June 17, 1930. F. M. FUREY 1,764,073

UNIVERSAL STREET BUTTON

Filed July 5, 1927

Fig. 1.

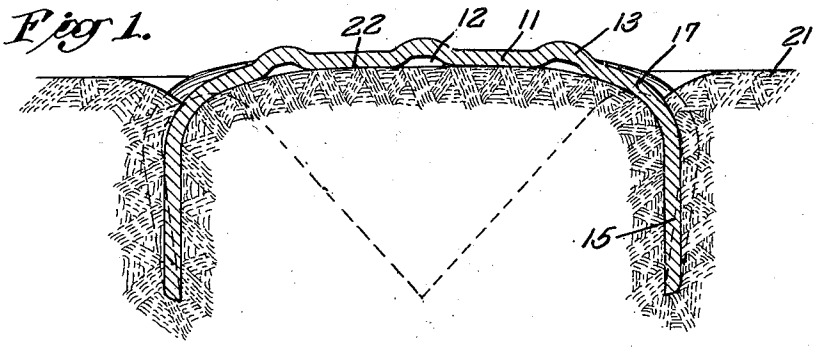
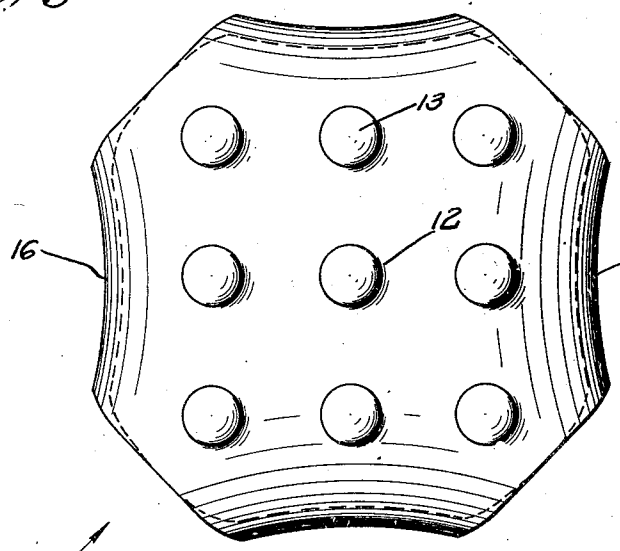


Fig. 2.



3.

Fig. 3.

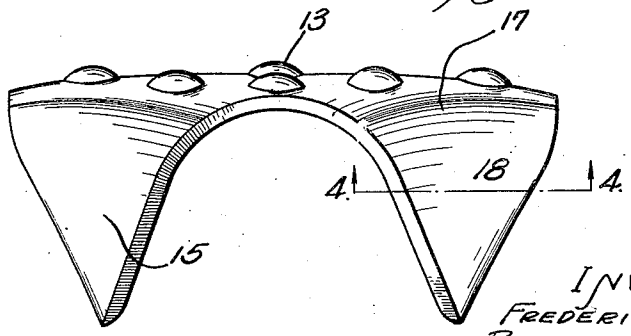
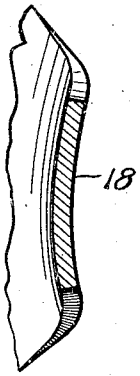


Fig. 4.



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UNITED STATES PATENT OFFICE

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UNIVERSAL STREET BUTTON

Application filed July 5, 1927. Serial No. 203,371.

My invention relates to marking plates, and in the present embodiment of the invention is particularly adapted for placement in asphalt, tar, macadam roads, etc. It is becoming general practice to provide pedestrian zones across roads, these zones being bounded by painted lines or by rows of markers. The markers are constantly being run over by vehicles and it is therefore essential that such a marker be designed so that it will be firmly secured in place and so that it will not sink below the surface of the road.

It is one of the objects of this invention to provide a marker of this general character which will be firmly secured in place and will not sink below the surface of the road.

The markers are almost always installed in the road after it has been made, and since the road is hard they must be driven into place. The legs or prongs which are forced into the road must be strong or they will be bent or broken so that the marker will not get a good rooting in the road.

It is an object of this invention to provide a marker having legs or prongs which are designed so that they will be very strong and may be driven into the road without distortion or fracture.

Another object of my invention is to provide a marker having legs or prongs shaped to resist longitudinal bending when the marker is driven into place.

A further object of my invention is to provide a marker having legs or prongs shaped to resist longitudinal bending and for wedging said legs or prongs into the road material when the marker is driven into place.

A still further object of my invention is to provide a marker of the character mentioned in which it is so designed that there will be but a minimum of wear thereon.

In the following description various other objects and advantages of my invention will be pointed out.

In the accompanying drawing to which reference will be had in the following description:

Fig. 1 is a vertical section through the invention in place in a road.

Fig. 2 is a plan view of the invention.

Fig. 3 is an elevational view taken as indicated by the arrow 3 of Fig. 2.

Fig. 4 is a fragmentary section taken on the line 4—4 of Fig. 3.

Referring to the drawing in detail, the marker of the invention has a plate 11 which is substantially of octagonal shape as shown in Fig. 2. The plate 11 is convex so that a central point 12 is the highest. The plate 11 may be provided with raised portions 13 as desired, to prevent a person from slipping when he steps on the marker. Projecting downward substantially perpendicular to the plate 11 are legs or prongs 15 which are pointed at the lower ends as shown. The legs or prongs 15 are four in number in the form shown in the drawing and project downward from alternate sides 16 of the plate 11. The marker is preferably made from a square piece of metal, the corners of which are turned down, thus making the plate 11 of octagonal shape. It should be understood that it is not essential to the invention that the plate 11 be octagonal or that there be four legs 15. The portions 17 at which the legs 15 connect to the plate 11 are rounded with a view of eliminating a sharp corner. This is desirable for two reasons; first, that the forming of this rounded portion does not injure the metal as would the forming of a sharp corner, and by not having a rather sharp corner the wear at those portions of the marker is greatly diminished.

As illustrated best in Figs. 1, 2, and 4, the legs 15 are arched transversely so that the central portions 18 of them are the innermost parts. This transverse arching, as illustrated in Figs. 2, 3 and 4, extends

through the connecting portions 17 so that the area adjacent to the legs as well as the legs themselves are reinforced. It will be seen that by arching the legs as shown, they will have a great resistance to any longitudinal bending which would result from strains placed on the legs when the marker is being driven into place; and likewise, resultant of such arching, the legs are shaped for wedging the same into the road material when driven in place.

Fig. 1 illustrates the marker in place in a road 21. The plate 11 engages the upper face 22 of the road 21, and the legs 15 project downward into the material from which the road is formed. The material is of a ductile character and the legs 15 may be forced into it but nevertheless the material sets up a great resistance so that the legs 15 must be very strong or else they will be bent or broken. It is quite essential that the legs 15 extend downward substantially at right angles to the surface of the road so that the marker will get a good rooting in the road and cannot be displaced. The legs 15, as previously explained, are arched transversely and by this arching they are given strength to resist the forces imposed on them during the locating of the marker.

As shown in Fig. 1, the portions 17 are rounded so that no sharp corners at the surface of the road are formed. Experience has taught that this is a desired advantage for the two reasons heretofore pointed out.

The lower face of the plate 11 has sufficient area to support the marker so that it will not sink below the surface of the road 21 and be covered so that it will not be visible.

I claim as my invention:

1. A marker adapted to be driven into a road, said marker comprising: a plate adapted to engage the surface of the road; and legs extending from said plate at substantially right angles thereto, the portions of said plate where said legs connect thereto and said legs being transversely and inwardly arched, and the portions of said plate at which said legs connect being rounded.

2. A marker adapted to be driven into a road, said marker comprising: a plate adapted to engage the surface of the road; and legs extending from said plate at substantially right angles thereto, the portions of said plate where said legs connect thereto and said legs being transversely and inwardly arched so as to resist longitudinal bending when the legs are driven into the paving material.

3. A marker adapted to be driven into a road, said marker comprising: a square plate adapted to lie substantially flat in the surface of the road and having each of its corners bent downwardly to form legs extending substantially at right angles with respect to said plate, the portions of said plate connected to said legs and said legs being transversely and inwardly arched so that said legs will resist longitudinal bending when driven into the paving material.

In testimony whereof, I have hereunto set my hand at Los Angeles, California, this 28th day of June, 1927.

FREDERICK M. FUREY.