Oct. 29, 1929. L. F. LINDLEY 1,733,161

HIGHWAY MARKER

Filed April 10, 1926

Fig. 1

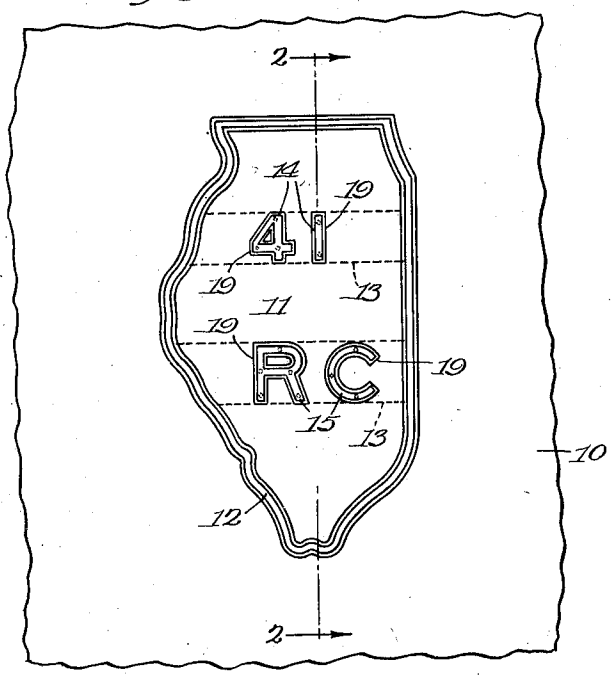


Fig. 4

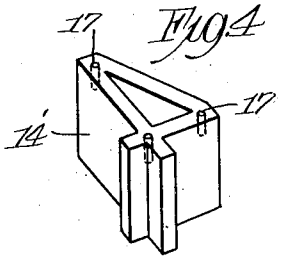


Fig. 2

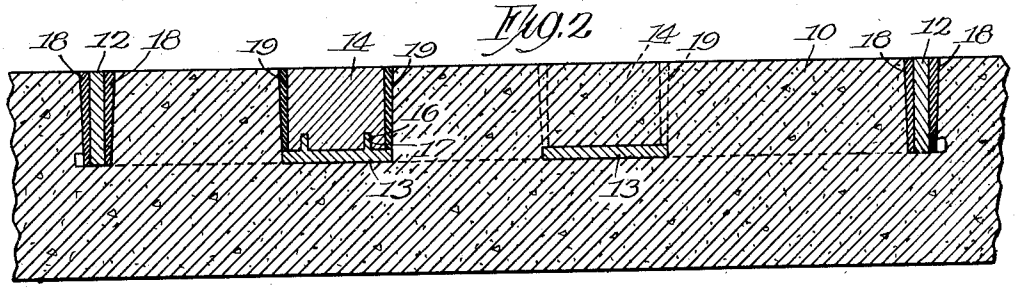


Fig. 3

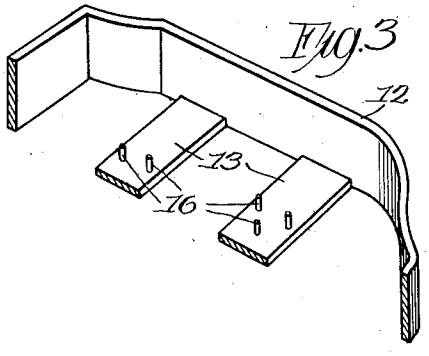
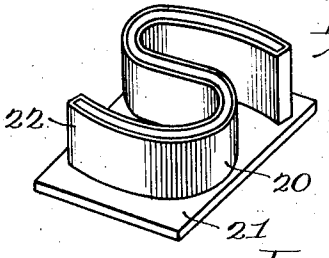


Fig. 5



Inventor.
Lowell F. Lindley
By Gilson, Mann & Cox,
Attys.

Patented Oct. 29, 1929 1,733,161

UNITED STATES PATENT OFFICE

LOWELL F. LINDLEY, OF CHICAGO, ILLINOIS

HIGHWAY MARKER

Application filed April 10, 1926. Serial No. 101,084.

This invention relates to markers for highways and has for its principal object to provide a marker that can be incorporated within a highway structure by unskilled workmen without danger of damage to the highway; to provide a metallic marker with a cushion attached to its sides that will relieve the strains on the highway material; to provide a marker structure that will be suited to a large area and may be readily modified to suit the conditions in particular localities within that area; and to provide a combined marker and cushion that can be readily manufactured in quantities and supplied to road builders for incorporation in the highway structures by unskilled labor.

The preferred construction is illustrated in the accompanying drawings, but neither that nor the specific description which follows are intended to limit the patent other than is made necessary by the prior art.

Fig. 1 is a plan view of a section of a highway equipped with a road marker embodying the invention;

Fig. 2 is a sectional view taken on the line 2—2 of Fig. 1;

Fig. 3 is a similar sectional view of the body portion of the marker;

Fig. 4 is a perspective view of an indicating numeral adapted to be attached to the body of the marker; and

Fig. 5 is a perspective view of another form of marker embodying certain features of the invention.

In Figs. 1 and 2, 10 indicates a section of highway made of concrete, the composition of which, of course, varies according to the materials at hand and the personal preference of the builders. Embedded within the concrete of the highway is a marker, generally indicated by 11, made up of a body portion comprising walls 12 arranged to present the outline of a State at the upper face of the marker and transverse supports 13 adapted to receive numerals 14 and letters 15 to complete the information to be imparted by the marker. The supports are provided with fastening devices 16 adapted to be received in pockets 17 in the numerals and letters whereby the latter may be held in place during the operation of setting the marker in the road.

On both faces of the wall is an elastic cushion 18 and similar cushions 19 are on the outer faces of the numerals 14 and the letters 15.

These cushions relieve the strains on the concrete due to expansion of the markers and vibrations caused by passing vehicles.

The body portion of the marker and the numerals and letters are preferably made of cast iron because of its strength, its resistance to corrosion, and its economy, though, of course, the use of other materials would not be outside of the invention. The cushions are preferably made of rubber in which is incorporated a filler, sulphur and the like, necessary to give it the proper degree of resistance and elasticity. The cushion is most satisfactory when it will yield under the expansion of the marker or the relative movement caused by passing vehicles, but will always keep the joint between the marker and the concrete tightly closed. Those skilled in the art will be able to readily make such composition and secure it to the castings either by cementing, vulcanizing, or mechanical fastenings.

Very satisfactory cushions can also be made of the end series hydrocarbons, asphaltum, pyrobitumen, natural and synthetic gums and oils combined with suitable fillers, etc., as will readily be understood by those skilled in the art.

The structure shown in Figs. 1, 2, 3 and 4 permits the State, or other geographical division, having jurisdiction over the highways to be conspicuously shown and, in addition, the particular route may be indicated by the numerals 14, and any warning of conditions ahead may be communicated by the letters 15. In this illustration the jurisdiction is indicated by the outline of the State of Illinois the route is No. 41, and the letters R. C. indicate that a curve to the right is being approached. Any other information may be readily added as conditions may require.

The structure permits the body portions to be made up for the entire State, or other jurisdiction. The separate indicia for the

particular route are readily added to the body and the other separate indicia forecasting conditions that are being approached are also readily added to the body.

The cushion protects the concrete, asphalt, macadam, or the like, adjacent to the marker and, by fixing the cushions to the body portion and the separate pieces, the marker as a whole may be readily incorporated in the highway structure by the ordinary laborer used for highway construction. The body portion with the numerals, letters, or other device attached is set on sticks, or the like, at the proper height, and the concrete is rammed in and around the marker structure, after which it is struck off in the customary way.

The marker shown in Fig. 5 consists of the letter S formed by a curved wall 20, and a base 21. The side faces of the wall 20 are equipped with a cushion 22. This marker, like the other described, may be readily set into the highway structure by ordinary labor and the cushion will protect the concrete in the vicinity of the marker.

I claim as my invention:

1. As a commercial article, a highway marker comprising a metallic body portion presenting at its upper face the outline of a geographical division, metallic indicia within and carried by the outline and giving information pertinent to a particular location, and elastic cushioning means attached to the sides of the body portion and indicia receding from the upper faces thereof.

2. As a commercial article, a highway marker comprising an enclosing wall, a transverse support extending across the wall below the upper face, and metallic indicia carried by said support within the outline, there being a pin and socket detachable connection between the indicia and the support.

3. As a commercial article, a highway marker comprising a metallic body portion presenting at its upper face the outline of a geographical division, a transverse support spanning the outline below its surface, separate indicia pertinent to a particular location connected with said support, and elastic cushioning means secured to the sides of the body portion and the indicia which recede from the upper face.

4. The combination of a concrete highway and a marker embedded in the concrete with its face flush with the surface of the highway and including a metallic body portion and an elastic cushion surrounding the body portion and lying between its sides and the adjacent concrete, said cushion having bulk and resiliency sufficient to absorb the strains of vehicular traffic and protect the highway material.

5. As a commercial article, a high-way marker comprising a metallic body portion including an upright enclosing wall adapted to be embedded in and lie flush with the surface of the roadway, supports attached to and enclosed by the wall, and metallic indicia giving road information mounted on the supports and adapted to be embedded in and lie flush with the surface of the roadway.

6. As a commercial article, a high-way marker comprising a body portion including an endless thin wall forming an enclosure and adapted to be embedded in and present its edge flush with the surface of the roadway, supports across the enclosure below the edge of the wall and metallic indicia carried by the supports and flush with the surface of the roadway.

7. A vehicular highway having a marker embedded therein and including an enclosing metallic wall embedded in the highway, metallic indicia also embedded in the highway and located within the enclosing wall, means connecting the indicia with the enclosing wall, expansion joints between the wall and the adjacent material of the highway, and other expansion joints between the indicia and the adjacent material of the highway, the top surfaces of the enclosing wall, the indicia, and the expansion joints being flush with the top surface of the highway.

In testimony whereof I affix my signature.

LOWELL F. LINDLEY.