S. R. WILSON.

PAVEMENT PAINTER.

APPLICATION FILED SEPT. 27, 1916.

1,268,524. Patented June 4, 1918.

FIG. 1.

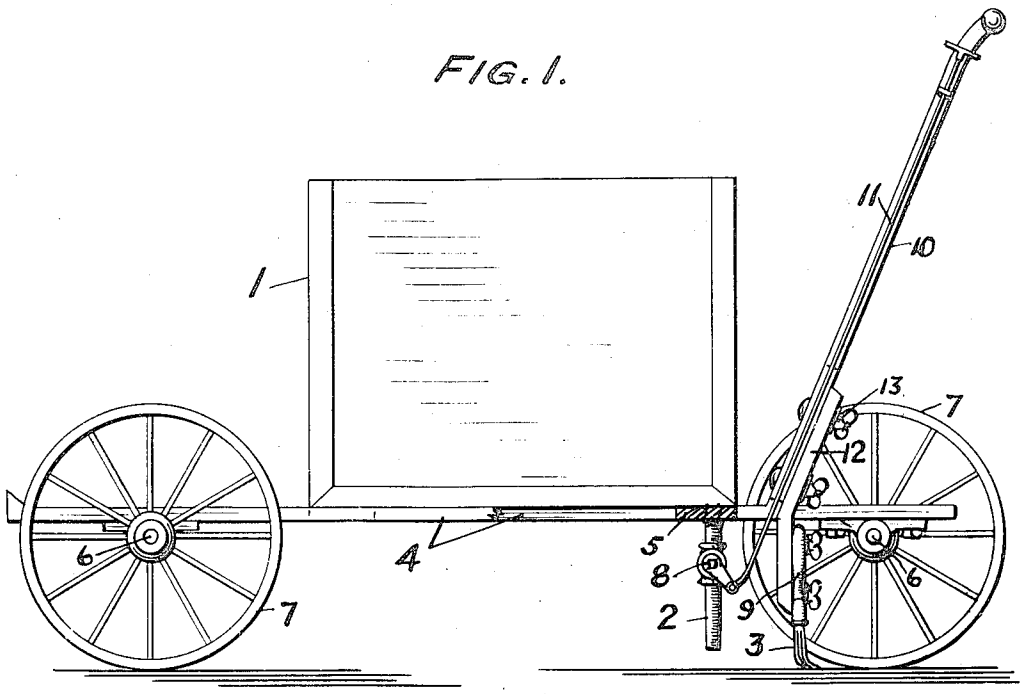
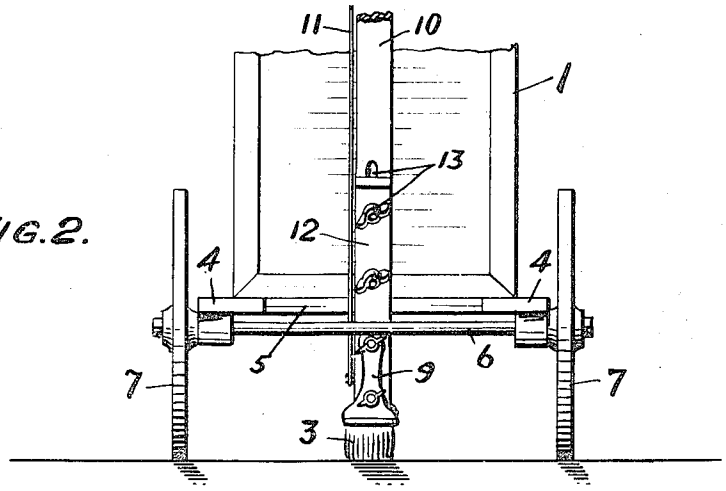


FIG. 2.



WITNESS:

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PAVEMENT-PAINTER.

1,268,524. Specification of Letters Patent. Patented June 4, 1918.

Application filed September 27, 1916. Serial No. 122,522.

To all whom it may concern:

Be it known that I, SAMUEL R. WILSON, a citizen of the United States, residing at Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented a certain new and useful Pavement-Painter, of which the following is a specification.

The principal objects of the present invention are to facilitate the operation of painting traffic lines upon asphalt, wood block or other pavements such as are employed in city streets, and to provide a comparatively inexpensive, simple and reliable machine for applying paint to such pavements in the form of stripes suitable for traffic lines.

The invention will be claimed at the end hereof but will be first described in connection with the embodiment of it chosen for illustration in the accompanying drawings in which—

Figure 1, is a side view, partly in section, of a traffic line painter embodying features of the invention, and

Fig. 2, is an end view with parts broken away.

The painter comprises a wheeled paint tank 1, having within its wheel base and toward the rear thereof a regulatable paint nozzle 2, adapted to deliver paint, and brush bristles 3, in rear of the nozzle for spreading the paint deposited by the nozzle so as to paint a traffic line. 4, is a rectangular frame upon the cross pieces 5, of which the tank 1, is mounted. This frame is provided with axles 6, for the carrying wheels 7. The nozzle 2, communicates with the interior of the tank 1, and the flow of paint through it from the tank is controlled by the valve 8. The brush bristles 3, project from a brush body 9. 10, is a handle projecting upwardly and rearwardly from the frame 4, and 11, is a rod movably connected with the handle and by means of which the valve 8, is regulated. 12, is a brush holder consisting of an angle member or knee one part of which is adjustably connected with the handle 10, by means of slot-and-screw connections 13. To the other member of the brush holder the brush body 9, is detachably connected.

In use the painter is pushed by the handle 10, and by manipulation of the rod 11, a comparatively small stream of paint is permitted to flow from the tank 1, and be deposited by the nozzle 2, in a narrow stream upon the street pavement. As the carriage is pushed along, the bristles 3, spread, apply and work in this narrow strip of paint so as to make a sufficiently wide traffic line. Sometimes after the painter has been pushed in one direction it can be run back in the other direction without delivering any paint so that the paint delivered on the first trip is additionally spread and worked in by the brush bristles on the return trip. The construction and arrangement of the nozzle and bristles is such that the traffic line can be painted up properly to the curb. When the bristles are worn, a new brush body with new bristles can be readily attached to the machine. The notch and set screw adjustment 13, affords means for properly positioning the bristles to cause them to adequately spread the thin stream of paint to form a sufficiently wide traffic line.

What I claim is:

1. A pavement traffic line painter consisting of the combination of a wheeled paint tank structure provided with a nozzle for delivering paint to the pavement, and laterally unrestrained brush bristles depending below all parts of the tank structure and spaced from and in rear of the nozzle to spread the deposited paint laterally upon the pavement and form a traffic line.

2. A pavement traffic line painter comprising the combination of a wheeled frame, a paint tank carried by the frame and having a regulatable paint nozzle within the wheel base and toward the rear end of the frame, and laterally unrestrained brush bristles depending below all parts of the tank and frame and disposed in rear of and spaced from the nozzle and within the wheel base, substantially as described.

3. In a pavement traffic line painter the combination of a wheeled tank having a discharge nozzle and a handle, an angular brush holder adjustably connected with the handle, and a brush having its body detachably connected with said holder and its bristles free

and unrestrained and arranged in rear of and spaced from the nozzle.

4. A pavement traffic line painter comprising the combination of a wheeled tank having a handle and a downwardly discharging nozzle, a valve for the nozzle, a rod for operating the valve movably connected with the handle, an angular brush holder connected with the handle, and a brush body connected with the holder and provided with bristles disposed in rear of and spaced from the nozzle and laterally free, substantially as described.

SAMUEL R. WILSON.