March 9, 1937. C. L. MOORMAN 2,073,166

TRAFFIC MARKER

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Fig. 1.

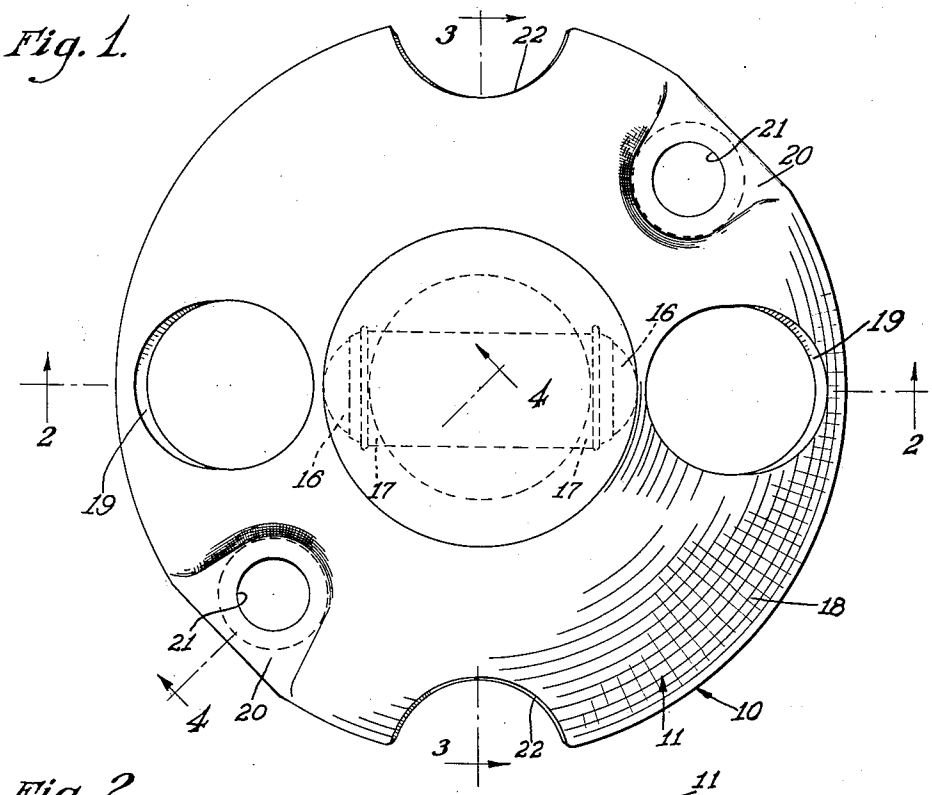


Fig. 2.

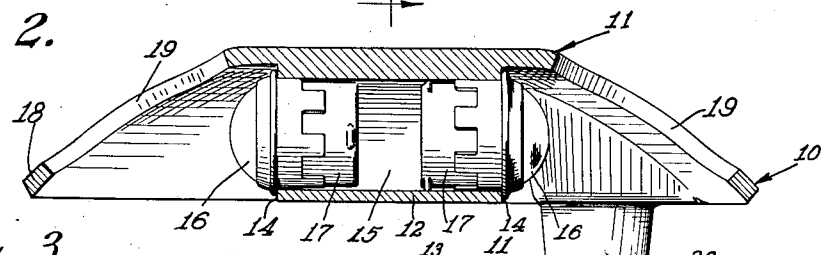


Fig. 3.

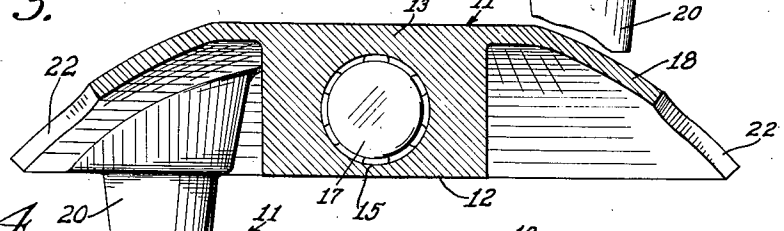
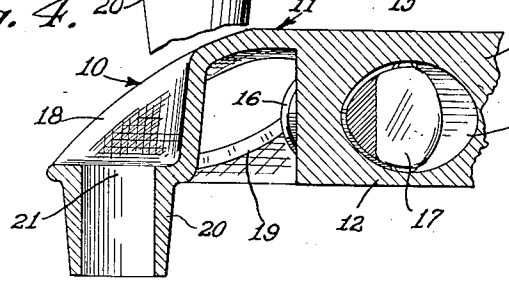


Fig. 4.



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Fig. 5.

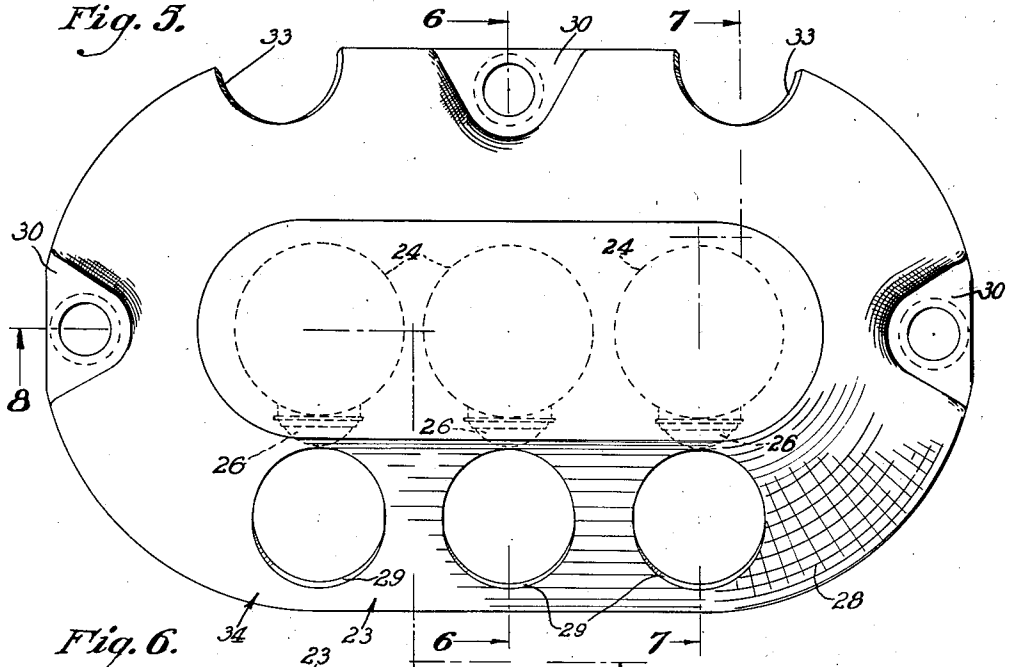


Fig. 6.

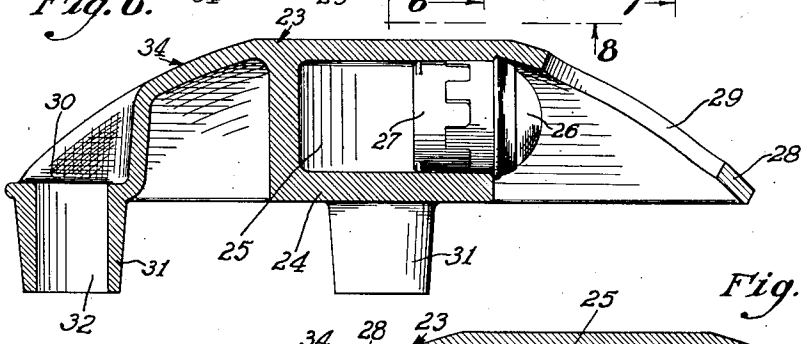


Fig. 7.

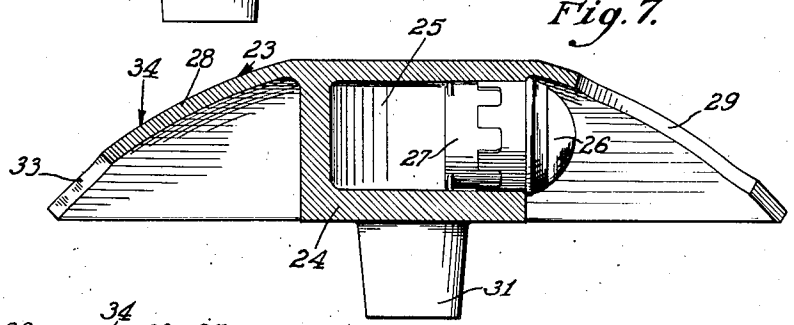
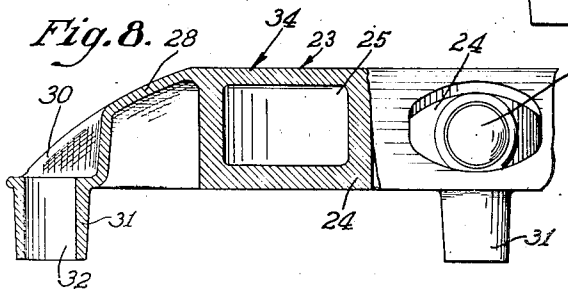


Fig. 8.



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TRAFFIC MARKER

Charles L. Moorman, Blue Island, Ill.

Application August 5, 1935, Serial No. 34,754

1 Claim. (Cl. 88—79)

This invention relates to a traffic marker.

It is an object of this invention to provide an improved traffic marker which is relatively simple and inexpensive in construction and efficient in use.

A serious objection to the use of traffic markers heretofore used has been that the reflective lenses embodied therein have had a decided tendency to become obscured by mud and other foreign matter accumulating thereon, thereby rendering the lenses ineffective.

Another object of the present invention, therefore, is to provide a traffic marker, adapted to be embedded in a street or highway and embodying reflective lenses, and so constructed that when it is in use, water, mud and other foreign matter will drain off from the traffic marker and away from the lenses so that the latter will not become obscured and ineffective when in use.

Other objects will appear hereinafter.

The invention consists in the novel combination and arrangement of parts to be hereinafter described and claimed.

The invention will be best understood by reference to the accompanying drawings, showing the preferred form of construction and in which:

Fig. 1 is a top plan view of a traffic marker embodying a preferred form of the present invention;

Fig. 2 is a vertical, longitudinal sectional view of the same on line 2—2 in Fig. 1;

Fig. 3 is a transverse vertical sectional view on line 3—3 in Fig. 1;

Fig. 4 is a fragmentary sectional view, on line 4—4 in Fig. 1;

Fig. 5 is a top plan view of a modified form of the invention;

Fig. 6 is a sectional view of the same on line 6—6 in Fig. 5;

Fig. 7 is a sectional view on line 7—7 in Fig. 5; and

Fig. 8 is a sectional view on line 8—8 in Fig. 5.

A traffic marker embodying a preferred form of the present invention is shown in the drawings, is therein generally indicated at 10, and comprises a body 11 which includes a relatively flat base 12, this body 11 being preferably, but not necessarily, circular in plan (Fig. 1). The body 11 includes a centrally arranged lens housing or casing 13, the housing 13 being integral with the base 12 and being formed as a part of the body 11.

The housing or casing 13 has a central opening 15 which provides a receptacle for reflective signal lenses 16 and their supporting sockets 17.

The body 11 includes an inclined or depending skirt 18 which encircles the central portion 13 thereof and provided in this skirt 18 at diametrically opposite points therein are sight openings 19 through which the reflective lenses 16 may readily be seen when the marker is in use.

Likewise provided in the skirt 18 at diametrically opposite points are depressed anchor portions 20 and provided in each of these depressed anchor portions 20 is an opening 21 for the reception of an attaching element, such as a bolt or the like, by means of which the present marker may be mounted in position in a pavement, roadbed or the like.

Also provided in the skirt 18 at diametrically opposite points are drain openings 22.

In the use of the present traffic marker the sockets 17, with the reflective lenses 16 arranged therein, may be inserted into the central opening or receptacle 15 provided therefor through the open ends 14 of the same, and the unit may then be mounted or anchored in a pavement, roadbed, or the like, by means of suitable attaching elements, such as bolts or the like, which may be inserted through the openings 21 which are provided in the depressed anchor portions 20 of the skirt 18.

When the present marker is thus installed or anchored in position, the reflective lenses 16 may readily be seen by light reflected therefrom through the sight openings 19 in the skirt 18 and, at the same time, the lenses 16 and their supporting sockets 17 are protected against damage by objects passing thereover, by the body 11 and its skirt portion 18.

It is also to be noted that when the present marker is in use the lenses 16 will be kept in a relatively clean condition and will be prevented from becoming obscured by accumulation of mud and debris since water which may enter under the skirt 18 will circulate freely therethrough and out through the openings 22, thereby preventing accumulations of mud and debris in front of and around the reflective lenses 16, and thus overcoming a difficulty experienced in the use of certain of the prior art traffic markers.

A modified form of the present invention is shown in Figs. 5 to 8 inclusive, is therein generally indicated at 34, and comprises a body 23 which is oval-shaped in plan (Fig. 5) and which includes a series or bank of centrally disposed housings or casings 24 which are arranged at intervals along the long axis of the body 23 (Fig. 5). Each of these housings or casings 24

provides a receptacle **25** for a reflective lens **26** and its supporting socket **27**.

The body **23** also includes a depending skirt **28**, which extends around the housings or casings **24**, and formed in this skirt **28** is a group or bank of sight openings **29** through which the reflective lenses **26** may be seen when the marker is in use.

Likewise formed in the depending skirt **28**, at intervals along the peripheral edge of the same, are depressed portions **30**, and formed integrally with each of these depressed portions **30** is a depending lug or anchor portion **31**, each of these anchor portions **31** having an opening **32** formed therein through which a bolt, screw, or like fastening element may be inserted to fasten the marker in position of use.

Likewise formed in the skirt **28** at intervals along the peripheral edge of the same are cut-out drain openings **33**.

The modified form of marker, which is shown in Figs. 5 to 8 inclusive, is particularly adapted for use in marking turns, ends of pavement, danger points and the like in pavements or highways and when anchored in position of use in a pavement the bank of reflective lenses **26** may be readily seen through the sight openings **29**, thereby rendering the marker effective and relatively more efficient and more apt to be seen by the drivers of vehicles than is a marker which employs a single lens.

The marker **34** may be anchored in position of use by means of suitable fastening elements, such as screws, bolts or the like, which may be inserted through the openings **32** in the anchor studs or portions **31** and the latter may, themselves, be embedded in the pavement. When thus anchored in position of use mud, water and other foreign matter will readily circulate through the drain openings **33**, which are formed in the skirt **28**, and will thus be carried away from the lenses **26** and out from under the skirt **28**. In this manner mud, water and other foreign matter may be prevented from accumulating under the skirt **28** and thus be prevented from obscuring the lenses **26**, and the lenses **26** may thus be kept clean and efficient when in use.

While I have illustrated and described the preferred form of construction for carrying my invention into effect, this is capable of variation and modification, without departing from the spirit of the invention. I, therefore, do not wish to be limited to the precise details of construction set forth, but desire to avail myself of such variations and modifications as come within the scope of the appended claim.

Having thus described my invention what I claim as new and desire to protect by Letters Patent is:

A traffic marker comprising a dome-like shell having a lower peripheral edge and a ceiling portion with a central reflector housing depending from the said ceiling portion and having a horizontal channel cut therethrough with reflector members positioned in the opposite end openings of said channel, the said shell having a pair of diametrically opposed sight openings therein opposite the said reflectors in said housing and having depending apertured body portions for engagement with mounting members, and drainage notches cut in the said lower peripheral edge of said shell.

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