Sept. 3, 1935. C. H. GIBBS 2,013,406

INLAY PAVING MARKER

Filed Oct. 27, 1931

Fig. 1.

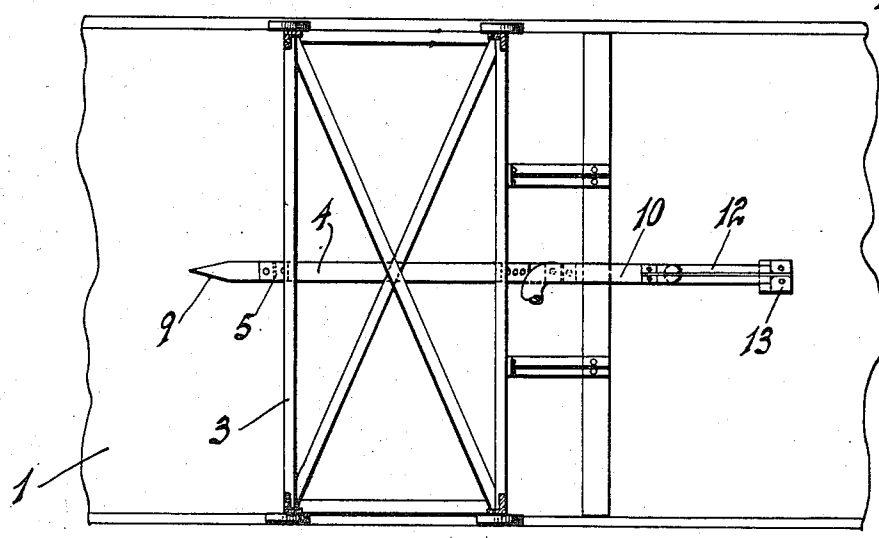


Fig. 2.

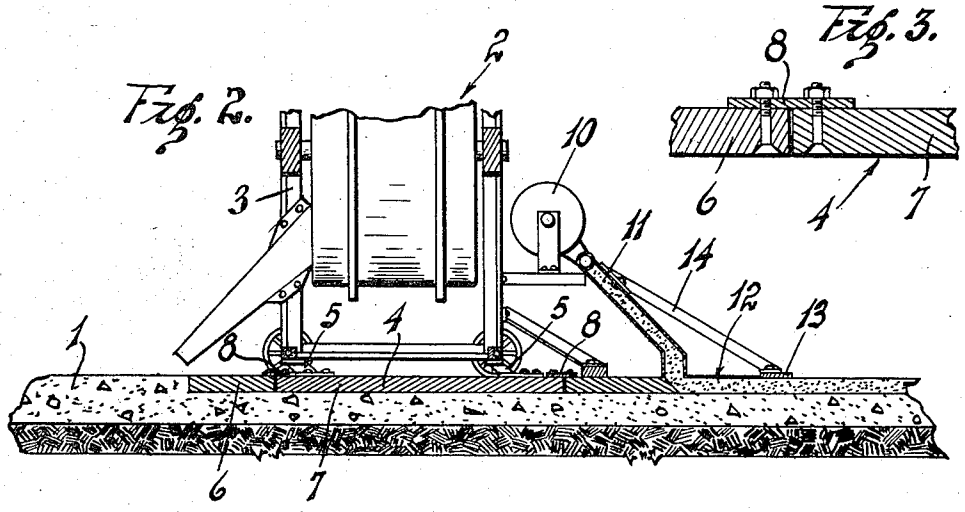
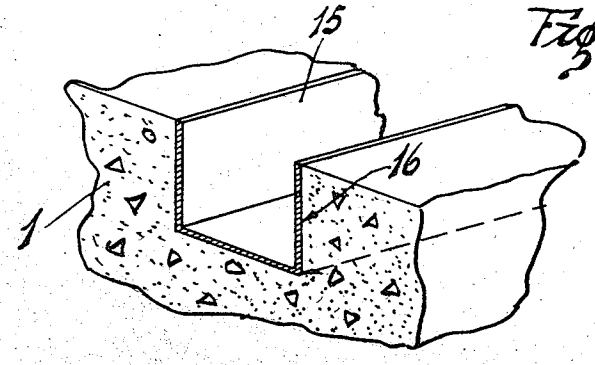


Fig. 3.

Fig. 4.



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2,013,406

INLAY PAVING MARKER

Charles H. Gibbs, Long Beach, Calif., assignor by direct and mesne assignments, of twenty-five sixty-fourths to Ruby A. Privett, two thirty-seconds to (Mrs.) Tove Stadler, six thirty-seconds to Benjamin Thomas Cross, one sixty-fourth to W. F. Sperber, and one thirty-second to H. H. Robinson and Rebecca S. Robinson, joint tenants, all of Long Beach, Calif.

Application October 27, 1931, Serial No. 571,354

5 Claims. (Cl. 94—45)

This invention relates to an inlay paving marker whereby a longitudinal strip of contrasting color cement is provided in a highway to indicate lanes of traffic. It has been the custom heretofore to paint a strip or strips on the highway to indicate the lanes, but this method necessitated the frequent renewal or re-painting of the strip at considerable expense and effort.

An object of my invention is to provide an inlay strip which is placed or formed at the same time the concrete is poured on the road, and which thus forms a permanent marker which will not become dim or obliterated.

Another object is to provide a method and means of forming a longitudinal marker or strip which is quickly and easily formed at the same time the road is being constructed, and which becomes an integral and permanent part of the road.

Still another object is to provide a paving marker which is simple in construction and which can be applied to the present road equipment.

My marker does not interfere with the present equipment or method of pouring concrete on the road, and the marking strip formed by my device is accurately placed and involves the expenditure of little additional effort or expense.

Other objects, advantages and features of invention may appear from the accompanying drawing, the subjoined detailed description and the appended claims.

In the drawing

Figure 1 is a plan view of my marker device in position on a road paving frame. The upper parts of the paving machine being removed.

Figure 2 is a longitudinal sectional view of my marker in position on a paving machine, a fragment of which is shown.

Figure 3 is an enlarged fragmentary sectional view of the marking bar.

Figure 4 is a fragmentary perspective view of the metal form or pan.

Referring more particularly to the drawing, the numeral 1 indicates a roadway upon which concrete is poured to form the highway. The paving machine 2 of usual and well known design includes a frame 3 which extends transversely of the road and the concrete mixer or chute is mounted on this frame. The mixer is moved along the roadway and the concrete is poured over the entire width, all of which is usual and well known.

In forming a marking strip which extends longitudinally of the highway, I provide a bar 4 preferably formed of metal. This bar is so arranged and positioned that the concrete which forms the road is poured around it leaving a trough behind the paving machine as it advances, and this trough is subsequently filled with cement of a contrasting color to the highway. The bar 4 is attached to the bottom of frame 3 by means of brackets 5—5. These brackets are bolted to the frame and are adapted to be adjusted transversely of the frame so that the trough formed by the bar 4 is at a desired position in the road. The bar 4 is preferably formed in sections as shown, 6—7 in Figure 3. The sections 6—7 are connected by means of a plate 8 which is attached to the sections by means of bolts, rivets or other suitable fastening means of connection between the plate and the bar sections.

The purpose of sectional bar construction is to enable the bar to be curved either convexly or concavely, which arrangement becomes necessary when the road is constructed in a valley or depression, and over the top of hill or prominence.

The bar 4 extends forwardly of the frame 3 and also to the rear thereof. The front of the bar is preferably pointed as shown at 9 so that it will push through any concrete in front of the paving machine.

A separate hopper or mixer 10 is provided on the frame 3, and a cement of any desired color is mixed therein and is subsequently place in the trough formed by the bar 4. A chute or tube 11 extends from the mixer 10 to the rear edge of the bar 4.

An apron 12 extends rearwardly from the bottom edge of the trough or pipe 11. The purpose of this apron being to smooth or tamp the upper surface of the inlay cement. A smoothing plate 13 is mounted at the rear of the apron 12, and this smoothing plate drags over the inlay cement so as to provide a smooth upper surface.

The plate 13 is attached to the machine by means of a bracket or arm 14. If for any reason the mixer 10 should cease to function and thus prevent the placing of the inlay strip, I then provide a metal form 15 which is placed in the trough 16, formed by the bar 4. This form then holds the poured concrete out of the trough and the cement can be placed by hand or otherwise taken care of after the paving machine has progressed forward a considerable distance.

Having described my invention, I claim:

1. A paving and marking machine comprising in combination, a container for the paving material, a trough forming bar around which the paving material is discharged from the container, a second container for the marking material, and

means for delivering the marking material from the second container into the trough.

2. A paving and marking machine comprising in combination, a frame structure, a container for the paving material mounted thereon, a trough forming bar suspended longitudinally on the frame beneath the container and around which the paving material is discharged from said container, a second container for the marking material mounted on the frame, and means for delivering the marking material from the second container into the trough.

3. A paving and marking machine comprising in combination, a portable frame structure, a container for the paving material mounted thereon, a longitudinally extending trough forming bar suspended from the frame beneath the container and around which the paving material is discharged from the container, a second container for the marking material supported on the frame and a chute extending from the second container to the rear end of the bar for delivering the marking material from the second container into the trough.

4. A paving and marking machine comprising in combination, a portable frame structure, a container for the paving material mounted thereon, a longitudinally extending trough forming bar suspended from the frame beneath the container and around which the paving material is discharged from the container, a second container for the marking material supported on the frame and a chute extending from the second container to the rear end of the bar for delivering the marking material from the second container into the trough and a smoothing unit for smoothing the marking material deposited in the trough associated with the discharge end of the chute.

5. A paving and marking machine comprising in combination, a frame structure, a container for the paving material mounted thereon, a trough forming bar suspended longitudinally on the frame beneath the container and around which the paving material is discharged from said container, a second container for the marking material mounted on the frame, and means for delivering the marking material from the second container into the trough, said bar comprising a plurality of hingedly connected sections.

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