Oct. 24, 1933. G. L. ESTES 1,932,206

TRAFFIC MARKING DEVICE

Filed Aug. 10, 1931

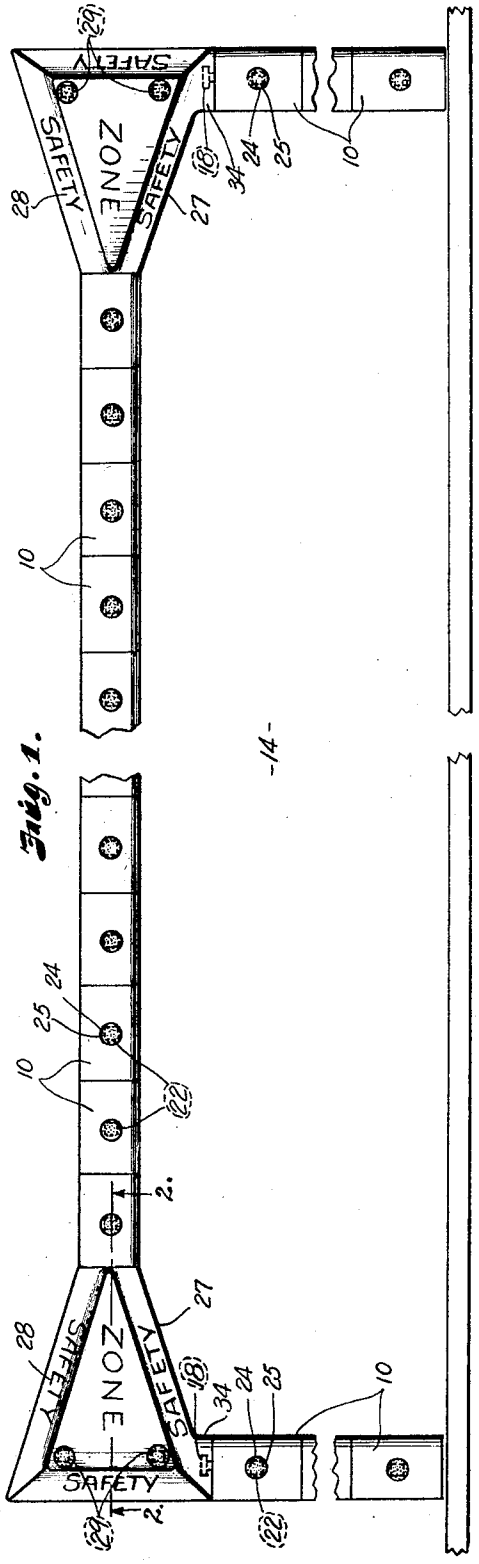


Fig. 1.

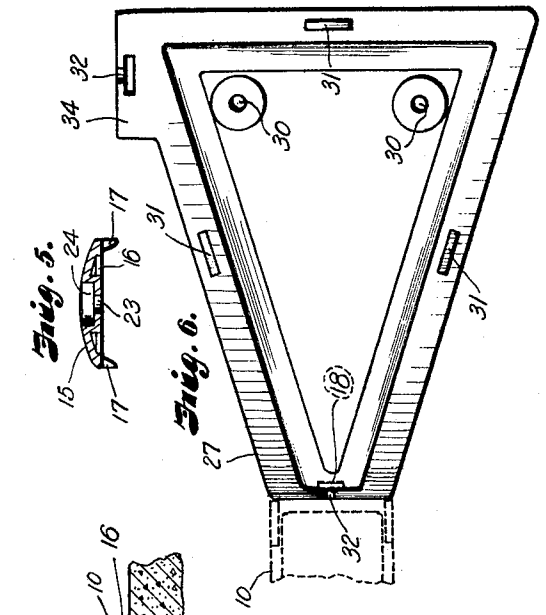


Fig. 6.

Fig. 5.

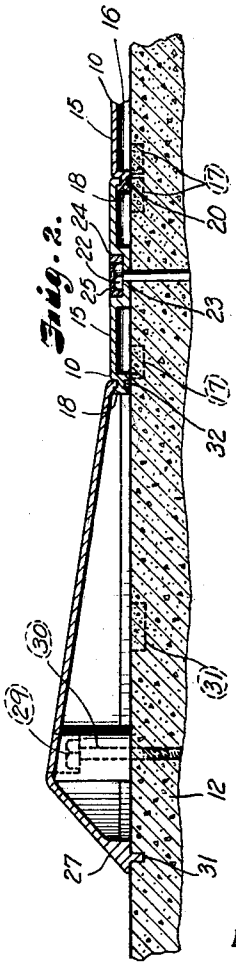


Fig. 2.

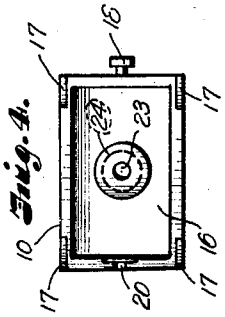


Fig. 4.

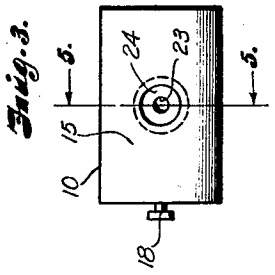


Fig. 3.

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Patented Oct. 24, 1933

1,932,206

UNITED STATES PATENT OFFICE

1,932,206

TRAFFIC MARKING DEVICE

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Application August 10, 1931. Serial No. 556,040

3 Claims. (Cl. 94—1.5)

The present invention relates generally to traffic signaling and guiding devices, with special reference to markers or guides employed to designate the limits of certain stops or zones that have been set apart and excluded from the use of the traffic.

The general object of the invention is to devise an improved form of marking means for use in designating the boundaries of so-called safety or school zones, and the like, and including stop zones and areas where traffic or parking privileges are either restricted or prohibited altogether.

More specifically the invention comprises marking devices in the form of a series of marker units adapted to be assembled in interlocking relation and in an appropriate arrangement for defining the limits of the restricted area to which they are applied.

It is also sought to provide an improved construction of this general type for application to the pavement surface, which will be not only of an effective and durable character for marking purposes, but will also serve to sufficiently restrain the traffic from trespassing upon the restricted area without damage to the vehicle or undue discomfort in case of accidental diversion of the traffic into said area.

With the foregoing general objects in view, the invention will now be described by reference to the accompanying drawing illustrating what is regarded as a satisfactory and efficient embodiment of the proposed improvement, after which those combinations and features deemed to be novel will be set forth and claimed.

In the drawing—

Figure 1 is a plan view showing a safety zone constructed with marking devices constructed in accordance with the present invention;

Figure 2 is a longitudinal sectional view, representing a section taken on the line 2—2 of Figure 1;

Figure 3 is a plan view of one of the marker units, on a larger scale;

Figure 4 is an inverted plan view of the marker;

Figure 5 is a section on the line 5—5 of Figure 3; and

Figure 6 is an enlarged inverted plan view of one of the corner markers.

Referring to the said drawing in detail, the proposed marking improvements comprise a plurality of units 10 constructed of metallic or any other appropriate material of sufficient strength for the purpose, and having either a natural or applied surface coloring adapted to show in distinctive contrast to the pavement 12 to which the devices are to be applied. The units 10 are of rectangular outline adapted to be placed end to end for designating the boundary of a restricted area or zone 14, each unit being of arched cross-section to provide a convex top surface 15 (Figures 3 and 5), and hollow interior 16 (Figures 4 and 5), while the bottom edges are formed with lugs 17 serving as calks designed to be embedded in the pavement as illustrated in Figure 2.

The units are equipped for interlocking engagement by being provided with T-shaped tenons or keys 18 and notches or recesses 20 at their opposite ends, whereby adjoining units may be locked or keyed together by the fitting of the shank of said tenons 18 into the corresponding recesses or notches 20, as clearly shown in Figure 1. When thus alined and locked together, the markers may be permanently anchored to the pavement 12 by means of bolts 22 passing through openings 23, the heads of the bolts being housed and countersunk within recesses 24 in the top faces of the units and said recesses calked around the bolt-heads with suitable sealing material 25 for maintaining a smooth and unbroken top surface throughout the series.

At the corners of the restricted areas or zones 14, corresponding to the entrance or exit therefrom, the units 10 connect with markers 27 comprising heavier castings with sloping top faces bearing suitable characters or indicia 28 designating the nature of the restricted area 14 and adapted to be anchored to the pavement by bolts 29 passing through openings 30 in the castings, the bottom edges of which are also provided with lugs or calks 31 designed to serve the same anchoring and anti-creeping function as the lugs or calks 17 of the units 10. For connection with the series of units 10, the adjacent units are provided with additional tenons or keys 18 for attaching purposes, adapted to be received in notches or recesses 32 at proper points in the markers 27. As illustrated in Figure 1, the marker 27 tapers at one end to a width corresponding to that of the adjacent unit 10, to which it is connected by the tenon and recess construction, and one of the corners of the opposite larger end of the marker 27 is formed with a suitable projection 34 likewise of the same width as the adjacent unit 10 with which it is connected in the same manner.

The view shown in Figure 1 of the drawing clearly illustrates the use of the improved construction as arranged for marking a safety zone,

the unit marking elements 10 being arranged end to end between the markers 27 for defining the side boundary of the zone, and additional units 10 being connected to the projections 34 of the marker 27 and extended along the lines representing the opposite ends of the zone 14. The parts are easily, quickly and conveniently assembled for this purpose and at the same time locked in the assembled relation, and the construction is of such a nature as to allow the assembly to conform to slight irregularities in the pavement surface, the locking elements 18—20—32 being adapted to permit slight relative movement to accommodate such surface irregularities. Another special feature of advantage is its superiority over painted surface markings for defining the boundaries of a restricted area, since the improved type of marker not only is more permanent and durable but far more distinctive and in no way likely to become obscured; besides this, the raised character of the markers projecting above the surface of the pavement presents an obstacle to the traffic for preventing its entering into the prohibited zone, and in case of the wheels of the traffic colliding with the markers, their convex shape tends to deflect the traffic back or away from the zone. At the same time, any accidental movement of the traffic in a direction to trespass upon the prohibited zone will neither produce any injurious consequences or damage to the markers or to the vehicle wheels, nor be likely to cause any violent jolts or lurches in the vehicle's movement.

It is to be understood that the improved construction is not limited to the marking merely of so-called safety zones, but is applicable to any use for the marking of restricted areas, such as in connection with school zones, no-parking areas, stop zones for buses and the like, or any forms of zones or areas which may require to be marked or set off as having been placed under limitations or restrictions of any sort as regards the public use of the same.

It is also to be understood that the invention is not limited to the use of any special material in the construction of the marking devices or the manner of anchoring the same together and to the pavement, and while the foregoing illustrates what is now regarded as one practical mode of practicing the invention, I desire expressly to reserve the right to make such changes or modifications as may fairly fall within the scope of the appended claims.

What I claim is:

1. Marking means for traffic zones comprising markers applicable to the pavement surface and adapted to be anchored at the ends of the zone, and a plurality of marking units connected with said end markers and also having means for interlocking engagement with each other in a series marking the boundary line between said end markers, said interlocking means comprising headed extensions and recesses in adjoining units and adapted to be concealed from view when in interlocked relation.

2. Marking means for traffic zones comprising a marker adapted to be anchored at one corner of the zone and comprising a hollow open-bottomed unit having top faces sloping in opposite directions and formed with countersunk bolt-openings at the highest portion of the unit, bolts mounted in said openings for anchoring said unit to the pavement, and a plurality of series of marking units having means for interlocking engagement with said corner marker and with each other in rows extending in different directions from the corner marker for marking the corresponding zone boundaries, said interlocking means comprising headed extensions and recesses in adjoining units and adapted to be concealed from view when in interlocking relation.

3. Marking means for traffic zones comprising a plurality of hollow open-bottomed marking units of substantially rectangular outline and arch-shaped cross section, each of said units having a T-shaped extension at one end and provided at its opposite end with a transverse wall formed with a recess for receiving the shank of the extension of an adjoining unit, whereby successive units are locked in end-to-end relation, with the locking elements concealed from view.

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