Oct. 3, 1939. R. H. OSBRINK 2,174,637

TRAFFIC MARKER

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Fig. 1

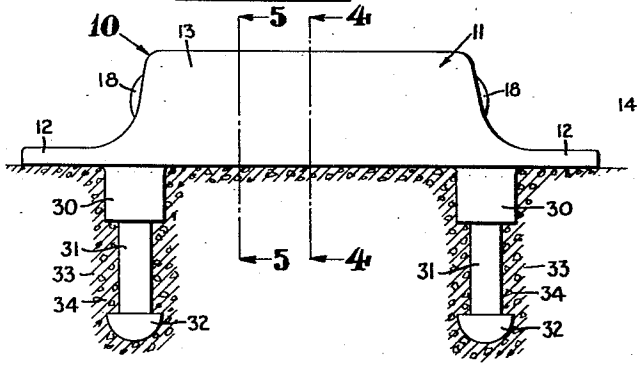


Fig. 2

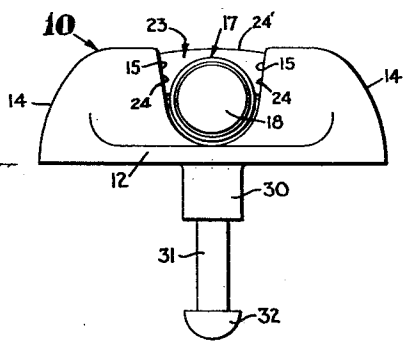


Fig. 3

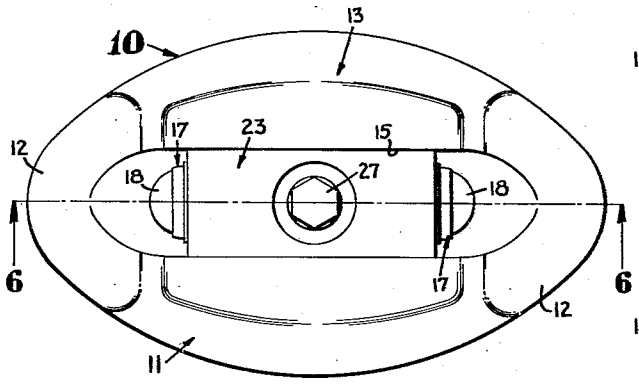


Fig. 4

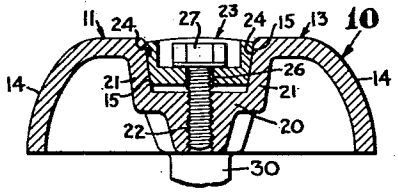


Fig. 5

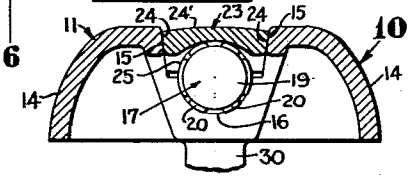


Fig. 6

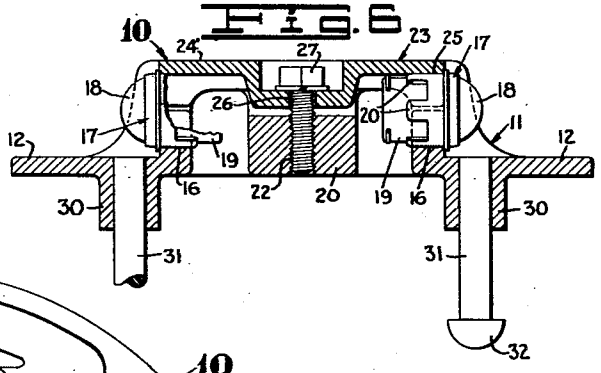
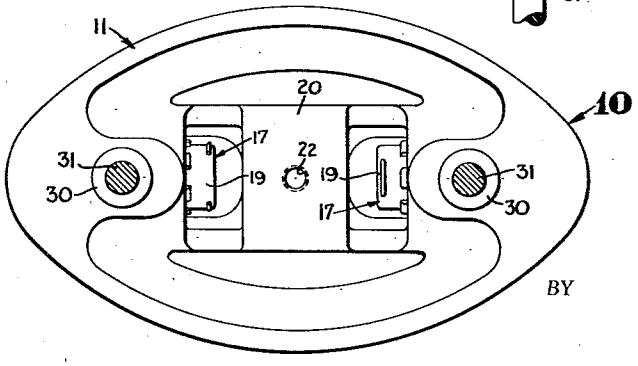


Fig. 7



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Fig. 8

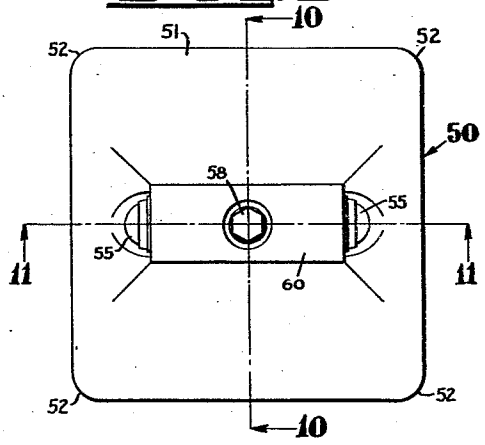


Fig. 9

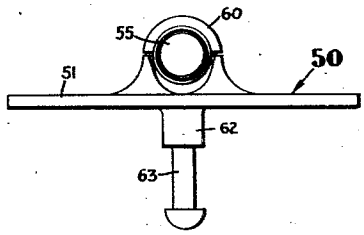


Fig. 10

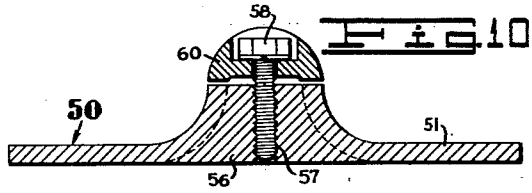


Fig. 11

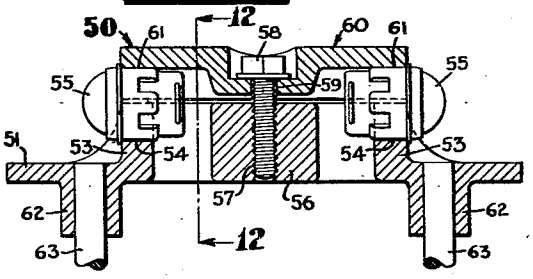


Fig. 12

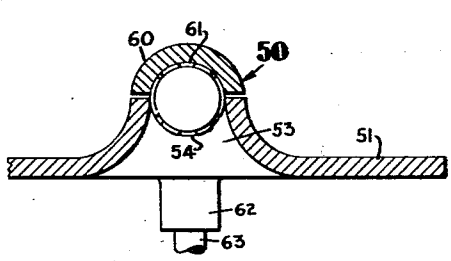


Fig. 13

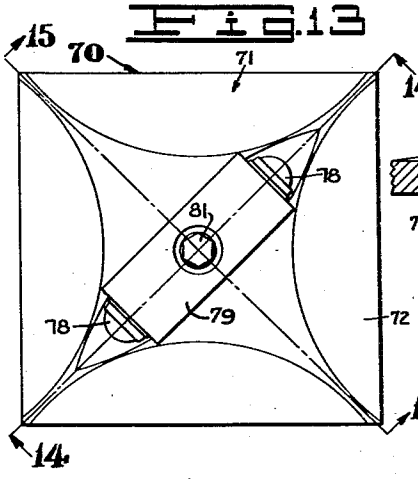


Fig. 14

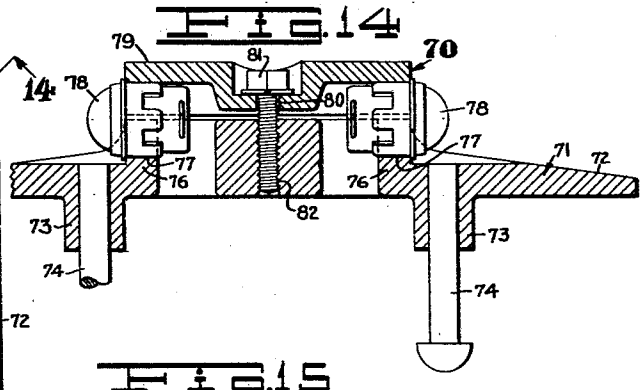


Fig. 15

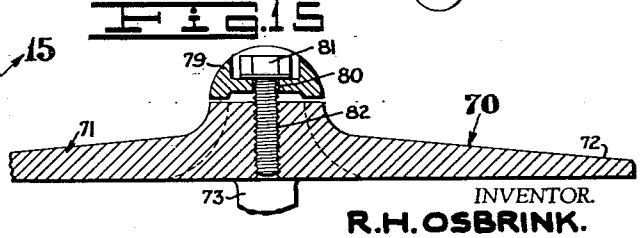
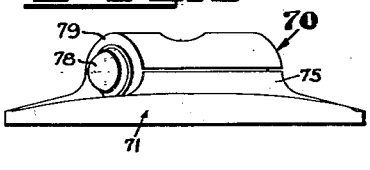


Fig. 16



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TRAFFIC MARKER

Raymond H. Osbrink, Los Angeles, Calif.

Application October 13, 1937, Serial No. 168,736

1 Claim. (Cl. 88—79)

This invention relates to traffic markers.

The general object of the invention is to provide an improved marker for defining the path of travel to be followed by vehicles.

A more specific object of the invention is to provide a novel marking device including a reflector for indicating the lanes to be followed by motor vehicles.

Another object of the invention is to provide an improved body for a lane marker.

Another object of the invention is to provide a novel means for holding reflectors in a lane marker.

Other objects and the advantages of my invention will be apparent from the following description taken in connection with the accompanying drawings, wherein:

Fig. 1 is a side elevation of a marker embodying the features of my invention;

Fig. 2 is an end view of the marker;

Fig. 3 is a top plan view of the marker;

Fig. 4 is a section taken on line 4—4 Fig. 1;

Fig. 5 is a section taken on line 5—5 Fig. 1;

Fig. 6 is a section taken on line 6—6 Fig. 3;

Fig. 7 is a bottom plan view of the marker;

Fig. 8 is a top plan view showing a modification of my invention;

Fig. 9 is an end view of the modification;

Fig. 10 is a section taken on line 10—10 Fig. 8;

Fig. 11 is a section taken on line 11—11 Fig. 8;

Fig. 12 is a section through the modification as it would appear if taken on line 12—12 shown in Fig. 11;

Fig. 13 is a top plan view of a further modification;

Fig. 14 is a fragmentary sectional view taken on line 14—14 Fig. 13;

Fig. 15 is a fragmentary section taken on line 15—15 Fig. 13; and

Fig. 16 is a side view of the further modification.

Referring to the drawings by reference characters I have shown my invention as embodied in a traffic marker which is indicated generally at 10. As shown this marker includes a body 11 which is generally oval and which includes flat end portions 12 which have substantially parallel upper and lower faces.

The body includes an intermediate portion which consists of side members 13 which rise above the ends 12 and which have outer curved walls 14 and inner plane inclined walls 15 spaced apart to provide a groove. The body at each end of the intermediate portion is provided with an upwardly directed semi-cylindrical seat 16 on which reflector members 17 are mounted. Each of these reflector members includes a lens portion 18 and a cylindrical barrel or rear part 19 which has resilient bosses 20 thereon to increase the friction and thus aid in holding the reflectors in place.

The intermediate portion of the body has a transverse member 20 which is joined to the sides 13 by downwardly directed parts 21 and this intermediate portion is provided with a threaded aperture 22.

A clamping member 23 having plane inclined side walls 24 is seated in the slot between the side members. This clamping member has a top portion 24' shown as disposed slightly below the top of the sides 13 and has semi-cylindrical seats 25 at its ends. These seats engage the upper half of the cylindrical portion 19 of the reflectors 17 previously described. The clamping member includes a central aperture 26 through which a bolt 27 extends. The threaded lower end of this bolt engages the aperture 22 previously described to pull the clamping member downwardly so that the seats on the base and on the clamping member are pulled toward each other thus firmly gripping the reflector while at the same time allowing ease of replacing the reflectors by merely loosening the bolt 27.

In order to hold the traffic marker in place I show the lower surface thereof as provided with bosses 30 which are downwardly directed and which have fastening members 31 cast in the bosses. These fastening members include heads 32.

In use the paving or other object on which the marker is to be placed is drilled with holes 33 such as shown in Fig. 1. Cement 34 is then poured in the holes and the fastening members are inserted in the holes so that when the cement sets the markers are firmly held in place.

In Figs. 8–12 inclusive I show a modification of my invention wherein the marker indicated generally at 50 includes a flat body 51 which has upper and lower plane faces with rounded corners 52. This body includes a pair of upstanding seat members 53 having semi-cylindrical seats 54 therein in which reflectors 55 similar to the reflectors 17 are seated. The body also includes a transverse member 56 which is provided with a threaded aperture 57 in which a bolt 58 is seated. This bolt 58 passes through an aperture 59 in a clamping member 60 which has semi-cylindrical seats 61 for engaging the reflector 55.

The reflector just described includes down-

wardly extending bosses 62 in which fastening members 63 are cast and which are held in place as previousdy described. In the modification shown in Figs. 8–12 it will be noted that the seat members 53 extend longitudinally of the body.

In Figs. to 13 to 15 I show a further modification of my invention wherein the reflector indicated generally at 70 includes a body 71 having flat faces 72 which are defined by plane upper and lower surfaces. The body is provided with bosses 73 in which fastening members 74 are cast similar to the manner previously described.

The body is provided with an upper portion 75 which extends diagonally of the body and which tapers to seat portions 76 which are provided with seats 77 on which reflectors 78 are seated. These reflectors 78 are held in place by a clamping member 79 which has an aperture 80 through which a bolt 81 extends. This bolt is threaded into a transverse member 82 which is disposed intermediate the seat portions 76.

The use of the modified types of my invention is similar to that previously described.

From the foregoing description it will be apparent that I have invented a novel traffic marker which is economically manufactured and which is highly efficient for its intended purpose.

Having thus described my invention, I claim:

In a marker, a base comprising a hollow oval body having flat end portions, said end portions having threaded bosses thereon and extending downwardly therefrom, each side of said body intermediate the end portions being raised with the raised portions spaced apart to provide a longitudinally extending slot, said slot having downwardly converging walls, a transverse member located intermediate the length of the slot and spaced below the top of said body and extending from one side of the raised portion to the other, said body adjacent to the ends having a semi-cylindrical upwardly facing seat at each end of said slot, a cylindrical reflector engaging each of said seats, a clamping member having downwardly converging side walls engaging the walls of said slot and having semi-cylindrical downwardly directed end portions engaging said reflectors, said clamping member having a central recess therein, a threaded member passing through said recess, said transversely extending portion having a threaded aperture, said fastening member engaging in said threaded aperture to hold the parts assembled.

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