Aug. 16, 1938. C. OLDER 2,127,233

TRAFFIC MARKER FOR PAVEMENTS OR THE LIKE

Filed June 11, 1934

Fig. 1.

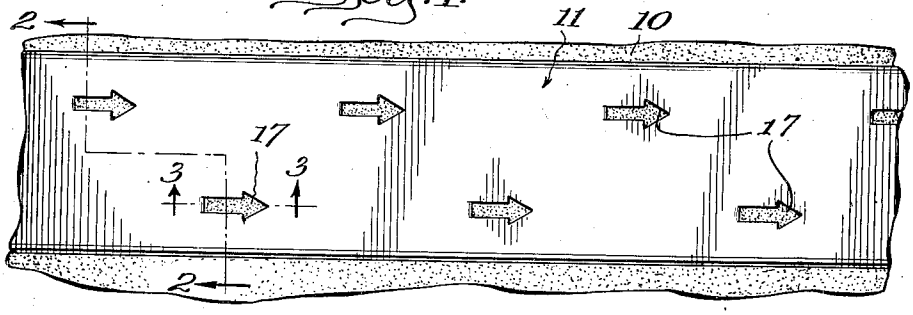


Fig. 2.

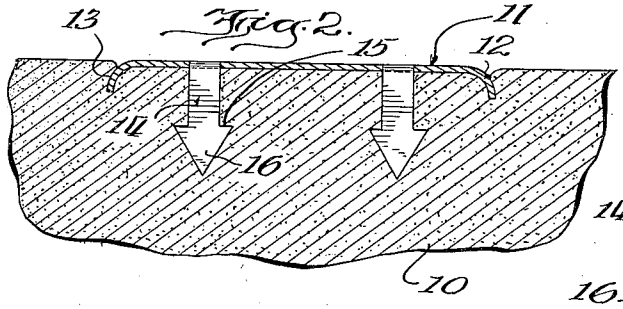


Fig. 3.

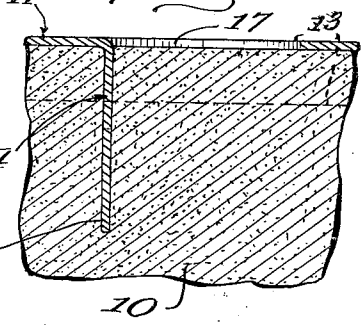


Fig. 4.

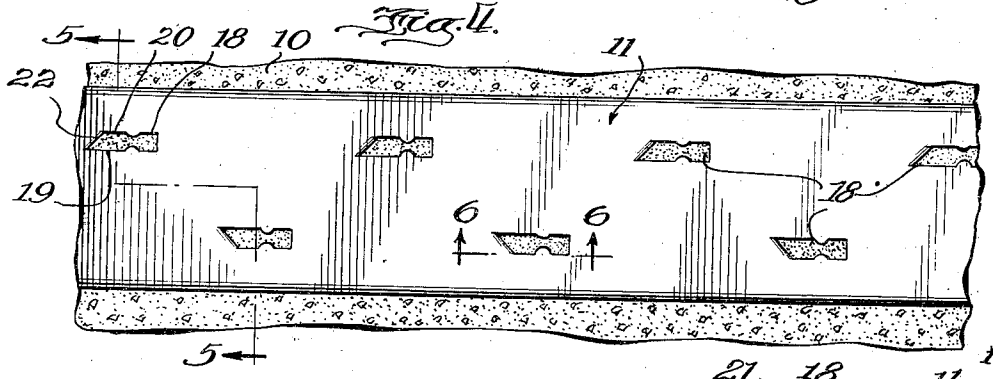


Fig. 6.

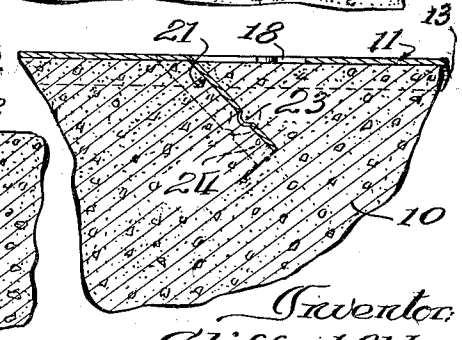
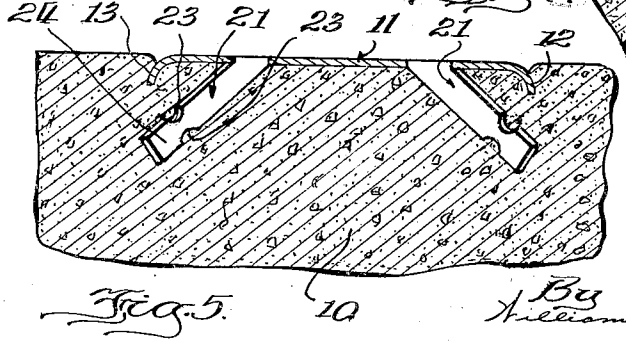


Fig. 5.



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Patented Aug. 16, 1938 2,127,233

UNITED STATES PATENT OFFICE

2,127,233

TRAFFIC MARKER FOR PAVEMENTS OR THE LIKE

Clifford Older, Wilmette, Ill.

Application June 11, 1934, Serial No. 729,965

3 Claims. (Cl. 94—1.5)

The present invention relates to traffic markers or the like and is particularly concerned with devices adapted for the permanent marking of traffic lanes, etc. on either asphaltic or concrete pavement.

The present device is a modification of the pavement joint protector or traffic marker covered by my prior Patent No. 1,874,590, issued August 30, 1932.

One of the objects of the invention is the provision of an improved traffic marker which may be used for a long period of time without any necessity for repair or replacement.

Another object of the invention is the provision of a traffic marker of the class described which is adaptable for use at points where there are no joints in the pavement.

Another object of the invention is the provision of an improved traffic marker of the class described which may be forced down into the plastic concrete during its construction or pressed into the asphaltic pavement at a time when the asphalt is in a suitable semi-plastic condition.

Another object of the invention is the provision of a traffic marker of the class described which is provided with a metallic surface of contrasting appearance with respect to the surface of the pavement so as to definitely mark the traffic lanes and bring them to the attention of the drivers.

Another object of the invention is the provision of a traffic marker of the class described which may be very economically manufactured on account of its simple structure and which may, therefore, compete with other relatively simple marking devices which, while lower in cost, are not so permanent in their operating characteristics.

Other objects and advantages of the invention will be apparent from the following description and from the accompanying drawing, in which similar characters of reference indicate similar parts throughout the several views.

Referring to the single sheet of drawings,

Fig. 1 is a top plan view of one form of traffic marker well adapted to be utilized in connection with an asphalt pavement;

Fig. 2 is a vertical transverse sectional view through a fragment of the pavement and the traffic marker, taken on the plane of the line 2—2 of Fig. 1, looking in the direction of the arrows;

Fig. 3 is a view similar to Fig. 2, taken on the plane of the line 3—3 of Fig. 1, looking in the direction of the arrows;

Fig. 4 is a view similar to Fig. 1 of a modification in which the anchoring formations on the downwardly projecting parts of the traffic marker extend diagonally away from each other, and this type of traffic marker is also adapted to be utilized in connection wth concrete pavements;

Fig. 5 is a vertical sectional view of a fragment of pavement taken on the plane of the line 5—5 of Fig. 4; and

Fig. 6 is a similar view taken on the plane of the line 6—6 of Fig. 4.

Referring to Fig. 1, 10 indicates a fragmentary section of concrete pavement or the like, which in this particular case may be either concrete or asphalt. The traffic marker, indicated in its entirety by the numeral 11, comprises a strip of metal, such as steel, which may be chromimum plated, or stainless steel, or any other metal capable of resisting corrosion. The strips may be made in any suitable width and of appropriate length to mark pedestrian traffic lanes crosswise of the concrete road, or pedestrian traffic lanes at the side of the road, or the traffic lanes for motor vehicles longitudinally or transversely of the road. In the case of curves, the marker would be appropriately curved and manufactured in such form at the factory, according to specifications.

While the strips might be made of any suitable width, they would probably be about six inches in width, and the relatively bright metal surface would provide a contrast between the marker and the surface of the asphalt or concrete so that the markers would be readily visible. The strip is preferably a flat plate in the present case where there are no joints contemplated underneath the marker and where the marker does not perform the additional function of covering an expansion joint. At each of its edges it is provided with a downwardly turned flange 12, 13 bent in an "easy" curve so that the edge extends downward into the pavement and there is no possibility of cutting tires. The strip is provided with a multiplicity of punched out downwardly extending tabs or integral pieces of metal 14, which are preferably formed with shoulders 15 or anchoring formations at the lower end.

In the present case the head 16, which provides the anchoring formation on the downwardly extending lug 14, is pointed like an arrow and may thus facilitate the entrance of the anchoring formations into the asphalt when the traffic marker is pressed into soft asphalt. The arrow shape also leaves an arrow shaped aperture 17, which is

useful in directing traffic along the direction of the traffic marker where desirable.

This type of traffic strip may be installed in asphalt pavement by pressing the strip down in the proper position when the asphalt is in a suitable semi-plastic condition, as when it is heated in the summer, or when it has just been installed. The lugs 14 will readily penetrate into the asphalt and may be embedded therein, but as soon as the bottom of the plate 11 hits the surface of the asphalt further movement of the lugs into the pavement will be arrested, but the asphalt will soon close behind the shoulders 15 and anchor the plate in place.

Referring to Fig. 4, this is a modification in which a different type of anchoring lug is employed. The anchoring lugs in this case are also punched out of the plate 11, leaving the apertures 18. In this case the slit which forms the aperture 18 is longer at the side 19 than the side 20, and the anchoring lug 21 bends downward along the line 22, which causes it to extend outward at an angle determined by the angle of the line 22. This particular type of anchoring lug is stronger than other types where the lugs must be placed quite close together because the lugs may be directed laterally as well as downwardly and thus suitably spaced from each other.

Each of the lugs 18 is preferably provided with the inwardly extending grooves 23 on each side which give the end 24 of the lug the formation of a head, and the walls or sides of the grooves 23 provide the lug 18 with shoulders which anchor the lug in the concrete. In this case the traffic marker 11 is pressed into the concrete, while the concrete is still green, and the downwardly turned edges 12 and 13 are embedded in the concrete, which is finished up to and flush with the top surface of the plate 11.

It will thus be observed that I have invented several forms of a traffic marker which is extremely simple in its structure and capable of economical manufacture. This marker may be installed very easily and may be cut off at the proper lengths on the job. It performs its function of traffic marking much better than the spaced traffic nails or similar devices of the prior art, and may be used for a long period of time without any possibility of necessity for repair or replacement. The non-corroding metal is continually kept in a bright condition by the action of the traffic, and the marking of the lane is so definite and distinct that it cannot be mistaken.

While I have illustrated a preferred embodiment of my invention, many modifications may be made without departing from the spirit of the invention, and I do not wish to be limited to the precise details of construction set forth, but desire to avail myself of all changes within the scope of the appended claims.

Having thus described my invention, what I claim is new and desire to secure by Letters Patent of the United States, is:

1. In a traffic marker, a bright metallic strip having downwardly turned curved edges adapted to be embedded in the pavement, said strip having a multiplicity of punched out integral pieces, said pieces being bent downward along a line extending diagonally with respect to the direction of the strip whereby said pieces extend downwardly and laterally, and anchoring formations provided on said pieces.

2. In a traffic marker, a bright metallic strip having downwardly turned curved edges adapted to be embedded in the pavement, said strip having a multiplicity of punched out integral pieces, said pieces being bent downward along a line extending diagonally with respect to the direction of the strip whereby said pieces extend downwardly and laterally, and anchoring formations provided on said pieces formed by the provision of inwardly extending grooves in the edges of said pieces.

3. A traffic marker comprising a flat strip of non-corrodible metal having an upper plane continuous surface and having both of its edges downwardly curved and adapted to be embedded in the pavement, said strip having a plurality of integral lugs punched out of said strip and directed downwardly, each of said lugs being provided with anchoring formations, said strip being elongated in the direction of traffic in order to provide a continuous marker of traffic lanes, and said lugs being bent downward and extending diagonally outward with respect to the edge of the traffic marker to spread the anchoring formations from each other and improve the strength of bond with the concrete.

CLIFFORD OLDER.