

Oct. 31, 1939.

E. M. DEZENDORF

2,178,164

ROAD OR STREET MARKER

Filed April 10, 1937

Fig. 1.

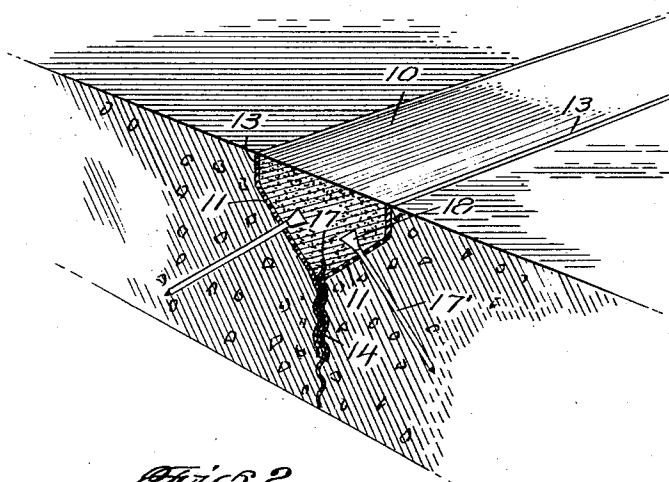


Fig. 4.

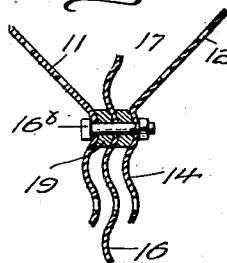


Fig. 2.

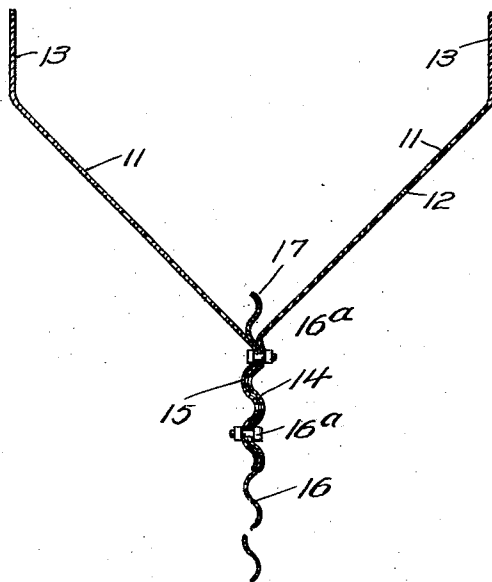
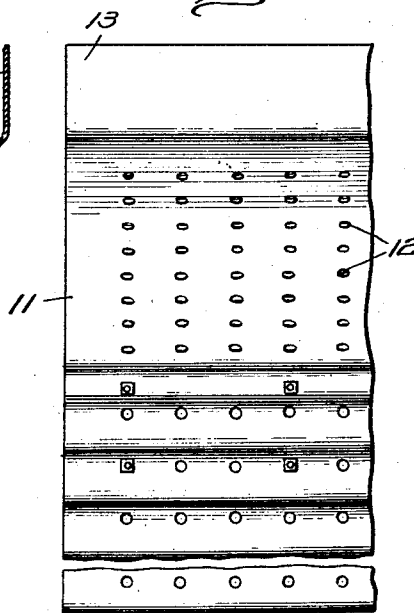


Fig. 3.



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2,178,164

ROAD OR STREET MARKER

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Application April 10, 1937, Serial No. 136,214

5 Claims. (Cl. 94-1.5)

The object of the invention is to provide means for incorporation in a roadbed of macadam or concrete, or other suitable material so that the line for the direction of traffic may be clearly defined by reason of being formed of a distinguishably colored aggregate set in the roadbed as distinguished from traffic marking lines superficially applied; to provide a traffic marker which may be readily adjusted as to width to give the resultant traffic line the proper thickness according to preference within the range of adjustment; to provide a marker of the kind indicated which may be and is firmly anchored in the roadbed; and generally to provide a device of the kind indicated which is of simple form and therefore susceptible of cheap manufacture.

With this object in view, the invention consists in a construction and combination of parts of which a preferred embodiment is illustrated in the accompanying drawing but to which the invention is not to be restricted further than restrictions are imposed by the appended claims.

In the drawing:

Figure 1 is a perspective view, partly in section, of a section of roadbed showing the invention in operative position.

Figure 2 is a cross-sectional view of the trough for receiving the colored material defining the marking line.

Figure 3 is a side elevational view of the structure of Figure 2.

Figure 4 is a view similar to Figure 2 but illustrating the use of the means for increasing the width of the trough.

Where the traffic marking lines are superficially applied as is conventional practice, it must be done by use of a paint, so that frequent travel over the line results in its obliteration and calls for constant renewal. In the present invention, the marking line is defined by an element inset in the roadbed, as indicated in Figure 1, this element being in the form of an aggregate 10, or other suitable material, which is distinguishably colored to contrast with the color of the road surface. The material 10 is received in a trough sunk in the roadbed and consisting of the complementary elements 11 made of any suitable material, perforated, as indicated at 12, and flanged, as at 13 and 14, the flanges 13 and 14 lying in parallel planes and the perforated or web portion being at obtuse angles with respect to them. The flange 14 is corrugated and thus the corresponding flanges on the two elements will nest one within the other. The perforations are extended into the flanges 14 and are pitched so as to follow the

peaks of the corrugations, as indicated at 15. Thus bolts 16a may be passed through selected perforations to couple the two trough sections together. While the anchor strip 16 is not necessary to the successful use of the invention, it is a desirable adjunct and consists merely of a corrugated strip, perforated as are the flanges 14. Its corrugations are the same size as the corrugations of the flanges 14, so that it may be interposed between the two in assembling the two trough sections and will depend wholly from the lower end of the flanges 14, or, depending on the manner of assembling, will project up into the trough, as indicated at 17, where the synclined walls of the trough unite.

When the roadbed is laid, the trough consisting of the assembled sections 11, is set in the roadbed, as indicated in Figure 1, and the corrugations both in the flanges 14 and in the anchor strip 16 function as means to anchor the trough in place. But this anchoring is not alone relied upon, headed pins 17 being employed as additional anchoring means by being inserted through selected perforations 12 with the heads 18 brought up against the inner surfaces of the inclined walls of the trough.

The aggregate which is to define the marking line is poured into the trough defined by the two sections and flowing around the heads of the pins 17 and around the projecting upper edge 17 of the anchor strip 16, will be firmly anchored in the trough and if the aggregate has been distinguishably colored, as the invention contemplates, an inerasable marking line will be defined in the roadbed.

In order that the use of the invention may not limit the user to a marking line of a fixed thickness, provision is made for adjusting the width of the trough when laying it and this adjusting means consists of spacers 19 which may be inserted between the flanges 14 and on opposite sides of the anchor strip 16, so that the anchor bolts 16b which, perforce are longer than the bolts 16a, may secure the trough sections together but with a wider spacing between the flanges 13. The spacers 19 are formed respectively with dished and bulged faces on opposite ends for receiving the peaks and hollows of the corrugations.

The invention having been described, what is claimed as new and useful is:

1. A roadway having a traffic marking line in its upper surface consisting of material distinguishably colored from the road surface material and set in the road surface, and a trough re-

ceiving said material and set in the road surface, said trough comprising complemental flanged elements of which certain flanges are corrugated and nest one within the other, fasteners passing through the flanges to assemble the trough sections, and an anchor strip interposed between the connected flanges, and spacers interposed between the flanges and the anchor strip.

2. A roadway having a traffic marking line in its upper surface consisting of material distinguishably colored from the road surface material and set in the road surface, and a trough receiving said material and set in the road surface, said trough comprising complemental flanged elements of which certain flanges are corrugated and nest one within the other, fasteners passing through the flanges to assemble the trough sections, and an anchor strip interposed between the connected flanges, and itself corrugated to correspond with the corrugations in the flanges, and spacers interposed between the flanges and the anchor strip and dished and bulged respectively on opposite faces to respectively receive and enter the peaks and hollows of the corrugations.

3. A roadway having a traffic marking line in its upper surface consisting of material distinguishably colored from the road surface material and set in the road surface, and a trough receiving said material and set in the road surface and comprising a duality of complemental flanged elements of which corresponding flanges are corrugated with that of one element nesting in that of the other element, and fasteners engaged with

the nested flanges and securing the elements together.

4. A roadway having a traffic marking line in its upper surface consisting of material distinguishably colored from the road surface material and set in the road surface, and a trough receiving said material and set in the road surface, the trough comprising a duality of complemental flanged elements and an anchor strip, corresponding flanges of said elements being corrugated and the anchor strip being corrugated and interposed between the corrugated flanges, and fasteners engaging the corrugated flanges to secure them and the intervening anchor strip in nested relation.

5. A roadway having a traffic marking line in its upper surface consisting of material distinguishably colored from the road surface material and set in the road surface, and a trough receiving said material and set in the road surface, the trough comprising a duality of complemental flanged elements and an anchor strip, corresponding flanges of said elements being corrugated and the anchor strip being corrugated and interposed between the corrugated flanges, and fasteners engaging the corrugated flanges to secure them and the intervening anchor strip in nested relation, the anchor strip being materially wider than the corrugated flanges and so disposed between them that its upper edge projects into the trough and its lower edge extends materially below the lower edges of said flanges.

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