper position.

The stop plates 3 are duplicates of each other, in shape, so that they will be interchangeable. The lettering on their upper sides is such, of course, as will indicate whether the thoroughfare indicated is a street, road or avenue. By having the stop plates 3 independently attachable to and detachable from the housing 1, any one of said stop plates may be removed and another having different street indicating means substituted therefor, without interfering with the other stop plates or releasing the traffic button 11.

In the operation of the marker, a driver approaching in either direction on either of the intersecting streets, can read on the lettered plates 9 the name of the street which he is nearing.

When a vehicle wheel strikes the near side of the member 11, that side will be depressed, following which, when the wheel reaches the top part of the member, the latter will be depressed so as to rest on the blocks 17, which will support the weight of the wheel and what it supports. When the vehicle wheel has passed from the member 1, it will be forced to its raised indicating position by the springs 14.

I do not limit my invention to the structure shown and described, as modifications, within the scope of the appended claims, may be made without departing from the spirit of my invention.

What I claim is:—

1. In a street marker, a housing adapted to be embedded in the pavement at a street intersection, a member vertically movable and sufficiently loosely fitted in said housing as to be tiltable therein in two directions at angles to each other and depressible by a vehicle from a raised position projecting above said pavement, resilient means in said housing firmly supporting said member in the depressed position, and means for normally forcing said member to the raised position.

2. In a street marker, a receptacle adapted to be embedded in the pavement at a street intersection and having an open top, one or more stop plates mounted on the upper end of said receptacle and projecting inwardly at the periphery of said open top, each stop plate having thereon a name denoting the character of the adjacent thoroughfare, a member having street indicating means respectively co-operating with said names on said plates and vertically movable in and sufficiently loosely fitted in said receptacle as to be tiltable in two directions at angles to each other and depressible by a vehicle from a raised position projecting above said pavement, and limited in its upward movement by said stop plate or plates, means in said receptacle for supporting said member in the depressed position, and means for normally forcing said member to the raised position.

In testimony whereof I have signed my name to this specification.

LAURENCE A. JOHNSON.