May 20, 1941. F. J. RICHARDSON 2,242,619

TRAFFIC MARKER

Filed Jan. 17, 1939

Fig. 1.

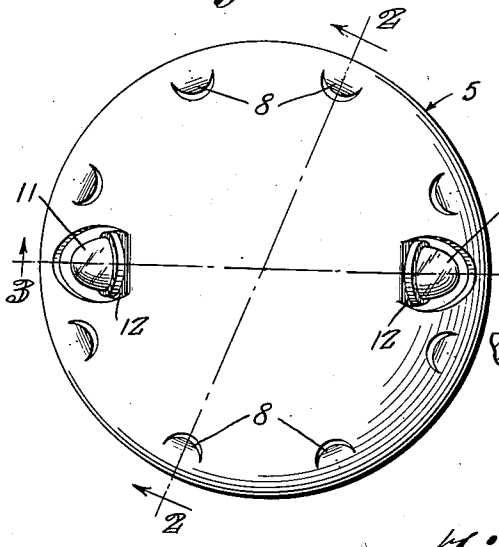



Fig. 2.

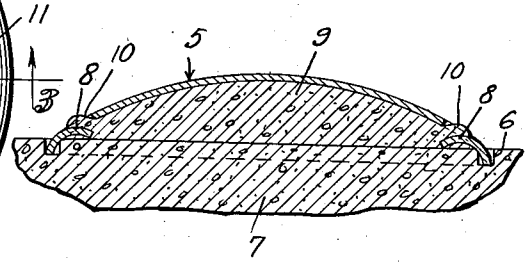



Fig. 3.

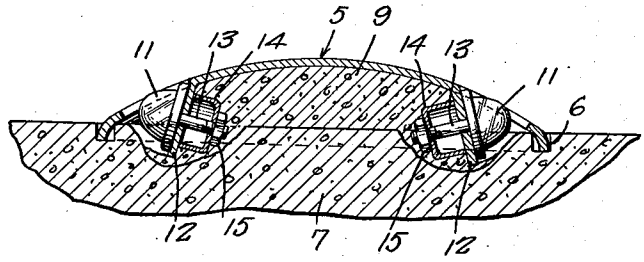
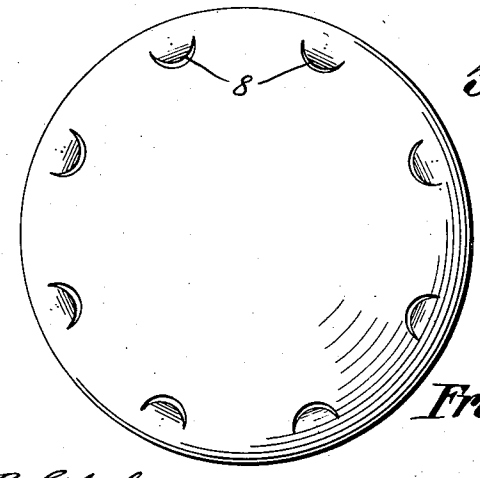



Fig. 4.

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# UNITED STATES PATENT OFFICE

2,242,619

## TRAFFIC MARKER

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Application January 17, 1939, Serial No. 251,404

4 Claims. (Cl. 94—1.5)

The present invention relates to new and improved traffic markers.

An important object of the invention is to provide a traffic marker which is relatively simple and inexpensive in construction and efficient in use.

Another object of the invention is to provide a traffic marker having the above characteristics and embodying means for permitting its attachment to the street or road bed with which it is used thereby securely locking the same so as to be unaffected by vehicular travel.

A further object of the invention is to provide a traffic marker that presents maximum visibility for day and night driving and due to the shape and construction thereof permits contact by road traffic without any material signs of wear.

The invention will be fully and comprehensively understood from a consideration of the following detailed description when read in connection with the accompanying drawing which forms a part of the application.

In the drawing:

Figure 1 is a top plan view of an improved traffic marker formed in accordance with the teachings of the present invention;

Figure 2 is a sectional view taken substantially on line 2—2 of Figure 1 and illustrating the marker attached to a road bed;

Figure 3 is a sectional view similar to Figure 2 and taken on line 3—3 of Figure 1; and

Figure 4 is a top plan view of a modified form of construction.

In order to protect pedestrians crossing streets where there is excessive vehicle traffic, it is customary to provide paths across the street in which pedestrians may walk. The present practice is to define these paths by painted lines which become obliterated by constant traffic. The traffic markers, according to the present invention, may be employed for defining the cross-walk paths and further as a signal to motorists that they are approaching a pedestrian crossing. While the markers are slightly elevated above the surface of the street or road bed, due to the construction of the same, constant contact of vehicular traffic will not in any manner destroy or otherwise affect them.

Referring to the drawing for a more detailed description and more particularly Figures 1, 2 and 3 thereof, it will be observed that the improved traffic marker indicated generally by the reference numeral 5 is substantially circular in outline and of concavo-convex formation. The marker 5 is preferably formed of steel or related metallic sheeting, the edges of which are adapted to be embedded within a groove 6 formed in the street or road bed 7.

An important feature of the present invention is the provision of integral means for attaching the marker to the pavement or road bed, which means comprises an annular series of inwardly directed prongs 8 which are struck up along the edge of the marker and which incline inwardly and downwardly, as better illustrated in Figure 2 of the drawing. The construction of the marker is such that it may be secured to the pavement or road bed by filling it with suitable cement or the like 9 and then positioning the edge thereof within the groove 6, the cement being expressed over the prongs 8 and through the perforations made during the formation of the prongs as indicated at 10. When the cement hardens a secure bond is formed between the marker 5 and the top surface of the road bed with the result that the marker is substantially permanently affixed thereto.

It is also preferred to provide the marker 5 with diametrically opposed reflectors 11 which are attached to the lugs 12 stamped out or otherwise formed on opposite sides of the body of the marker. The reflector 11 is mounted on a threaded shaft 13 and is attached to the lug 12 by means of the collar 14 and nut 15, said nut holding the collar against the inner portion of the lug as clearly shown in Figure 3 of the drawing. In the assembly of the reflector it is preferred to have the same extend slightly above the surface of the marker whereby it will be cleaned by the tires of vehicles passing thereover. There is also alleviated the possibility of the reflector becoming obliterated by mud and the like since very little space remains between the surface of the marker and the lowermost portion of the reflector. It is to be understood that the reflectors 11 may be of any desired material and color so long as they are of the type to be readily visible for night driving.

In Figure 4 of the drawing there is illustrated a type of traffic marker in which there is eliminated the use of the diametrically opposed reflectors. It may occasionally be necessary or desirable to employ this type of marker which is less expensive than the form illustrated in Figure 1.

As afore-indicated the traffic markers, according to the present invention, are formed of a brilliant non-rusting steel which are exceptionally visible for day and night driving and unexcelled in durability. This type of traffic

marker can also be installed in any type of road surface such as asphalt, concrete, brick or the like by the means herein indicated.

Also it will be understood, of course, by those skilled in the art that variations in the herein-above described device involving the substitution of substantial equivalents for the devices described are intended to be comprehended within the spirit of the present invention and that the invention is capable of extended application and is not confined to the exact showing of the drawing nor to the precise construction described and, therefore, such changes and modifications may be made therein as do not affect the spirit of the invention nor exceed the scope thereof as expressed in the appended claims.

What is claimed is:

1. A traffic marker comprising a dome-shaped shell having its peripheral edge located in a circular groove in a highway, a series of annular inwardly struck prongs formed circumferentially of said shell to provide openings therein, and a bonding material filling said shell and bonded to the highway, portions of said bonding material extruding over said prongs and through said openings to provide keys for anchoring the shell to the highway.

2. A traffic marker comprising a dome-shaped shell having its peripheral edge located in a circular groove in a highway, a series of annular inwardly struck prongs formed circumferentially of said shell above said peripheral edge to provide openings in the shell, and a bonding material filling said shell and bonded to the highway, portions of said bonding material lying about said prongs and in said openings to provide keys for anchoring the shell to the highway.

3. A traffic marker comprising a dome-shaped shell having its peripheral edge located in a circular groove in a highway, a series of annular inwardly struck prongs formed circumferentially of said shell above said peripheral edge to provide openings in the shell, a bonding material filling said shell and bonded to the highway, portions of said bonding material extruding over said prongs and through said openings to provide keys for anchoring the shell to the highway, and a pair of diametrically opposed reflectors carried by inwardly projecting lugs formed on said shell.

4. A traffic marker comprising a series of dome-shaped shells having their peripheral edges located in aligned grooves in a highway, each shell having a series of annular inwardly struck prongs formed circumferentially thereof to provide openings in the shell, and a bonding material filling said shells and bonded to the highway within the area of said grooves, portions of said bonding material extruding over said prongs and through said openings to provide keys for anchoring the shells to the highway.

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