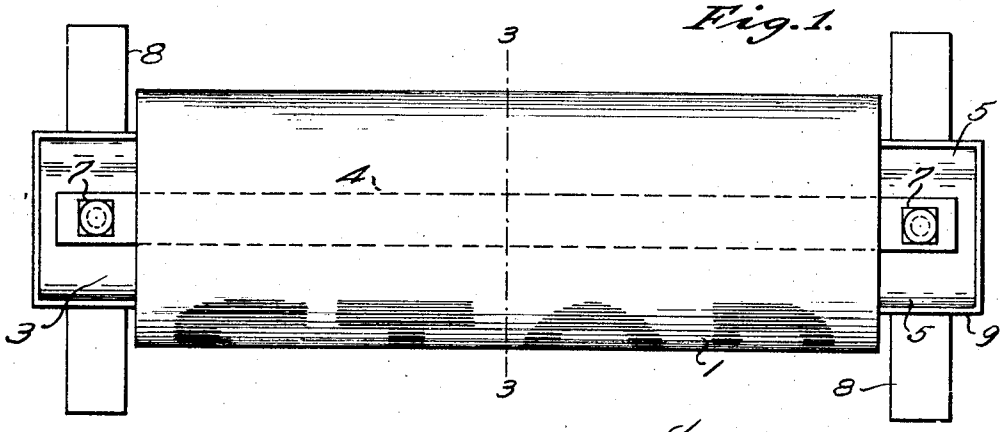
Jan. 8, 1929. 1,698,150

C. M. C. BAIRD

TRAFFIC MARKER

Filed Dec. 16, 1927

Fig. 1.



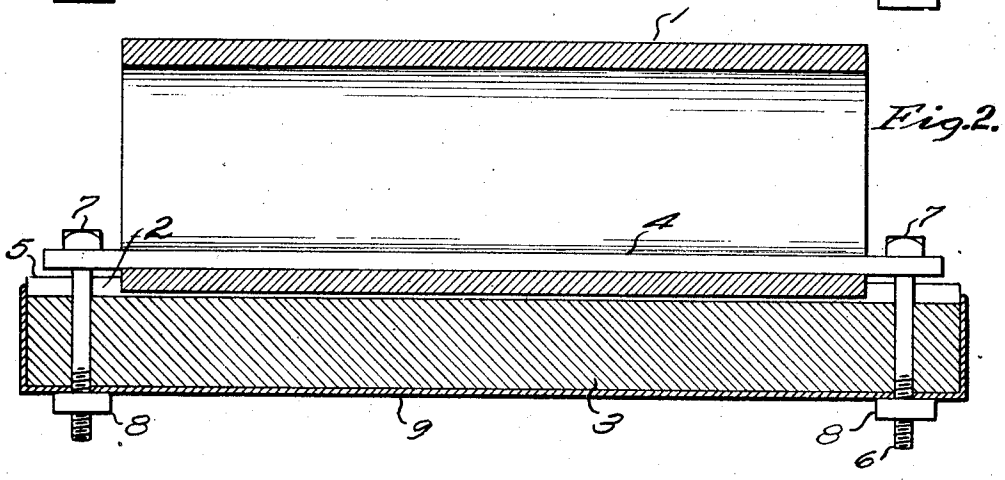
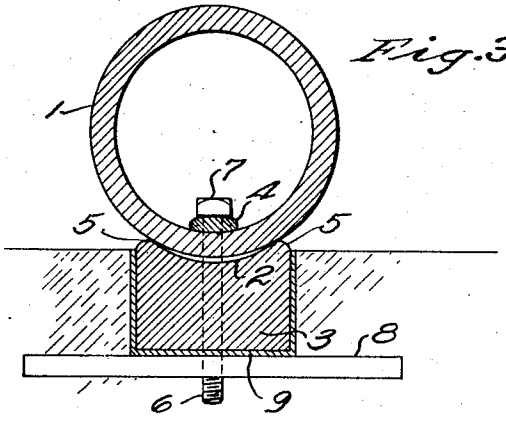


Fig. 3.



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UNITED STATES PATENT OFFICE.

CASSIUS M. CLAY BAIRD, OF EVANSTON, ILLINOIS.

TRAFFIC MARKER.

Application filed December 16, 1927. Serial No. 240,483.

This invention relates to traffic markers of the kind which may be placed in a conspicuous position on a road in the path of travel and are resilient to allow vehicles to pass thereover without injury to the markers.

The object of the invention is to provide a marker of this class which is freely collapsible and in which, when in collapsed form, the resilient material throughout its body is exerting a restoring effort.

It is also an object of the invention to provide a collapsible rubber sign in which the flexure and wear of the material thereof, is not confined to limited areas but is well distributed.

Another purpose of the invention is to increase the usefulness of resilient traffic markers by the form and mounting thereof which enables repositioning of the markers in their supports, and therefore, the use of different parts of their surfaces for bearing the lettering.

These objects are accomplished by a construction as shown in the drawings in which:

Figure 1 is a plan view of the traffic marker.

Fig. 2 is a central longitudinal sectional view.

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

The principal feature of this invention is in the use of a sign bearing element which is of tubular form, horizontally disposed, collapsible, and resilient. For this purpose heavy rubber tubing is employed. The tube is clamped to a support which in turn is set into a pavement, leaving the tube extending horizontally above the pavement conspicuously in view of approaching drivers. Due to the collapsible and resilient nature of the sign bearing tube, it may be run down by vehicles and will at once return to its original indicating position.

As shown in the drawings, the open ended rubber tube 1 is seated in a concave recess 2 in the upper surface of a supporting block 3. The tube is clamped to the block by means of a bar 4 passing through the tube and pinching that part of it in the recess 2 by coaction with shoulders 5 of the block at the sides of the recess. The bar 4 is held in its tube gripping position by bolts 6. The heads 7 of the bolts bear on bar 4, and the bolts extend through the block 3, with their lower ends in threaded engagement with bars 8 at the lower side of the block.

The bars 8 also serve as anchoring means for the device, as they extend outwardly into the pavement at each side of block 3. The supporting block 3 is preferably provided with an aluminum sheathing 9 and is cemented into the pavement so that its upper surface is substantially flush therewith as indicated in Fig. 3.

In operation, when the marker is collapsed against the pavement by vehicles passing thereover, both of its side walls, and to some extent its entire body, are displaced from normal position, and being of rubber, exert a very considerable restoring effort when released. There is, therefore, considerable advantage in this tubular type of marker.

I claim:

1. The traffic marker comprising a collapsible resilient tube bearing a sign and means for securing and anchoring said tube in horizontal position to a pavement.

2. A traffic marker comprising a collapsible open ended rubber tube bearing a sign, and means for securing and anchoring said tube in horizontal position to a pavement.

3. A traffic marker comprising a collapsible resilient tube bearing a sign and means for securing and anchoring said tube to a pavement, said means comprising a supporting block having a concave surface for receiving the tube and a clamping member secured to said block and passing through the tube above the center of the concave surface of the block.

Signed at Chicago this 13th day of December, 1927.

CASSIUS M. CLAY BAIRD.