Feb. 26, 1929. 1,703,227

C. J. DICKGIESSER

ROAD MARKER

Filed Aug. 21, 1925

Fig. 1

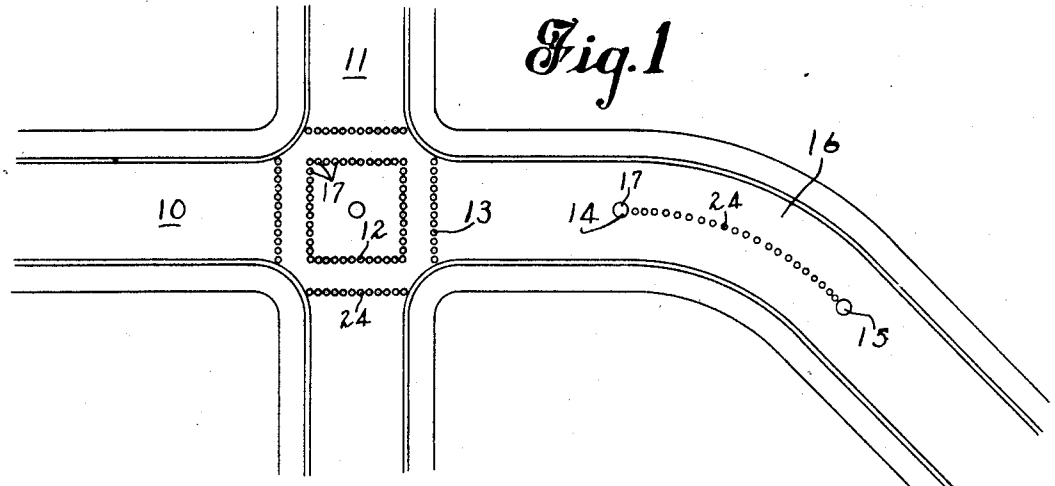


Fig. 2.

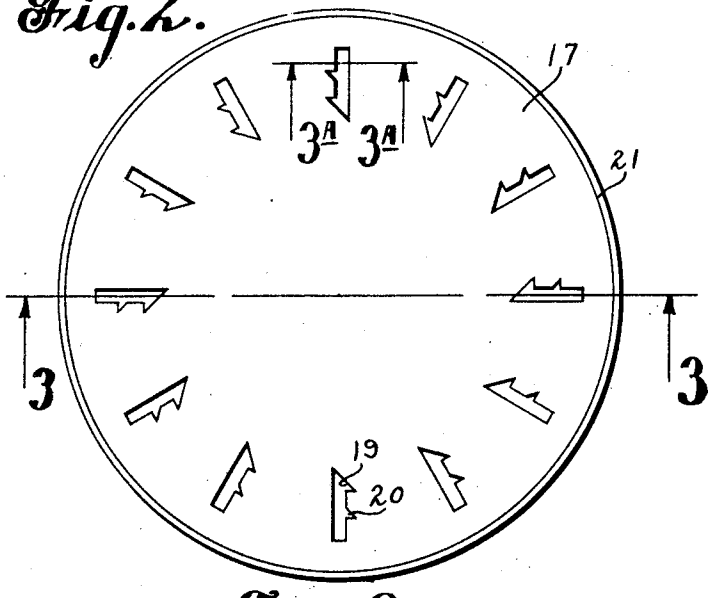


Fig. 3.



Fig. 3A.

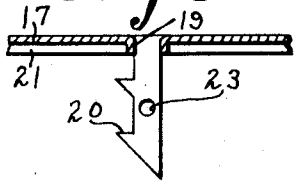


Fig. 4.

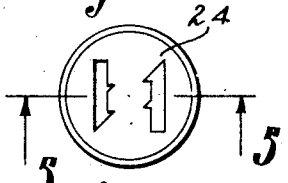


Fig. 5.

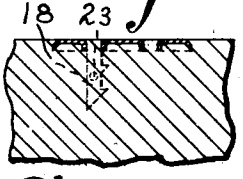


Fig. 6.

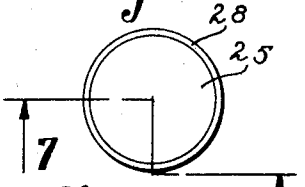
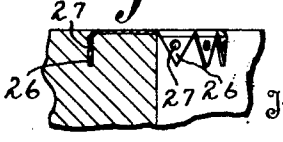


Fig. 7.



Inventor

Charles J. Dickgiesser

By Henry E. Rockwell

Attorney

Patented Feb. 26, 1929. 1,703,227

UNITED STATES PATENT OFFICE.

CHARLES J. DICKGIESSER, OF DERBY, CONNECTICUT.

ROAD MARKER.

Application filed August 21, 1925. Serial No. 51,692.

This invention relates to road markers, and more particularly to a marker or plate designed to be secured to the pavement of a road or street, either at a street intersection or crossing to indicate such crossing, or upon a curve to indicate the center of the road and the dividing line between traffic passing in opposite directions.

More specifically, my improved marker is substantially flat upon its upper surface, and is designed to lie substantially flush with the surface of the road or street so as not to render such surface uneven but will preferably be distinguished from the pavement by color so that it may be readily observed, particularly when a line of such markers is placed transversely across the road or street to indicate an intersection or crossing.

One object of my invention is to provide a road marker having a substantially flat upper surface designed to lie flush with the surface of the pavement, and provided with means by which it may be secured in place.

A further object of my invention is the provision of a road marker having a substantially plane base or body portion designed to lie substantially flush with the surface of the pavement, and provided with integral means adapted to be imbedded into and to engage the pavement so that the marker will be held securely in place.

A still further object of my invention is to provide a road or street marker of the character described, such that when a street crossing, intersection or curve is once marked these markings will be practically permanent, and will not have to be renewed, as is the case with the present painted marks.

To these and other ends the invention consists in the novel features and combination of parts to be hereinafter described and claimed.

In the accompanying drawings:

Fig. 1 is a diagrammatic plan view of a street showing the application of my improved markers;

Fig. 2 is a top plan view of one of the markers of larger size embodying my invention;

Fig. 3 is a sectional view on line 3—3 of Fig. 2;

Fig. 3^{A} is a fragmentary, sectional view on line 3^{a}—3^{a} of Fig. 2;

Fig. 4 is a view similar to Fig. 2, showing a marker of smaller size but similar in construction to that shown in Fig. 2;

Fig. 5 is a sectional view on line 5—5 of Fig. 4;

Fig. 6 is a modified form of my invention; and

Fig. 7 is a sectional view on line 7—7 of Fig. 6.

In Fig. 1 of the drawings, I have shown two intersecting streets 10 and 11, the crossings at the intersection of which are distinguished by rows 12 and 13 of my improved markers. It will be understood that these may be placed in double rows, as shown, or the intersection may be designated by a single row of markers. Moreover, a greater or fewer number may be used, and, if desired. the larger markers may be used at the ends of the various rows, as shown at 14 and 15, upon the curve 16 in the street 10.

As shown in Fig. 2, the larger markers comprise a substantially plane plate-like body or base 17, preferably of disklike form, although the body of the marker may be made in any desired shape. For instance, it may be made in the shape of a letter or of an arrow designating a one way street or the direction of traffic upon a certain portion of the street. The base or body portion of the marker will preferably be made of sheet metal of the required thickness, and this metal may be of different colors to indicate different kinds of crossings. For example, a brass or yellow marker may indicate a school crossing, while a marker of white metal may indicate a pedestrian crossing.

Struck from the body of the marker are a number of securing members 18 in the form of spurs, which are designed to be imbedded in the pavement and secure the marker thereto. As shown in Fig. 3^{a} and by the shape of the openings 19 left in the plate 17, when the spurs are struck therefrom, the spurs will preferably be provided with barbs 20 so that the spurs will more effectively engage the surrounding parts of the pavement to secure the marker in position. As shown in Fig. 3, these spurs are adapted to project downwardly from the plate or base 17 at substantially right angles thereto. In the case of an asphalt or tarvia pavement, the spurs may be driven into the surface of the road and the marker thus locked in position.

In the case of use of my device on a concrete road the markers will preferably be imbedded in the concrete at the time it is laid, or holes may be drilled for the reception of the spurs. The peripheral edge of the disklike base or plate 17 is turned downwardly and preferably bevelled, as at 21, so that the paving material will overlie to some extent this bevelled edge and prevent any tendency of the marker to curl or warp upwardly at its edge. Likewise, the edges of the openings 19, as shown at 22, may be bevelled downwardly for the same purpose. It will be apparent from Fig. 3 of the drawings, that the plate of the marker will lie substantially flush with the surface of the road, the pavement overlying the bevelled edges referred to to some extent so that these edges will be imbedded in the surface of the road, and the entire body of the marker will be rigidly secured in place. The spurs 18 may be provided with openings 23, through which the paving material will flow and act as a retainer or bolt to secure these spurs against removal.

In Fig. 4 of the drawings, I have shown a marker 24 substantially like that shown in Fig. 2, except of smaller diameter. The spurs in this instance are arranged in substantially parallel relation, as shown, instead of radially as in the larger marker shown in Fig. 2, for the reason that the diameter of the particular embodiment shown in Fig. 4 is too small to permit the spurs being cut out in a radial direction. In other respects the marker is like that shown in Fig. 2.

In Figs. 6 and 7 of the drawings, I have shown a further modified form of my invention, wherein the plate or base 25 is provided with peripheral spurs 26 designed to be imbedded in the pavement and provided with openings 27 through which the paving material will flow. As has already been described in connection with the modification shown in Figs. 1 to 3, the edge of the disk 25 is likewise bevelled, as shown at 28, so that the paving material will overlie this edge to some extent, and the marker will be substantially flush with the surface thereof.

When the markers are imbedded in the pavement in this manner, they do not have the effect of roughening the surface of the road or street, and a vehicle may pass thereover without the slightest discomfort to the occupants from jolts or jars.

In each of the forms of my invention, it will be noted that the spurs are formed integrally with the body or base plate of the marker so that my device may be constructed economically, and at the same time a rigid connection between the spurs and the body of the marker is assured.

While I have shown and described a preferred embodiment of my invention, it will be understood that it is not to be limited to all of the details shown, but is capable of modification and variation within the spirit of the invention and within the scope of the appended claims.

What I claim is:

1. A road marker, comprising a substantially flat metallic plate-like body portion of circular shape adapted to be secured to the surface of the pavement to lie substantially flush therewith, and securing spurs struck downwardly and outwardly from the metal of the body portion of the marker at positions between its central portion and the periphery thereof, and lying at substantially right angles to the surface of the body portion to secure the marker in position, and the peripheral edge of said body portion being turned downwardly and beveled to permit it to be embedded in the pavement.

2. A road marker, comprising a substantially flat plate-like body portion adapted to be secured to the surface of the pavement to lie substantially flush therewith, and securing spurs struck downwardly and outwardly from the metal of the body portion of the marker at positions between its central portion and the periphery thereof, leaving openings through the body portion to receive the paving material, and lying at substantially right angles to the surface of the body portion to secure the marker in position, and said spurs being provided with laterial projections thereon to be engaged by the pavement and anchor the marker in place, and the peripheral edge of the body portion being turned downwardly to be embedded in the pavement.

3. A road or crossing marker having a disk-like body portion, the peripheral edge of which is turned downwardly to be embedded in the pavement, and said edge being slightly beveled to permit the paving material to overlie it, and said body portion having struck therefrom at points spaced inwardly from the edge thereof spurs which are turned downwardly to be embedded into the pavement, the placement of said spurs from the body portion of the marker leaving openings therein to receive the paving material, and said spurs having laterally projecting barbs thereon to anchor them in place, and having openings therethrough to receive the paving material.

4. A road or crossing marker having a disk-like body portion, the peripheral edge of which is turned downwardly to be embedded in the pavement, and said edge being slightly beveled to permit the paving material to overlie it, and said body portion having struck therefrom at points spaced inwardly from the edge thereof spurs which are turned downwardly to be embedded into the pavement, the displacement of said spurs from the body portion of the marker leaving

openings therein to receive the paving material, and said spurs having laterally projecting barbs thereon to anchor them in place, and having openings therethrough to receive the paving material, and said spurs being struck from the body portion of the marker in a radial direction outwardly so as to be connected to the body portion adjacent the periphery thereof.

5. A road marker, comprising a substantially flat plate-like body portion adapted to be secured to the surface of the pavement to lie substantially flush therewith, and securing spurs struck downwardly and outwardly from the material of the body portion of the marker at positions between its central portion and the periphery thereof, and lying at substantially right angles to the surface of the body portion to secure the marker in position, and said body portiong being provided with through openings formed by the striking out of said spurs into which the paving material may extend, and said spurs having openings therethrough to receive the paving material.

6. A road or crossing marker having a substantially flat plate-like body portion, the body portion having struck therefrom rectangularly projecting spurs to be embedded in the pavement, the displacement of said spurs from the body portion of the marker leaving openings therethrough into which the paving material may extend flush with the upper surface of the marker, the peripheral edge of said body portion being turned downwardly from said portion to be embedded in the pavement.

7. A road or crossing marker having a substantially flat plate-like body portion, the body portion having struck therefrom rectangularly projecting spurs to be embedded in the pavement, the displacement of said spurs from the body portion of the marker leaving openings therethrough into which the paving material may extend flush with the upper surface of the marker, the walls of the openings in the plate opposite said spurs extending downwardly and outwardly towards said spurs.

In witness whereof, I have hereunto set my hand this 19th day of August, 1925.

CHARLES J. DICKGIESSER.