March 6, 1928. 1,661,870

L. F. N. BALDWIN

STREET MARKER

Filed July 12, 1926

Fig. 1.

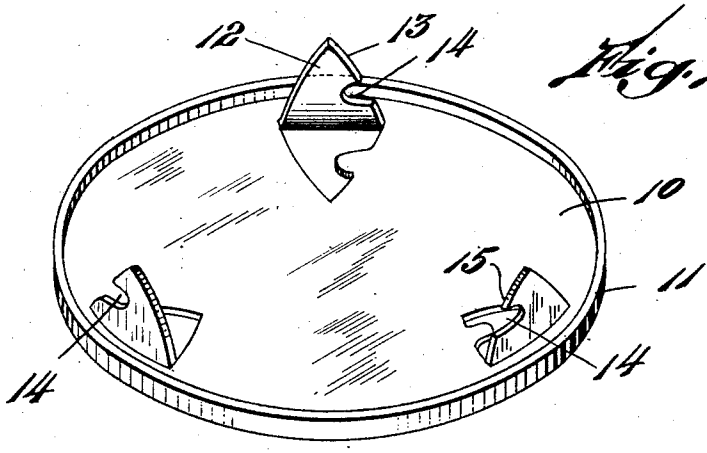


Fig. 2.

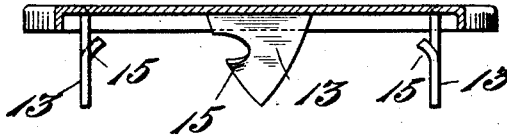


Fig. 3.

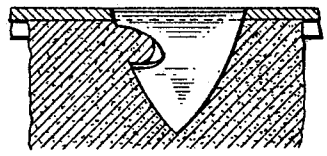


Fig. 4.

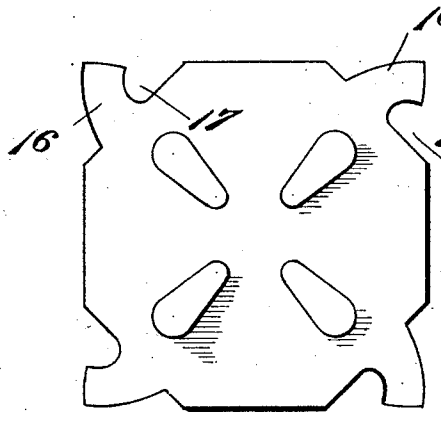
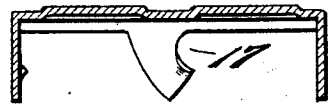


Fig. 5.



INVENTOR.
Leon F. N. Baldwin.
BY
Barlow & Barlow
ATTORNEYS.

Patented Mar. 6, 1928. 1,661,870

UNITED STATES PATENT OFFICE.

LEON F. N. BALDWIN, OF EDGEWOOD, RHODE ISLAND, ASSIGNOR OF ONE-HALF TO BENJAMIN S. CLARK, OF PROVIDENCE, RHODE ISLAND.

STREET MARKER.

Application filed July 12, 1926. Serial No. 121,903.

This invention relates to an improved construction of street marker; and has for its object to provide a marker of this character formed of a plate provided with rearwardly-extending prongs adapted to be driven into the material of a roadbed and set spaced from each other along a line to direct both pedestrian and vehicular traffic.

A further object of the invention is to form the prongs tapering substantially to a point, one side edge of each prong being notched to render its contacting area less than that of its opposite edge whereby when driven into the material of the roadbed it has a tendency to rotate and so force the material of the roadbed into the notch to assist in locking the plate in set position.

A still further object of the invention is the offsetting of the stock of one of the edges of the notches to form a barb or projection to clinch and lock the marker when its prongs are driven into the roadbed.

With these and other objects in view, the invention consists of certain novel features of construction, as will be more fully described, and particularly pointed out in the appended claims.

In the accompanying drawings:

Figure 1 is a perspective view illustrating one form of my improved marker with a marginal flange and rearwardly-turned prongs.

Figure 2 is a sectional view through the marker plate

Figure 3 is an enlarged view illustrating one of the prongs as having been driven into the material of the roadbed and as having moved laterally to force the stock of the roadbed into the notch on the edge of the prong to lock the same in position.

Figure 4 is a modified construction showing the prongs on the corners of a rectangular blank.

Figure 5 shows the prongs on the marginal edges of the blank as turned rearwardly to be driven into the material of the roadbed.

It is found in the use of street markers which are provided with prongs to be driven into the material of a roadbed, necessary to provide some means for locking these prongs in the roadbed so as to prevent the markers from becoming loosened due to action of the traffic thereover and from being lifted from their positions which would render them unfit for such service, and to accomplish this locking effect in a simple and effective way, I have formed a set of rearwardly-extending prongs on the marker plate, the prongs being preferably tapered to substantially a point or edge, and I have formed a notch in one side edge of each prong which renders its contacting area less than that of its opposite edge, whereby when driven into the material of the roadbed the plate has a tendency to rotate a short distance and so force this material into the notches of the prongs, which assists in locking the plate in set position.

In some cases I may form the prongs from the stock of the plate within the margin thereof, as illustrated in Figures 1, 2 and 3, while in other cases I may form the plate from a blank of rectangular shape, and cut the corners of the blank so as to form prongs of the desired shape, and then fold these prong-shaped corners rearwardly to be driven into the material of the roadbed which is usually of asphalt and which material has been previously softened somewhat by the application of heat from a blow torch or other heating device; and the following is a detailed description of the present embodiment of my invention to show a construction of marker whereby these advantageous results may be accomplished:—

With reference to the drawings, 10 designates the body of the marker plate which as illustrated in Figure 1 may be cut from a rectangular disc having its marginal edge 11 turned or folded to extend rearwardly.

Within the margin of this plate, I have cut and formed a plurality of prongs 12, each being tapered preferably substantially to a point or other shape to be readily driven into the material of the roadbed. One side edge 13 of each prong is preferably notched as at 14 or has a portion removed therefrom so that the contacting area of this edge is less than that of the material of the roadbed the plate has a tendency to rotate slightly causing the stock of the roadbed to be forced into the notch 14 and so assist in locking the prongs and the plate in set position.

In some instances, I have offset the stock at the edge portion 15 of the prongs inwardly so as to provide a barb or projection to engage the material of the roadbed and so lock or clinch the plate in position therein.

In some instances, instead of forming the blank in disc shape I may form the same in rectangular shape, as illustrated in Figure

4, in which the corners of the plate are cut to form projecting prongs 16, one side of each prong being notched as at 17 so that when folded rearwardly into position illustrated in Figure 5 they produce the same rotating effect on the plate as above described forcing the material of the roadbed into the notches 17 to assist in locking the plate in position therein.

In my improved form of marking plate, I have turned the marginal edges of the blank rearwardly so that this edge may be driven or forced into the face of the material of the roadbed to exclude foreign matter from working beneath the plate, which would tend to lift or loosen it from its set position.

In some instances, I may also emboss or raise portions of the plate to form certain figures thereon which will more quickly catch the eye of the pedestrian and render the marker more attractive and effective.

My improved marker is very simple and practical in construction and each plate may be formed complete from a single blank of sheet stock with a marginal flange and rearwardly projecting prongs, the prongs being also provided with some suitable locking means which will firmly retain the plate in position against action of the traffic thereover.

The foregoing description is directed solely towards the construction illustrated, but I desire it to be understood that I reserve the privilege of resorting to all the mechanical changes to which the device is susceptible, the invention being defined and limited only by the terms of the appended claims.

I claim:

1. A street marker formed of a plate of sheet stock having a plurality of rearwardly extending prongs, the side edges of said prongs being tapered toward its end, one side edge of each prong being notched to render its contacting area less than that of its opposite edge whereby when driven into the material of the roadbed the plate has a tendency to rotate and force the roadbed material into said notch to assist in locking the plate in set position.

2. A street marker formed of a plate of sheet stock having a rearwardly-turned marginal flange and a plurality of rearwardly-extending prongs the side edges of said prongs being tapered substantially to a point, one side edge of each prong being notched to render its contacting area less than that of the opposite side, and the stock at one of the edges of the notch being offset to form a retaining barb.

3. A street marker formed of a plate of sheet stock having a rearwardly-turned marginal flange and a plurality of tapering prongs cut from the stock of the plate within the margin and folded to extend rearwardly therefrom, one of the side edges of each prong being notched to reduce its contacting area to be less than that of its opposite edge whereby when driven into the material of the roadbed the plate has a tendency to rotate and force the roadbed material into said notch to assist in locking the plate in set position.

In testimony whereof I affix my signature.

LEON F. N. BALDWIN.