July 16, 1940. C. ANDREWS 2,208,012

TRAFFIC MIRROR

Filed Aug. 31, 1938

Fig. 1.

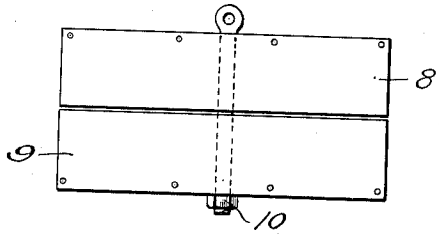


Fig. 2.

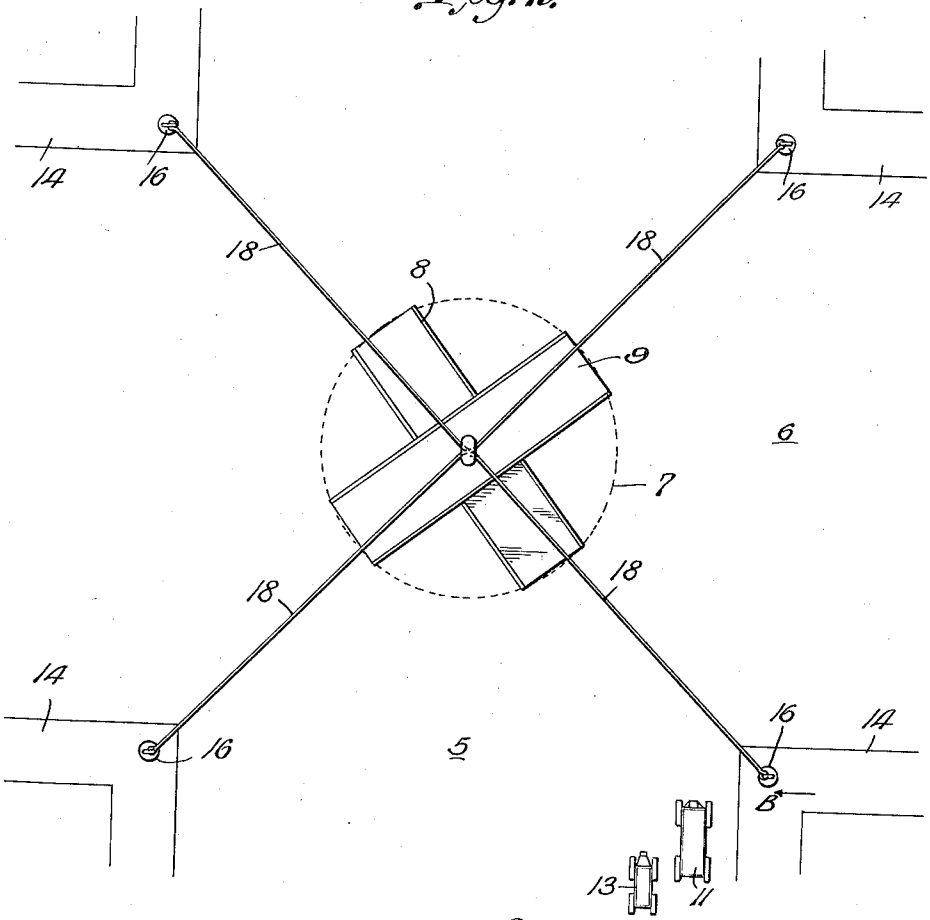
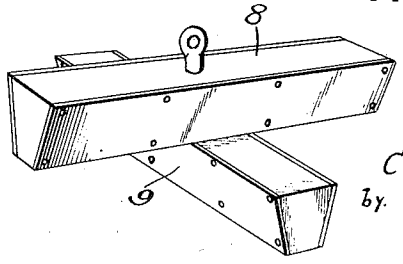


Fig. 3.



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TRAFFIC MIRROR

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1 Claim. (Cl. 88—78)

This invention relates to safety devices comprising traffic mirrors mounted on traffic crossings.

The main object of the invention is to provide a safety device comprising two beveled members provided with mirrors on their sides, placed one on top of the other, and means for fastening them together comprising a bolt and nut, so they may be adjusted to any desired angle or degree relative to each other so the traffic may look in the mirrors when they come to a crossing where same is mounted, and see if one or more cars are coming alongside of each other; as the greater portion of traffic accidents occur when a pedestrian or vehicle driver is trying to get past one vehicle and runs into the second vehicle that he could not see and which may be traveling faster than the first one.

Other objects will appear hereinafter.

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

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

Figure 1 is an elevation of two beveled members provided with mirrors.

Figure 2 is a plan view.

Figure 3 is a perspective view of the two beveled members provided with mirrors.

Fig. 2 shows a traffic signal device mounted at the intersection of streets 5 and 6, said device comprising two beveled members 8 and 9 bolted together as shown at 10 in Fig. 1.

These beveled members are provided with mirrors on their sides so if a pedestrian, indicated by numeral B, was to cross the street, indicated at numeral 5, he could see the large truck or bus, whichever it may be, indicated at numeral 11, but would be unable to see the small car indicated at numeral 13 which may be traveling at a higher speed than the larger car indicated at numeral 11. In this case the pedestrian may look up at the traffic mirrors and avoid an accident. This is illustrated at only one corner of the street intersection, but it will be plain to be seen that an accident may be avoided at all four corners of the intersection because of the position of the traffic mirrors, which will be adjusted in operation to any desired degree or angle to suit the traffic. The paths of movement of the mirrors are represented by the dotted line 7 in Fig. 2.

Numerals 14 indicate sidewalks, and numerals 16 indicate lamp posts to which the wires 18 are made fast to hold the traffic mirror. The wires 18 extend through the eye of the bolt, as shown in Fig. 2, to support the signal device in operative position above the intersection.

While I have illustrated and described the preferred form of construction for carrying my invention into effect, this is capable of variations and modifications 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 mirror comprising an elongated block of substantially triangular transverse cross section, two longitudinal surfaces of said block being provided with mirrors substantially coextensive with said surfaces, a second block substantially identical with the first block and having two longitudinal surfaces thereof provided with mirrors substantially coextensive with said surfaces, said blocks being arranged one above the other with the longitudinal surfaces not provided with mirrors facing upwardly and in substantially parallel relation, an eye-bolt extending vertically through said blocks with the eye portion thereof engaging the upper surface of the upper block, said blocks being rotatable on said bolt to vary the relative angular positions thereof, and a nut threaded on the lower end of the bolt and engaging the lower block.

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