

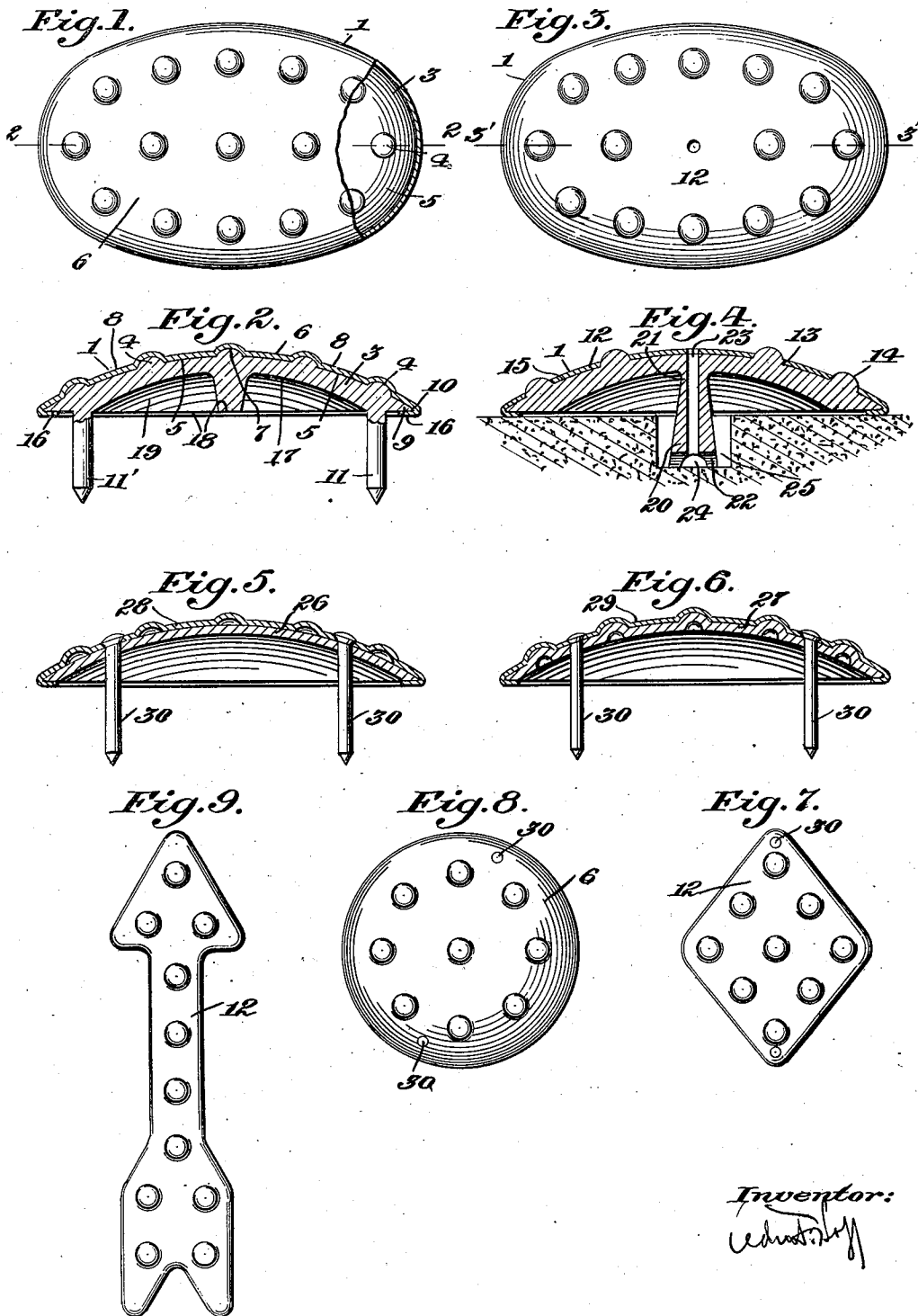
Jan. 20, 1931.

A. F. HOFF

1,789,525

STREET TRAFFIC MARKER

Filed Sept. 9, 1930



## UNITED STATES PATENT OFFICE

ADAM F. HOFF, OF BALTIMORE, MARYLAND

## STREET-TRAFFIC MARKER

Application filed September 9, 1930. Serial No. 480,777.

My invention pertains to a street traffic marker, which replaces successfully the painting of traffic lanes commonly used to designate the movements of vehicular and pedestrian traffic.

The main object of my invention is to provide a practical traffic marker which will afford maximum visibility, and at the same time be durable and inexpensive to manufacture, and which will furnish a permanent marking means instead of the old way of painting such lines which need constant repainting and other upkeep.

Another object of my invention is to provide the lower face of the base member with a surface adapted to contact with the pavement throughout its entire lower face, or said face may be recessed so as to effect a saving of material thereby economizing in the cost of manufacture.

Another object of the invention is to provide a marker having a metal base member provided with a plurality of projections and recesses formed between said projections on its upper face, and a separable covering member of any suitable light alloy metal, or bright substance, said covering member having depressions in its lower face, said face being so formed as to fit over the upper face of the projections and over the face of said recesses, said base member and covering member constituting a unit independent of the pavement.

Another object of the invention is to provide a metal base member provided with a plurality of projections and recesses between the projections, a separable covering member secured thereto, said covering member being formed with a plurality of perforations formed therethrough adapted to be fitted around and through said projections to any suitable degree, and to cover the recessed portions of the upper face of the base member.

Further objects of the invention are to so construct my improved marking device that the covering member will always be maintained in a rigid position over the base member; to provide a downwardly extended prong integral with the lower face of the base

member especially designed for securely fastening the marker to concrete, stone or brick pavements; to provide a plurality of integral prongs depending from the lower face of the marker to serve as means for anchoring the device to an asphalt pavement or to pavements composed of flexible or resilient material, said prongs being suitably spaced apart and so disposed with relation to each other that they will be adapted to furnish a more positive and secure fastening means for the said marker.

The foregoing and such other objects as may appear from the ensuing description are accomplished by the construction, arrangement, location and combination of the several parts hereinafter more fully described, illustrated in the accompanying drawings, and particularly pointed out in the claims appended, hereto, it being understood that slight changes in the precise shape, proportions and minor details of the construction may be resorted to without departing from the spirit or sacrificing any of the advantages of the invention.

In the accompanying drawings forming a part of this specification it will be seen that:

Figure 1 is a plan view of the upper face of my marker, where the covering is provided with a series of depressions.

Figure 2 is a cross section of the marker taken in the plane of the dotted lines 2—2, Figure 1.

Figure 3 is a plan view of the upper face of my marker, where the covering is provided with a series of perforations.

Figure 4 is a cross section of my marker taken in the plane of the dotted lines 3'—3', Figure 2.

Figures 5 and 6 show a modified construction of the shank of my marker.

Figures 7, 8, and 9 illustrate modified contours of my marker.

In the embodiment of my invention, as illustrated, it will be seen that numeral 1 designates my improved marker, having a base member 3 which is provided with projections 4 and recesses 5. The upper face of the base member is enveloped with a covering 6, which is provided with depressions 7 that fit over

the projections 4, and the space 8 between the depressions which are adapted to rest on the recesses 5. The numeral 9 designates the edge of the covering which is bent over the lower end of the shank 10 and thereby holds securely the covering to the shank. The numerals 11 and 11' designate the prongs of the marker that serve as fastening means to anchor the marker in an asphalt or other resilient pavement.

The numeral 16 designates a resting surface of the lower face of the base member which prevents the marker from sinking into the pavement when subjected to traffic conditions. Such resting surface may extend throughout the lower surface of said base member, or in order to save material, may have a hollowed upwardly extending surface as shown at 17, and may be further reinforced with ribs 18 and 19.

In the modified form of marker shown in Figs. 3 and 4, the numeral 12 indicates the covering provided with perforations 13 through which extend the projections 4, while 15 designates a sloping area on the upper face of the marker from its central portion towards its edge which serves to maintain said marker in a cleansed condition and drain off all foreign matter which accumulates thereon from ordinary outdoor conditions.

The numeral 20 designates a special formation of prong which adapts the marker to be securely installed in brick, stone or concrete pavement, while 21 indicates the upper end of said prong, which is of a smaller diameter than the lower end 22 of the prong. 23 indicates a vertical hole or opening formed throughout the prong and base member and terminating at its upper end at the upper surface of the marker, and 24 is an opening formed at the lower end of the prong.

To fasten the marker in concrete a hole 25 is drilled in the pavement with a diameter larger than the widest diameter of the prong. The marker is then set or fitted into the pavement, a hot metal or other suitable substance is poured through the hole at the outer surface of the marker, which results in the metal flowing through the opening 24 and filling in the space formed between the outer walls of the prong and the inner walls of the hole formed in the pavement, and when the substance hardens will furnish a positive and secure anchoring means of the marker to the pavement.

The outer longitudinal wall of the prong may be either angular, so as to prevent the marker from twisting, after it has been inserted in the pavement, or it may be circular.

Referring to the slightly modified form of markers shown in Figs. 5 and 6, the numeral 26 indicates the base member, Fig. 5, which consists of pressed out sheet steel with a sloping contour, to which the covering 28 is fastened, and 27 in Fig. 6 designates a similar

base member which has projections formed on its upper face to which is fastened a covering as in Figure 2, while 30 indicates two detachable prongs which are used to fasten the marker to the pavement.

It will be readily perceived that my device provides a practical marker which is both highly visible and extremely durable, and at the same time inexpensive, because of the following reasons: The shank or the inner body portion of the marker is made of a sufficiently strong material, preferably of malleable iron, steel, or forgings, which may be hollowed out at different points that will save metal and still retain the proper strength to withstand the abuse of heavy traffic. Again, the light alloy metal covering which fits into the recesses of the upper face of the shank furnishes a high visibility which is indestructible, since the projections on the shank absorb the impact of heavy traffic, and prevent thereby the destruction of the covering. Any light alloy material that would prove practical for a traffic marker is rather expensive, and without the projections on the upper face of the marker, the constant impact of heavy traffic would soon thin out the covering at different places and result in the splitting up of the covering which will thus become rather dangerous to traffic.

Furthermore, it is of no material difference whether the covering has perforations or depressions to permit the said covering to fit into the recesses of the shank, since in either case the projections of the shank will serve to protect the covering from traffic abuse. If the covering is made of a thin-gaged sheet metal with depressions to fit over the projections of the shank, it will be found that the upper face of the depressions will soon wear away, and it will appear as if the covering was perforated originally.

Having thus described by invention, what I claim and desire to secure by Letters Patent is:

1. A street pavement traffic marker unit comprising a metal base member formed with its upper face sloping from its center to its outer edge and having projections, and recesses between the projections on said upper face, a separable covering member of any desired color formed with depressions in its lower face adapted to fit over said projections and said lower face being adapted to correspond with the formation of the upper face of the base member, and suitable fastening means to securely retain said covering to the upper face of said base member.

2. A street pavement traffic marker unit comprising a metal base member with its upper face sloping from its center to its edge and having projections and recesses between the projections on said upper face, a separable covering member of any desired color having perforations formed there-

through adapted to fit around said projections and to cover the space formed between the projections, so that the metal projections of the base member extend through the perforations of the covering, and suitable fastening means to securely hold said covering to the upper face of the base member.

3. A street pavement traffic marker unit comprising a metal base member formed with projections, and recesses between the projections in its upper face, a separable rigidly secured covering member of any desired color, said covering being fixedly secured upon the recessed portions of the upper face of the said base member, means for fixedly securing said marker to the pavement, said projections on the upper face of the base member being so disposed as to prevent vehicles from destroying said covering when subjected to traffic abuse.

In testimony whereof I hereunto affix my signature.

ADAM F. HOFF.