

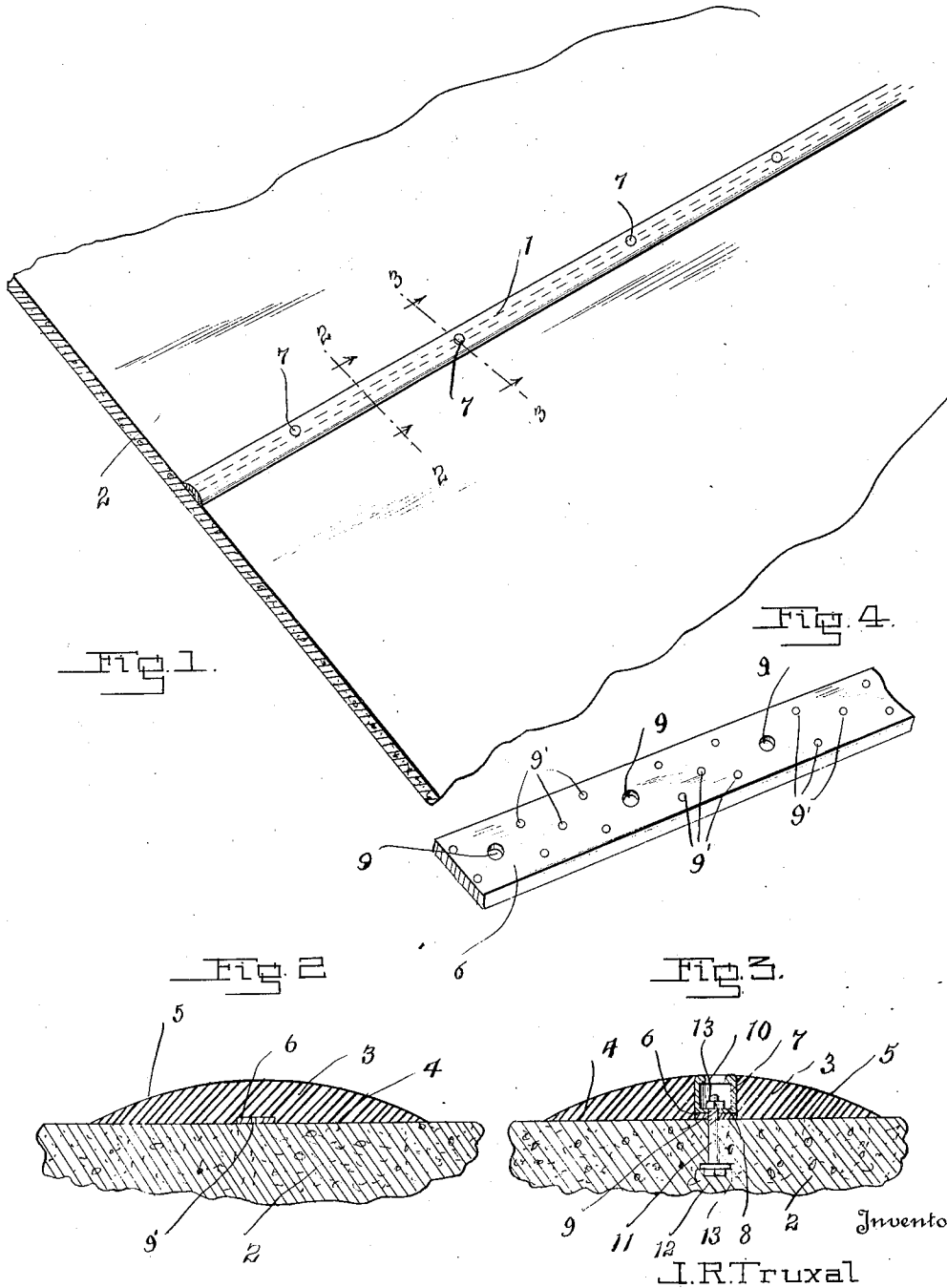
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J. R. TRUXAL

HIGHWAY MARKER

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By

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UNITED STATES PATENT OFFICE.

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HIGHWAY MARKER.

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This invention relates to highway markers and more particularly to a marker to indicate movement of traffic along a highway or across the same at an intersection. At the present time it is customary to paint traffic lines along or across a highway but this has been found unsatisfactory as the white lines quickly wear off or become obscured by dirt and in addition when first applied across a highway it is necessary to protect them with guard strips and divert vehicles to the other side of the street or highway until the paint has dried.

It is, therefore, one object of the invention to provide a marker which may be easily applied to a highway and will not be destroyed by the wheels of vehicles passing over it or hidden by dirt.

Another object of the invention is to permit the marker to be firmly secured upon the highway but at the same time allow it to be easily removed when a highway is to be repaired or replacement of the marker is necessary.

Another object of the invention is to so form the marker that it will be clearly visible but at the same time permit vehicles to easily pass over it without unduly jolting the vehicle or likelihood of the marker being damaged.

The invention is illustrated in the accompanying drawing, wherein

Figure 1 is a perspective view of a fragment of a highway with the marker applied to it;

Fig. 2 is a transverse sectional view taken on the line 2—2 of Fig. 1;

Fig. 3 is a transverse sectional view taken on the line 3—3 of Fig. 1, and

Fig. 4 is a perspective view of a portion of a reinforcing strip for the marker.

The marker, which is indicated in general by the numeral 1 and shown applied to a highway 2 in Fig. 1, may extend longitudinally of the highway to divide the same into traffic lanes for vehicles moving in opposite directions or it may extend transversely across the highway at its intersection with another street or highway to define safety lanes through which pedestrians are to pass when crossing the highway. The marker consists of an elongated body portion 3 which may be of any length desired. The body portion is preferably formed of vulcanized rubber, although other cushioning materials may be employed and is

formed with a flat under face 4 and a transversely arcuate upper face 5. It will thus be seen that, when the marker is applied to a highway, the under face 4 has flat contacting engagement with the face of the highway pavement and the upper face which curves transversely will intersect the plane of the lower face and thereby provide a surface across which an automobile or other vehicle may easily move without jolting the vehicle or danger of damage to the marker. A reinforcing strip 6 formed of any suitable material desired, but preferably metal, extends longitudinally of the body and is embedded in the under face thereof intermediate its width. At intervals throughout the length of the body there has been provided fastener receiving cups 7 which are formed of metal and are embedded in the body. Each cup has its bottom 8 resting upon the reinforcing strip 6 and formed with an opening which registers with a fastener receiving opening 9 provided in the reinforcing strip. At its open upper end the annular wall of the cup has its marginal portion folded inwardly, as shown at 10 in Fig. 3, in order to reinforce the cup against downward pressure and to also prevent danger of an automobile tire being cut by contact with the upper edge of a cup. Openings 9' are formed in the reinforcing strip and receive portions of the rubber body to firmly hold the strip in engagement therewith.

When the marker is applied to a highway and is to extend transversely across it to indicate a safety lane for pedestrians, a marker of the proper length is placed across the highway and a pencil or the like passed through the registering openings of the cups and reinforcing strip in order to form marks upon the pavement of the highway. The marking strip is then shifted to one side and pockets cut in the roadway of a sufficient size and depth to receive securing bolts 11. The securing bolts are disposed vertically with their heads 12 lowermost and carry washers 13 which assist in preventing upward movement of the bolts when the openings are filled in with cement or the like. After the bolts have been embedded in the highway, the marker is returned to its original position with the upper ends of the bolts projecting into the cups. The securing nuts 13 are then applied to the bolts and tightened by means of an ordinary socket wrench.

When so mounted, the marker will clearly define a safety lane and cannot become smeared or obliterated by vehicle wheels. The rubber or other material from which the body is formed will be colored to contrast with the paving. If the marker is to extend longitudinally of the highway and divide the same into traffic lanes for vehicles moving in opposite directions, the same procedure will be followed except that the mark will extend longitudinally of the highway instead of transversely thereof. If the mark becomes worn so that it must be replaced with a new one, the securing nuts may be easily removed and the marker lifted out of engagement with the bolts and a new one substituted. When resurfacing of the highway is necessary, the marker and bolts may be removed and the securing bolts embedded in the highway when the new surface is laid. If desired, letters may be formed of the material so that traffic directions may be provided upon a highway.

Having thus described the invention, I claim:

1. A highway marker comprising an elongated body, a reinforcing strip extending longitudinally of said body and embedded in the under face thereof intermediate its width, said strip being formed with openings adapted to receive fasteners, and cups embedded in said body with their bottoms resting upon the strip and formed with openings registering with the fastener receiving openings therein.

2. A highway marker comprising an elongated body, a reinforcing strip extending longitudinally of said body and embedded

in the under face thereof intermediate its width, said strip being formed with openings adapted to receive fasteners, and cups embedded in said body with their bottoms resting upon the strip and formed with openings registering with the fastener receiving openings therein, the walls of said openings terminating flush with the upper surface of said body and having inturned upper edge portions.

3. A highway, a marker consisting of an elongated body of cushioning material having a transversely arcuate upper face and an under face resting flat upon said highway, a reinforcing strip embedded in said body, cups embedded in said body and spaced longitudinally thereof, said cups resting upon said strip and having their bottoms formed with openings registering with openings in the strip, and fastener bolts embedded in the highway and projecting upwardly through the registering openings in to said cups.

4. A highway marker comprising an elongated relatively narrow body formed of cushioning material and having its under face adapted to rest flat upon a highway and its upper face arcuate in cross section for its full width, and a reinforcing strip extending longitudinally in said body and embedded in the under face thereof intermediate its width, said strip being formed with openings adapted to receive fasteners to secure the marker upon the surface of a highway.

In testimony whereof I affix my signature.

JAMES R. TRUXAL. [L. s.]