Nov. 16, 1926. 1,606,825

A. B. BRIGGS

TRAFFIC MARKER

Filed Sept. 8, 1925

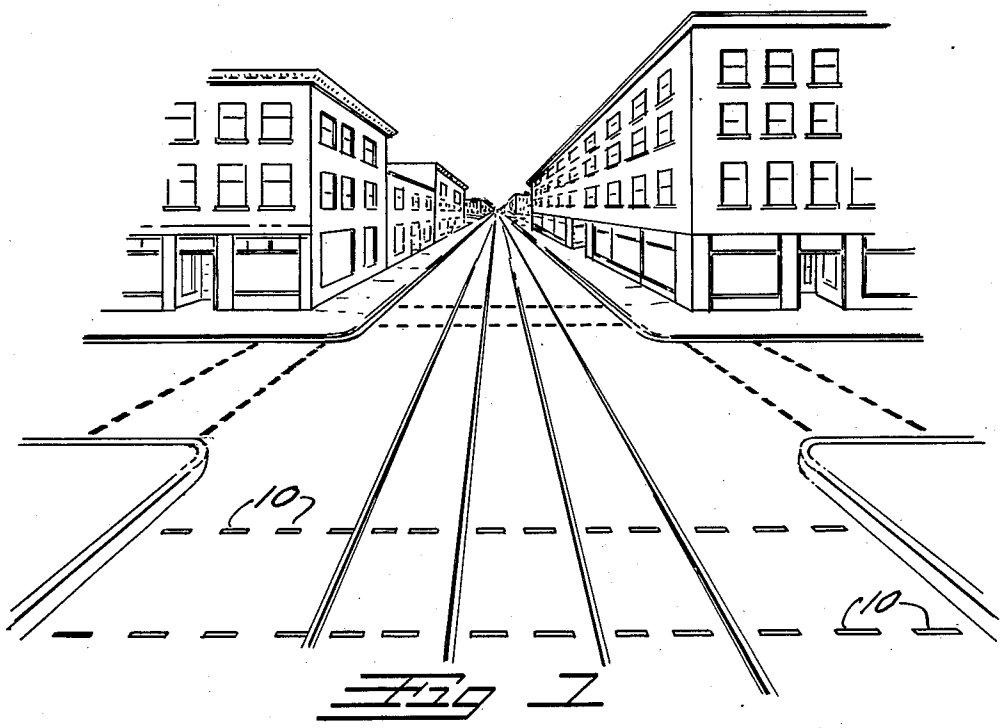



Fig 1

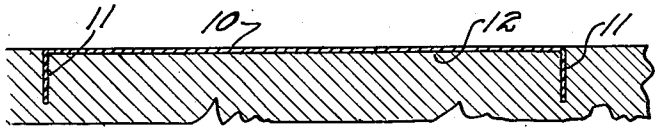



Fig 4

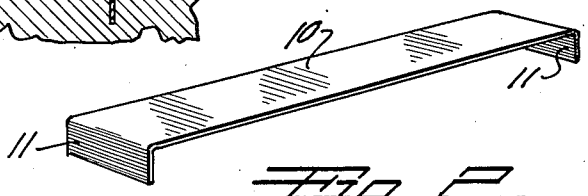



Fig 2

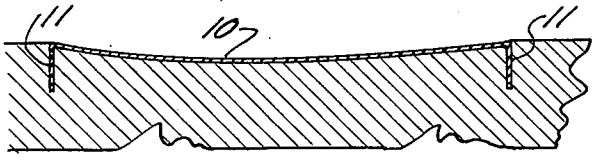



Fig 5

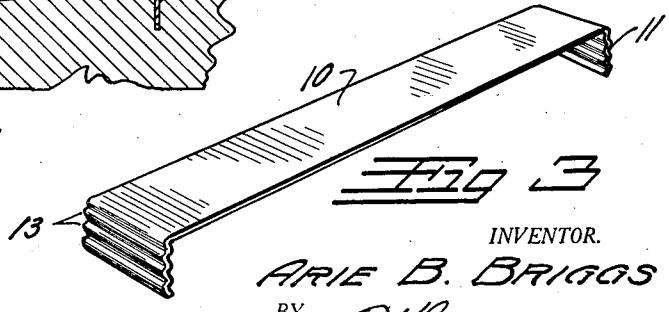



Fig 3

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# UNITED STATES PATENT OFFICE.

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## TRAFFIC MARKER.

Application filed September 8, 1925. Serial No. 55,024.

This invention relates to a device for making the traffic lines in streets or other thoroughfares. Heretofore traffic lines have been painted upon the pavement. This painting of the lines involves considerable expense and is but a temporary expedient since, on heavily traveled streets, two days is practically the life of a painted line. The principal object of this invention is to provide a means for making a line that will be substantially permanent.

Another object is to provide a metallic marker which will be flexible so that it will yield to any change in the contour of the pavement caused by the passing of heavy loads.

A further object is to provide efficient means for locking or securing the marker to the pavement.

Other objects and advantages reside in the detail construction of the invention, which is designed for simplicity, economy, and efficiency. These will become more apparent from the following description.

In the following detailed description of the invention, reference is had to the accompanying drawing which forms a part hereof. Like numerals refer to like parts in all views of the drawing and throughout the description.

In the drawing.

Fig. 1 is a perspective view of a street intersection illustrating the improved marker in use.

Fig. 2 is a perspective view of the simplest form of my improved marker.

Fig. 3 is a similar view of the preferred form of the marker.

Fig. 4 is a cross sectional view through a section of pavement illustrating how the marker is imbedded therein.

Fig. 5 is a similar view illustrating how the marker will flex to conform itself to the contour of the pavement.

The invention is especially useful on asphaltic pavements. It is well known that such a pavement is relatively soft and yieldable, especially in hot weather, and for this reason rigid markers imbedded in the pavement have not been successful. If solidly imbedded, a rigid marker will soon project above the surrounding surface creating an obstruction, or bump in the pavement. If "floating", a rigid marker will either be broken or forced below the pavement surface when supporting a heavy load and will be soon lost to view. The present invention is flexible so that it will move with the pavement surface and conform itself to the ever changing contour thereof and never be forced below the surface line.

The invention comprises a relatively long strip of metal 10, preferably of aluminum or other non-corrosive and non-oxidizing metal. The opposite extremities of the strip 10 are provided with lateral, downwardly extending flanges or fangs 11. As thus far described, the invention is in its simplest form, as illustrated in Fig. 2.

In marking a traffic line in the pavement, the fangs 11 are imbedded in the pavement along the traffic line it is desired to mark. The strips may be placed with abutting extremities or may be spaced apart, if desired, as illustrated in Fig. 1.

To increase the adhesiveness between the pavement and the strip 10, the under side of the strip may be coated with a cement, preferably consisting of pure asphalt, as indicated at 12.

This asphalt will become embodied in the asphalt of the pavement insuring a permanent attachment of the marker.

The attachment of the marker may be further increased by forming corrugations 13 in the fangs 11 which serve to prevent their withdrawal from the pavement.

The strip 10 is cut from rolled sheet metal and is very flexible, so that, should the pavement be soft and a wheel, supporting a heavy load, pass over the middle of the strip, it will arch downward, without damage, as shown in Fig. 5, to the depth of the track being made by the wheel. Should the wheel pass over the extremity of the strip 10, that extremity will move downward, bending the strip without raising the opposite extremity.

It has been found that strips have longitudinal flanges are not successful because of their rigidity. A load passing over the middle of such a strip in a soft pavement will break or permanently bend it and force the extremities above the surface. A load passing over one extremity will raise the other extremity out of the pavement. Mark-

ers embodying the present invention have, however, been in use for many months on heavily traveled pavements and still lie unbroken and secure on the surface of the pavement.

In asphaltic pavements, openings can be formed in the pavement by a sharp instrument for the reception of the fangs 11. In warm weather these openings will close around the fangs and securely lock the marker in place. In cold weather, the pavement may either be heated and the openings closed, or hot asphalt may be poured into the openings around the fangs.

In concrete or similar pavements, the markers may be put into place before the pavement sets or hardens.

While a specific form of the improvement has been described and illustrated herein, it is desired to be understood that the same may be varied, within the scope of the appended claims, without departing from the spirit of the invention.

Having thus described the invention, what I claim and desire secured by Letters Patent is:—

1. A traffic marker for pavements comprising a metallic strip and rectangularly projecting longitudinal extremities on said strip for embedment in said pavement, the remainder of said strip lying within the same plane.

2. A traffic marker for pavements comprising a flexible metallic strip and downward turned laterally extending fangs carried at the longitudinal extremities of said strip, the remainder of said strip lying in the same plane.

In testimony whereof, I affix my signature.

ARIE B. BRIGGS.