June 20, 1939. O. J. MORRISON 2,163,346

ROAD MARKER

Filed Sept. 7, 1937

Fig. 1.

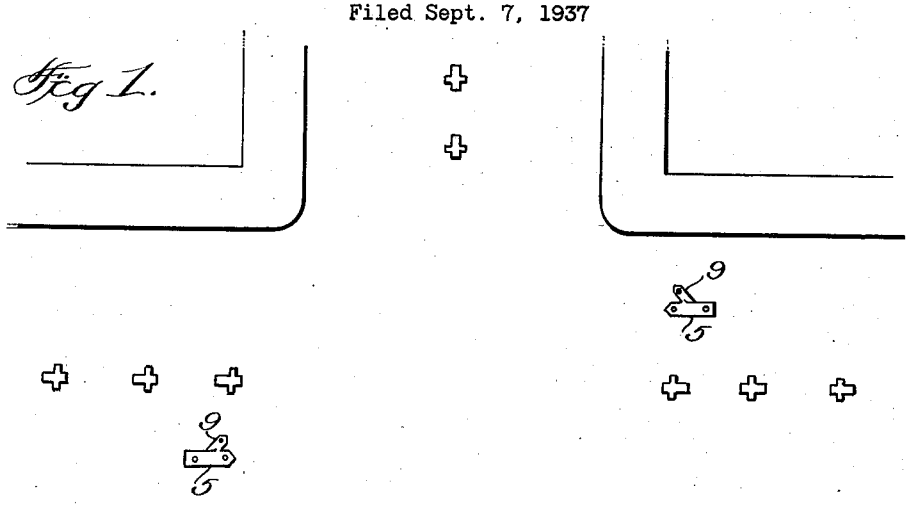


Fig. 2.

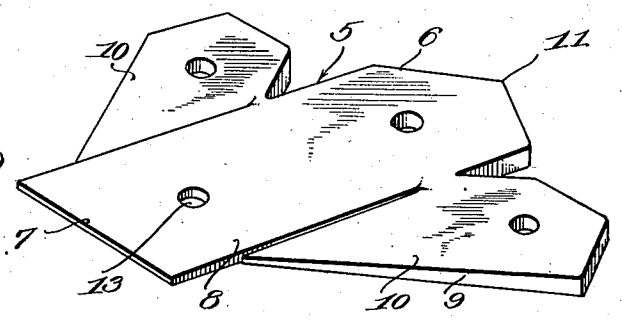


Fig. 3.

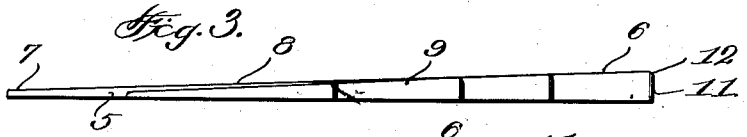
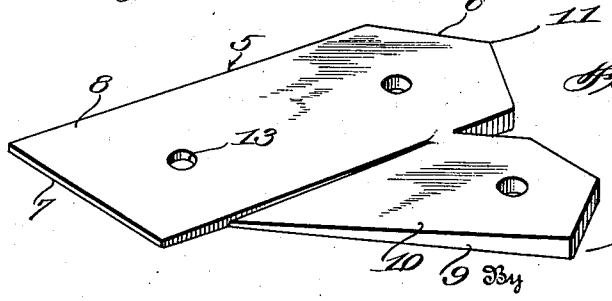


Fig. 4.



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ROAD MARKER

Okey J. Morrison, Charleston, W. Va.

Application September 7, 1937, Serial No. 162,747

1 Claim. (Cl. 94—1.5)

This invention relates to an improved road marker particularly adapted for directing traffic at the intersections of roads and streets.

It is an object of the invention to provide a marker which when placed in the lanes of traffic at a street intersection will denote to the motorist, in the proper lane, the direction of travel and will serve as a hazard to all motorists who wrongfully enter the traffic lane.

A further object of the invention resides in providing a marker consisting of a relatively flat elongated block having its forward end designed to denote the direction of travel, the forward end being relatively thicker than the rear end, so that any motorist entering the lane of traffic from the wrong direction, upon striking the marker will receive a shock, whereas a motorist traveling in the proper direction on striking the marker will ride over the marker with little inconvenience.

Another object of the invention resides in providing a marker of the above-mentioned character which is simple and durable in construction, efficient in use, and inexpensive to manufacture.

Other objects and advantages of the invention will be apparent during the course of the following description.

In the accompanying drawing forming a part of this specification and in which like numerals are employed to designate like parts throughout the same,

Figure 1 is a diagrammatic view of a street intersection showing the marker disposed in the lanes of traffic,

Figure 2 is a perspective view of the marker,

Figure 3 is a side elevation of the same, and

Figure 4 is a perspective view of the marker, showing another design.

In the drawing, wherein for the purpose of illustration I have shown a preferred embodiment of my invention, the numeral 5 denotes an elongated relatively flat block which may be constructed of concrete, wood, metal, or other suitable material. The forward end 6 of the block is relatively thicker than the rear end 7, so that the top plane surface 8 of the block inclines rearwardly. Extending from one or both sides of the block, intermediate the length thereof, are diverging wings 9, having their top plane surfaces 10 inclined downwardly towards their inner ends which terminate on a plane slightly below the plane of the surface 8 of the block. The forward ends of the block and wings are tapered to a point, as at 11, to resemble an arrowhead, the walls of the tapered ends being perpendicular with their upper edges slightly rounded, as at 12. The block and wings may be provided with openings 13 to receive fasteners for securing the marker to the surface of the roadway, or the blocks may be directly cemented to the roadway or secured thereto in any other suitable manner.

In use, the markers are placed in the lanes of traffic at street intersections, being preferably disposed in the center of the lane, as shown in Figure 1, so as to be clearly visible to the motorist at all times. The markers vary in design to denote the direction of travel, in accordance with traffic rules which have been established at the street intersection. A marker having wings extending from both sides of the block denotes that the motorist may make either a right-hand or left-hand turn. If the motorist is limited to a turn in only one direction, a marker with one wing is placed in the lane. A motorist traveling in the proper direction may easily straddle the marker, but if the wheels of the vehicle should strike the marker, it will ride up the inclined surface of the block or wings and drop off the end, with little or no inconvenience to the motorist. If, however, a motorist should attempt to enter a lane of traffic in the wrong direction, the marker will serve as a hazard and when the wheel of the vehicle strikes the thickened end of the marker, the motorist will be subjected to a severe shock or jar. Thus, it will be seen the marker serves to deter motorists from attempting to enter the wrong lanes of traffic and at the same time provides means for directing the traffic moving in the proper direction. Since the markers are placed directly in the lanes of traffic, they will be illuminated by the headlights of the automobiles in the nighttime and will enable the motorist to keep his eyes on the roadway at all times. If desired, signs may be placed on the surface of the marker to indicate other traffic rules, such as "Stop"—"Caution"—or the like.

It is to be understood that the form of my invention herein shown and described is to be taken as a preferred example of the same and that certain changes in the shape, size, and arrangement of the parts may be made without departing from the spirit of the invention or scope of the subjoined claim.

Having described my invention, I claim:

A traffic-directing marker for roadways, comprising an elongated, flat rectangular block adapted to be secured to the surface of a road-

way, said block having a forward end, a pointed wing connected to one side of said block and diverging forwardly therefrom whereby to serve as a direction indicator, the upper face of the block being inclined downwardly from its pointed end to its rear end, and the upper face of the wing being inclined downwardly from its pointed end to its point of connection with the block, said wing being of less thickness than that of the block where connected therewith, whereby to provide a step.

OKEY J. MORRISON.