Sept. 7, 1926. 1,599,066

S. W. RUSHMORE

FLEXIBLE POST

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Fig. 1.

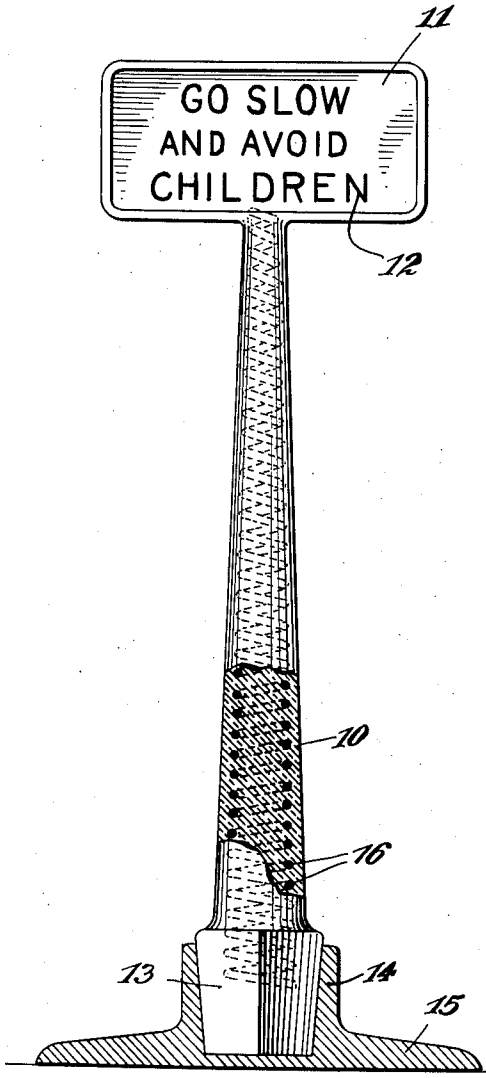
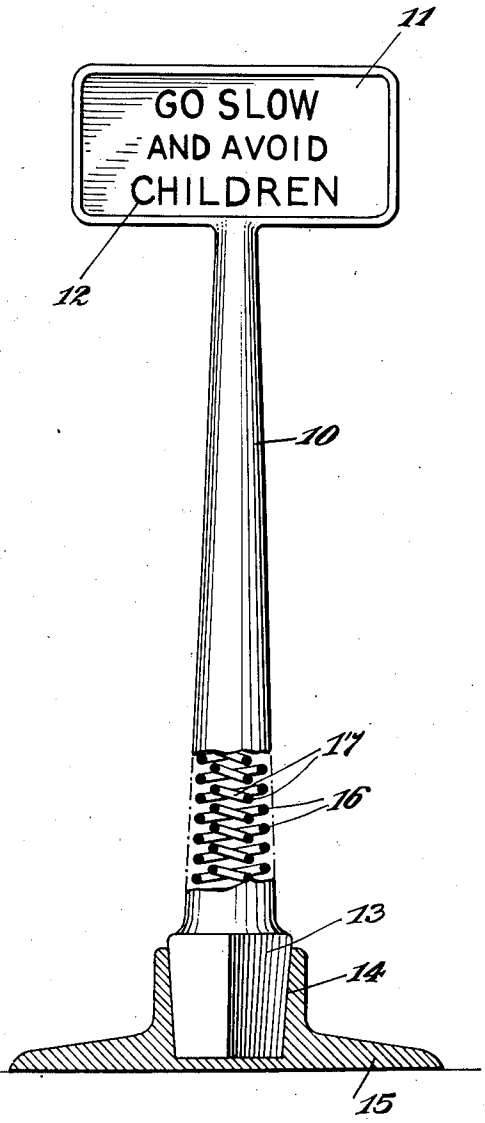


Fig. 2.



INVENTOR

Samuel W. Rushmore

BY

Genest C. Mean his ATTORNEY

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UNITED STATES PATENT OFFICE.

SAMUEL W. RUSHMORE, OF PLAINFIELD, NEW JERSEY.

FLEXIBLE POST.

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My present invention is shown as embodied in a traffic sign post of a portable type such as are commonly used in the middle of the streets, near schools, for instance, or at intersection or along curbs where the conditions and sometimes the relatively small size of the post, tend to make collisions with the post a common occurrence. But it will be evident that certain features of the invention are adaptable to posts that may not be traffic signs and may not be portable.

One specific object, however, is to provide a traffic post of durable construction which may be knocked down and run over by a motor vehicle without substantial injury to either the post or the vehicle.

To this end, the post is flexible and resilient, being formed of some tough material such as reclaimed rubber, preferably strengthened and reinforced so that it is practically indestructible by collision.

It preferably tapers toward the top, and, for purposes of reinforcement, I prefer to use a helical or other spirally coiled wire spring imbedded in the material of the post. If desired, a pair of such springs coaxially arranged and oppositely coiled may be utilized to resist crushing strains without undesirably affecting the flexibility of the post.

In accordance with another feature of the invention, I employ a sign at the top of the post which is integral therewith and preferably of the same flexible material, so that it is also capable of sustaining considerable rough treatment.

Preferably the bottom portion of the post fits within a socket in a cast iron or concrete base and the angles of socket engagement are such that the post can fall free or be pried out of the socket, thus avoiding danger of injuring the car by upsetting the post and turning its relatively heavy base on edge in position to be struck by the crank case or other vulnerable parts of the car.

In the accompanying drawings:

Fig. 1 is a view partly in section and partly in elevation of my improved traffic post.

Fig. 2 is a similar view illustrating a slight modification.

The post or upright 10 is of some tough flexible resilient material, preferably tapering upward, as shown. Reclaimed rubber possesses the desired characteristics and is particularly suitable for the purpose because of its cheapness. A flat sign plate 11 preferably molded integrally with the upper end of the post may have a suitable legend 12 displayed thereon. The lower end 13 of the post is preferably larger and heavier than the upright body and is received in a socket 14 in a relatively heavy base 15.

The base may be of cast iron or may be in the nature of a permenently fixed metallic or concrete support. The lower end of the post fits the socket 14, but is non-positively engaged therein and the socket or the post end or preferably both, are tapered at a suitable angle, such that the post may be readily dislodged from the socket and thrown free of the base when struck by a vehicle. Preferably the socket and post end are squared so that the sign is practically keyed from axial rotation with respect to the base.

To reinforce the post against crushing strains which are likely to occur when the post is very sharply flexed or is run over, I employ a reinforcing member in the nature of a helical steel spring 16 embedded in the post and extending throughout most of the length thereof preferably into the socket engaging end and into the sign. The taper of the post and the coil is preferably uniform. To further strengthen the device, a supplemental reinforcing member such as the steel spiral 17 (Figure 2) may be imbedded in the post, coil 17 being concentric with, arranged within and coiled oppositely to the spring 16.

This reinforcement, while offering maximum resistance to crushing strains, will present little resistance to bending strains, caused by a light impact against the post. By virtue of the above described construction, an ordinary collision may be taken care of by a bending of the post, while bending at very sharp angles, as by running over the post after it has been already widely flexed, will operate to pry the post completely out of the base, without tipping over the base. So far as concerns this feature of prying loose and falling free the post might be rigid and the socket of rubber; or both might be of rubber.

I claim:

1. A traffic post including a flexible up-

right, a relatively heavy base having a tapered socket therein, the lower end of said upright fitting within the socket and having non-positive engagement therewith, whereby it may be knocked or pried free of the base by collision.

2. A traffic post including a rigid base and flexible rubber upright having tapered socket engagement with the base and coiled spring embedded in the upright and extending into the socket engaging lower end thereof.

3. A traffic post including a base, an upright, a sign plate supported on the upright and integral therewith, a coiled spring embedded in the upright and extending into the sign plate.

4. A traffic post including a relatively heavy base having a squared socket therein, a flexible upright, a sign carried by the upright, the lower end of said upright being squared to fit the socket whereby the sign is keyed at a definite angle to the base.

Signed at Plainfield in the county of Union and State of New Jersey this 29th day of May A. D. 1924.

SAMUEL W. RUSHMORE.