

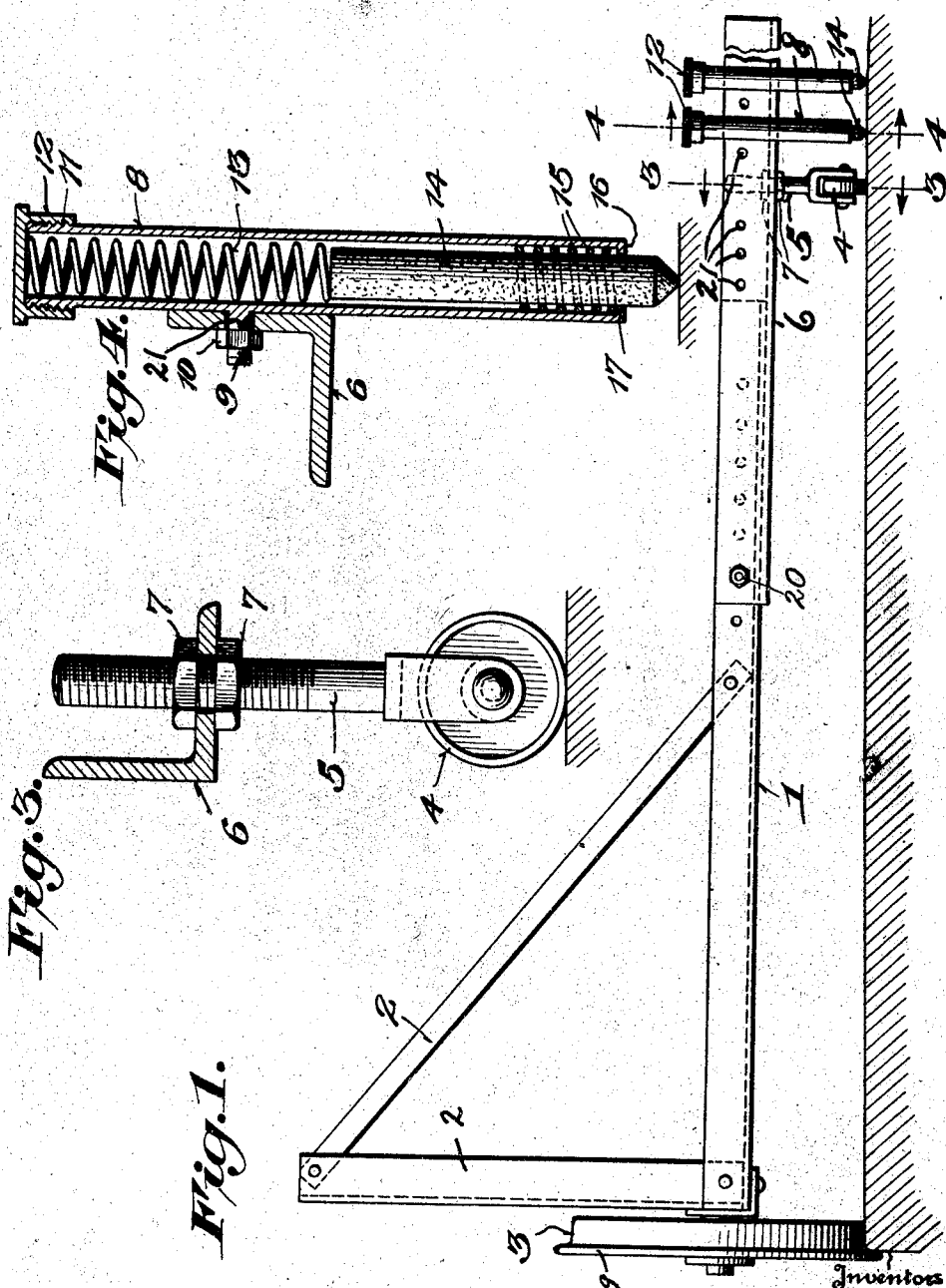
Aug. 3, 1926.

H. B. WENTZ ET AL
TRAFFIC LINE MARKER.

1,594,482

Filed Oct. 21, 1925

3 Sheets-Sheet 1



Inventors
Howard Brown Wentz
and
John Bailey Pridgen,

Leah L. Largent
Attorney

Aug. 3, 1926.

H. B. WENTZ ET AL

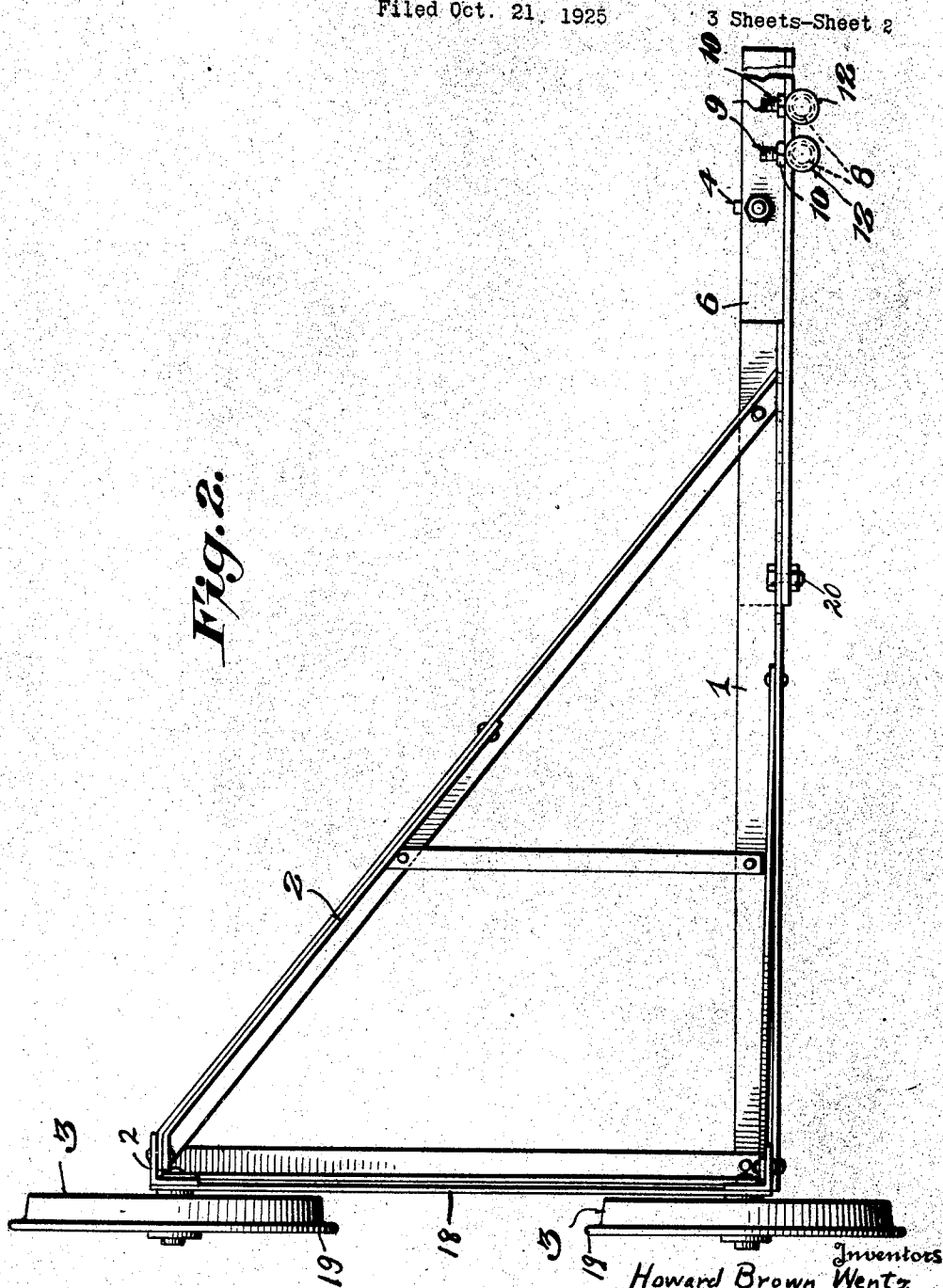
1,594,482

TRAFFIC LINE MARKER

Filed Oct. 21, 1925

3 Sheets-Sheet 2

Fig. 2.



Inventors
Howard Brown Wentz
and John Bailey Pridger,

Lothar L. Sargent
Attorney

Aug. 3, 1926.

H. B. WENTZ ET AL

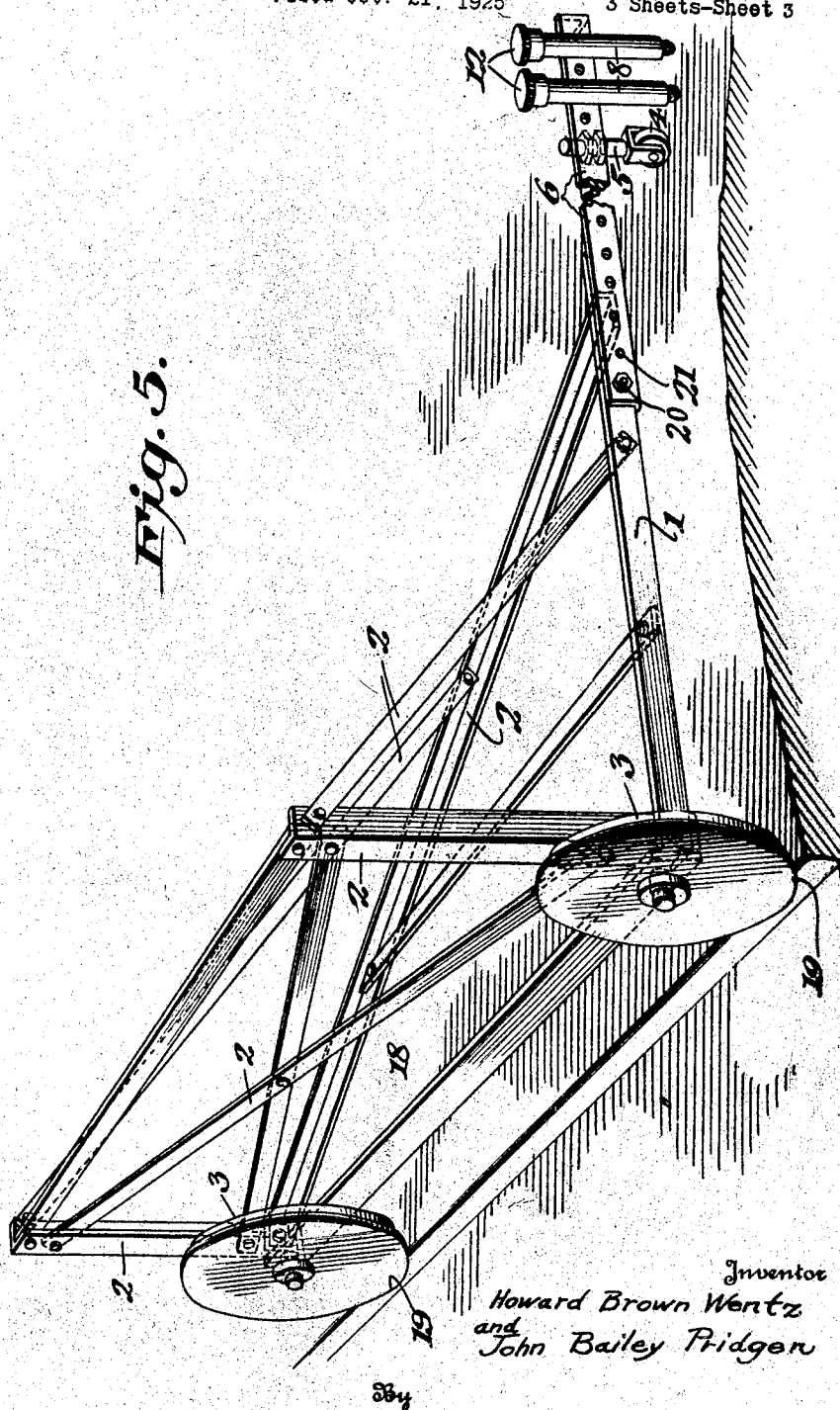
1,594,482

TRAFFIC LINE MARKER

Filed Oct. 21, 1925

3 Sheets-Sheet 3

Fig. 5.



Inventor
Howard Brown Wentz
and
John Bailey Bridger

Attorney

UNITED STATES PATENT OFFICE.

HOWARD BROWN WENTZ AND JOHN BAILEY PRIDGEN, OF CHARLOTTE, NORTH CAROLINA.

TRAFFIC-LINE MARKER.

Application filed October 21, 1925. Serial No. 63,393.

The object of our invention is to provide a novel machine for marking guide lines in the street or highway between which paint or coloring matter or any other marking material is to be applied to divert and direct traffic; to provide means for adjusting the line marking devices; to provide means for resilient operation of the device; and to provide the novel combination and arrangement of parts disclosed in the accompanying drawings. We attain these and other objects of our invention by the apparatus disclosed in the accompanying drawings, in which—

Figure 1 is a front elevation of our device;

Fig. 2 is a top plan view of same;

Fig. 3 is an enlarged detail sectional view on line 3—3 of Figure 1;

Fig. 4 is an enlarged detail sectional view on line 4—4 of Fig. 1; and

Fig. 5 is a perspective view of our traffic line marker showing how parts 2 and 18 are connected.

Like numerals indicate like parts in each of the several views.

Referring to the accompanying drawings, we provide a triangular frame 1 mounted on wheels 3 carrying an adjustable sliding extension bar 6 which is adjustably supported on a roller 4. We provide a reinforced upstanding frame 2 on the triangular frame 1 having a horizontal bar 18 mounted on the upper ends of the posts of the triangular frame 2, as shown in Fig. 2 for pushing the apparatus along manually. Wheels 3, the hubs of which are suitably affixed to the frame 1, as by the clamps or plates illustrated in Fig. 1, are provided with flanges 19 to follow the curbing or edge of the paved highway, as illustrated in Fig. 1. We provide a roller or caster 4, the stem of which is threaded and adjustably supports the extension bar 6 to which it is fastened in adjusted position by nuts 7.

We provide a pair of cylindrical crayon holders 8 having laterally threaded studs insertable through any of the openings 21 in extension bar 6 and fastened in place by nuts 10. Suitable crayons 14 extend through the openings 17 in the bottom flange portion 16 of the holders 8.

Crayons 14 are adjustably kept in place by frictional engagement with springs 15 and in resilient engagement with springs

13 which tend to set them downward. We provide caps 12 mounted on the upper threaded ends 11 of holders 8, as shown in Fig. 4. Extension bar 6 is connected to the main frame 1 by the adjustable sliding connection, the member 6 being slidable relative to member 1 and secured in adjusted relation by the bolt 20, as indicated in Fig. 1, thus permitting of adjustment.

The machine can be used on any hard-surfaced road or highway that has a cement curbing or header forming the edge of the highway. All modern roads have this curbing to keep the edge of the road from chipping off. The flanges of the wheels 3 are held against this curbing while the device is pushed along the road, in a manner similar to that of car-wheels on a railroad track. The crayons in the holders 8 mark spaced lines in the road so that a painting machine may follow the marking device and deposit a line of paint or coloring material along the marked lines, to guide traffic. In operating a traffic-line painting machine or in marking out traffic lines it has been found difficult to make the machine or the line follow a straight line in the road. It is to overcome this difficulty that our line marker has been devised for it makes the line true even though the road makes sharp curves, as the wheels 3 follow the curbing around the curve and thereby keep the marking crayons in the center of the road. The springs 13 function to hold the crayons against the road surface. The springs 15 prevent the crayons from falling out of the holders if the apparatus is raised from the surface of the road. The plurality of perforations 21 in extension bar 6 make it possible to adjust the crayon holders to the desired distance apart. The apparatus is also adjusted on the stem 5 of caster 4, as indicated in Fig. 3.

What we claim is:

1. In a traffic line marker, the combination of a triangular frame, wheels for supporting said frame in a horizontal position, two of said wheels being in the same plane and secured to one side of the said frame, said wheels having peripheral flanges, an upstanding frame mounted on said triangular frame for manually operating the device, an extension bar on one of the sides of the triangular frame, said bar having a series of spaced apertures, a pair of crayon

holders mounted in spaced relation on the extension bar, crayons adjustably mounted in the crayon holders, a castor adjustably supporting the extension bar and frame, the extension bar being adjustably connected to the triangular frame, the crayon holders having caps removably mounted thereon, springs carried by the crayon holders and positioned above the crayons and resiliently pressing them downwards, and springs encircling and frictionally engaging the crayons and preventing them from falling out when the bar is lifted from contact with the ground.

2. In a traffic line marker, the combination of a triangular frame, wheels for supporting said frame in a horizontal position, two of said wheels being in the same plane and secured to one side of said frame, said wheels having peripheral flanges, an upstanding frame mounted on said triangular frame for manually operating the device, an extension bar on one of the sides of the triangular frame, said bar having a series of spaced apertures, the extension bar being adjustably connected to the triangular frame in spaced relation on the extension bar, crayons frictionally supported in the crayon holders, a castor adjustably supporting the extension bar, and springs within the crayon holders arranged above the crayons and resiliently pressing them downward.

3. In a traffic line marker, the combination of a triangular frame, wheels for supporting said frame in a horizontal position,—two of said wheels being in the same plane and secured on one side of said frame, said wheels having peripheral flanges, an upstanding frame mounted on said triangular frame for manually operating the device, an extension bar mounted on the triangular frame said bar having a series of spaced apertures, means for adjustably connecting the extension bar to the triangular frame, crayon holders mounted in spaced relation on the extension bar, crayons in the crayon holders, a castor adjustably supporting the extension bar and frame, the crayon holders having caps removably mounted thereon.

4. In a traffic line marker, the combination of a triangular frame, wheels for supporting said frame in a horizontal position, two of said wheels being in the same plane and secured to one side of said frame, said wheels having peripheral flanges, an upstanding frame mounted on said triangular frame for manually operating the device,

an extension bar adjustably connected to the triangular frame, a pair of crayon holders mounted in spaced relation on the extension bar, crayons in the crayon holders, springs engaging the crayons and a castor adjustably supporting the extension bar and frame.

5. In a traffic line marker, the combination of a triangular frame, wheels for supporting said frame in a horizontal position, two of said wheels being in the same plane and secured on one side of said frame, said wheels having peripheral flanges, an upstanding frame mounted on said triangular frame for manually operating the device, an extension bar on one of the sides of the triangular frame, a pair of crayon holders mounted in spaced relation on the extension bar, crayons in the crayon holders, springs in the crayon holders frictionally engaging the crayons, a castor adjustably supporting the extension bar and frame, the extension bar being adjustably bolted to the triangular frame.

6. In a traffic line marker, the combination of a triangular frame, wheels for supporting said frame in a horizontal position, two of said wheels being in the same plane and secured on one side of said frame, said wheels having peripheral flanges, an upstanding frame mounted on said triangular frame for manually operating the device, an extension bar having a series of spaced apertures, means associated with said apertured portion of the bar for adjustably securing it to the triangular frame, a pair of crayon holders mounted in spaced relation on the extension bar, crayons in the crayon holders, and a castor adjustably supporting the extension bar and frame.

7. In a traffic line marker, the combination of a frame, wheels for supporting said frame in a horizontal position two of said wheels being in the same plane and secured to one side of said frame, an upstanding frame mounted on said triangular frame for manually operating the device, an extension bar having means for adjustably securing same to the triangular frame, a pair of crayon holders mounted in spaced relation on the extension bar, the crayon holders having removable caps, and having springs resiliently engaging the tops of the crayons, means frictionally holding the crayons in the crayon holders, and a castor adjustably supporting the extension bar and frame.

HOWARD BROWN WENTZ.
JOHN BAILEY PRIDGEN.