April 21, 1925. 1,534,084

C. L. SCHOUBOE

HIGHWAY MARKER

Filed March 8, 1923 2 Sheets-Sheet 1

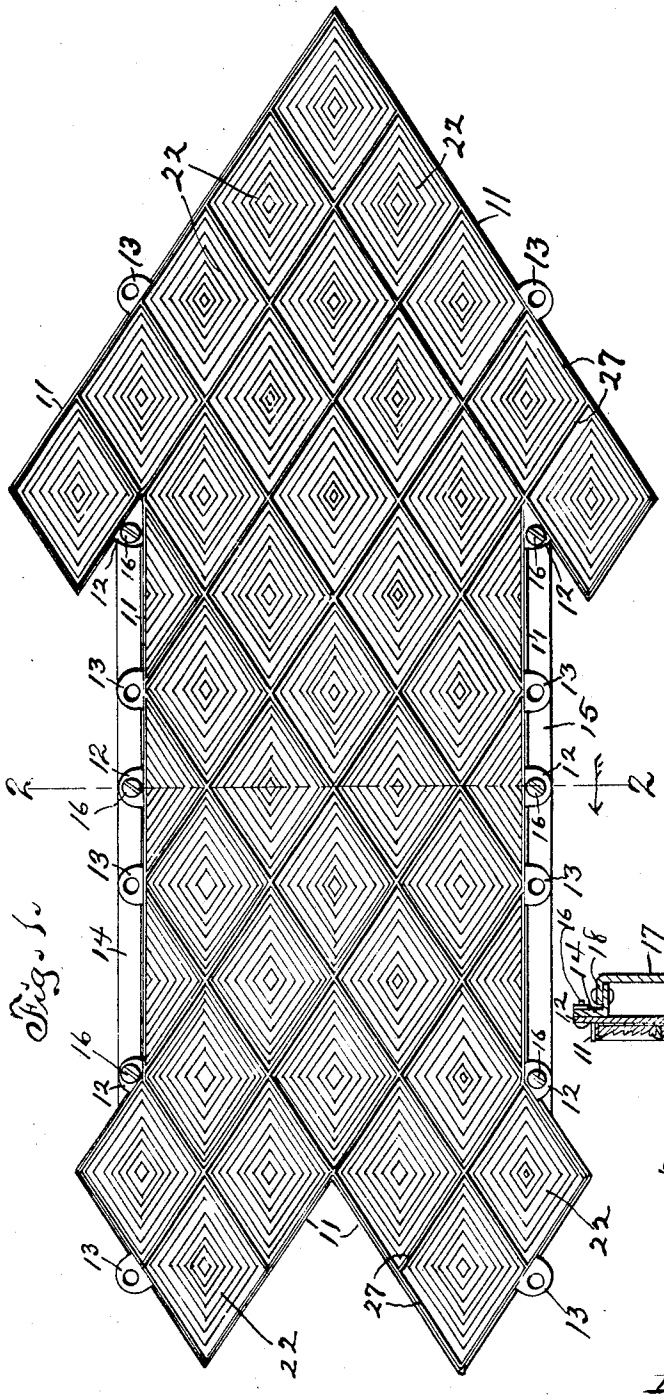


Fig. 1.

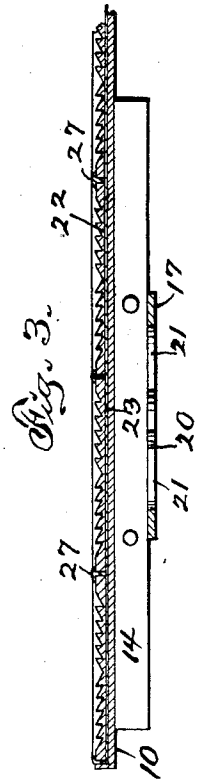


Fig. 3.

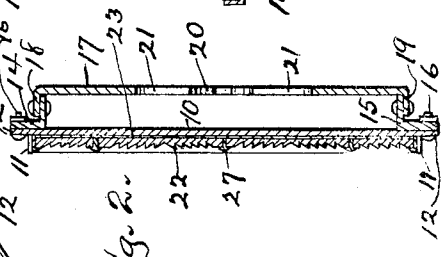


Fig. 2.

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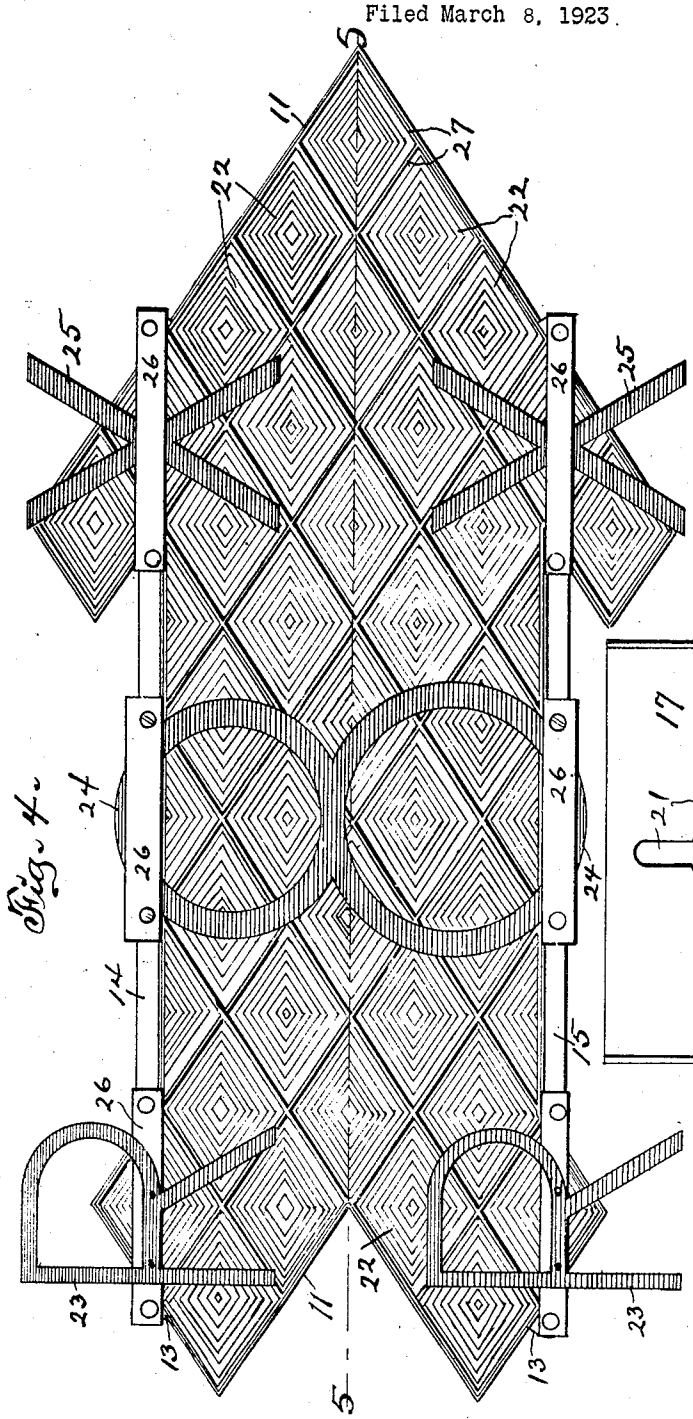


Fig. 4.

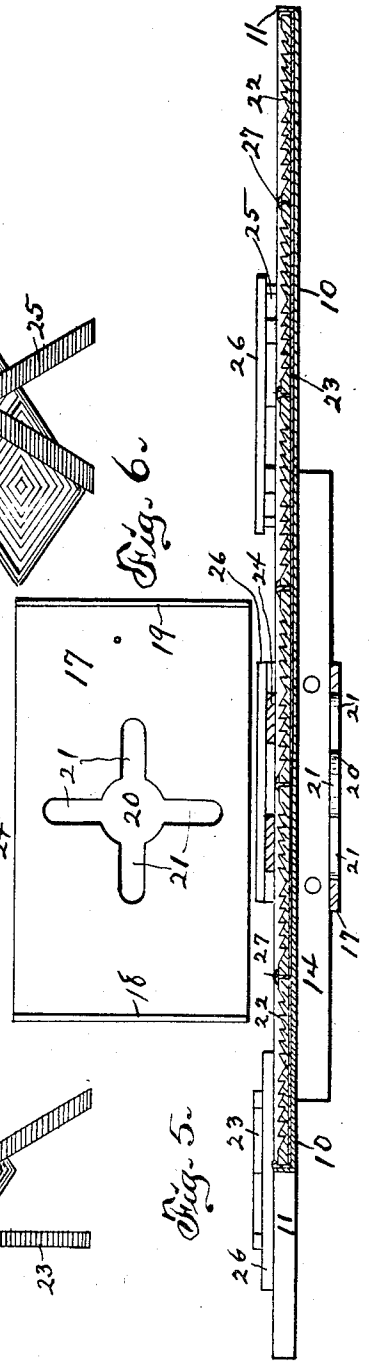


Fig. 5.



Fig. 6.

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Patented Apr. 21, 1925. 1,534,084

# UNITED STATES PATENT OFFICE.

CARL L. SCHOUBOE, OF DES MOINES, IOWA.

## HIGHWAY MARKER.

Application filed March 8, 1923. Serial No. 623,695.

*To all whom it may concern:*

Be it known that I, CARL L. SCHOUBOE, a citizen of the United States of America, and resident of Des Moines, Polk County, Iowa, have invented a new and useful Highway Marker, of which the following is a specification.

An object of this invention is to provide an improved construction for a highway marker and means for mounting the same.

A further object of this invention is to provide an improved construction for a direction indicator applicable to trails and highways and adapted for variable positioning.

A further object of this invention is to provide designating attachments for direction indicators adapted for interchangeable and selective use.

A further object of this invention is to provide a direction indicator adapted to reflect an artificial light and be thereby illuminated and made prominent and readable.

My invention consists in the construction, arrangement and combination of elements hereinafter set forth, pointed out in the claims and illustrated by the accompanying drawing, in which—

Figure 1 is a face view of the direction indicator. Figure 2 is a cross-section on the indicated line 2—2 of Figure 1. Figure 3 is a longitudinal section centrally of Figure 1, portions being broken away to economize space. Figure 4 is a face view showing designating members mounted on the direction indicator. Figure 5 is a central longitudinal section on the indicated line 5—5 of Figure 4. Figure 6 is a face view of a bracket removed from the other elements.

In the construction of the device as shown the numeral 10 designates a base plate preferably made of sheet metal and formed as a conventionalized arrow. The base plate 10 is formed with a marginal flange 11, preferably by pressing or stamping. Ears 12 and 13 are formed on marginal portions of the base plate 10, preferably in the same plane therewith and intersecting the marginal flange 11, and said ears are apertured. Angle bars 14, 15 are arranged in parallel relation and extend across the rear faces of an are secured by bolts 16 to the ears 12 on opposite sides of the stem portion of the base plate 10. A bracket 17, preferably made, of sheet metal, is formed with marginal parallel flanges 18, 19 adapted to overlap and be bolted to central portions of the angle bars 14, 15. The bracket 17 also is formed with a central hole 20, large enough for the head of a supporting screw (not shown) to be passed through it, and notches 21, four in number, radiating from said hole, said notches being of a width substantially the same as and adapted to receive the barrel of said screw. The bracket, and devices carried thereby, can be mounted on one or another of supporting screws fixed in and projecting horizontally from a support such as a post, not shown; and may be turned into any position on said screws or variously mounted thereon as desired. Prisms, 22, of glass, most of them of rhomboidal form and the others triangular, are placed in the same plane on the plate 10, the ridged faces of said prisms being outermost. The plane faces of the prisms 22, adjacent the plate 10, may be lined with suitable reflecting substance 23, such as tin-foil, if deemed necessary to assist in reflecting light rays from said prisms.

When the device, according to Fig. 1, is mounted in suitable location adjacent a trail or highway, the prisms 22 will catch and reflect any artificial light thrown on them, such as by the headlight or spotlight of an approaching car, or by a hand-operated flash-light or lantern of any kind, thereby materially increasing the visibility of the indicator and causing it to be noticed by a traveller and easily read by him.

Designating elements 23, 24, 25, preferably normally transparent may be overlaid on the prisms 22 and transversely of the indicator and be secured by bars 26 bolted the ears 13. The designating elements 23, 24, 25 are such as to present the number, initial or other marking of a highway, or the marking or warning of railway crossings, dangerous curves, dangerous intersections, obstructions, bridge construction and the like, and such designations may be exhibited in opaque substance such as blue paint or enamel. The designating elements may be of various forms for different purposes and exhibit designations of substantially unlimited variety, and be interchangeably and selectively applied to the indicator. When transparent, the designating elements present little, if any, oppo-

sition to the reflection of the light by the prisms and the markings thereon are projected by contiguous reflections to the end of greatly increasing the visibility of the markings and making them easy to be read by a traveller; and when opaque they contrast with their surroundings.

For special indications, to be used in places of particular danger, prisms of opal glass may be employed.

In use, the brackets 17 preferably are first mounted, and the angle bars, carrying the other elements, are afterward secured to the brackets.

The prisms 22 may be secured in any desired manner to the plate 10, preferably by lead ribs or joints 27, the means common to the manufacture of leaded windows and the like.

I claim as my invention:—

1. A highway marker comprising a base, prisms mounted thereon, angle bars fixed to said base and a bracket fixed to said angle bars and formed with an aperture and with notches radiating therefrom whereby said bracket is adapted to be mounted variously on a support.

2. A highway marker comprising a base, means for mounting the same, prisms mounted on said base, and plates bearing designating devices removably and interchangeably mounted on said base and overlying some of said prisms, said designating devices contrasting to the prisms, whereby the visibility of said designating devices is accentuated.

3. A highway marker comprising a base plate, prisms carried by the face of said base plate, angle bars arranged in spaced parallel relation and fixed to the rear of said base plate, a bracket formed with spaced parallel flanges adapted to embrace and be secured to the respective angle bars and spaced thereby from the rear of the base plate and means for supporting said bracket.

4. A highway marker comprising a base plate, prisms carried by the face of said base plate, said base plate being formed with apertured ears projecting from its margins in the plane of the plate, angle bars arranged in spaced parallel relation at the rear of and bolted to said ears, a bracket formed with spaced parallel flanges embracing and secured to and connecting the respective angle bars at the rear of the base plate, and means for securing said bracket to a support.

5. A highway marker, comprising a base plate, prisms carried by the face of said base plate, said base plate being formed with apertured ears projecting from its margins in the plane of the plate, supporting bars adapted to be bolted to said ears and at the rear thereof, other bars in front of and secured to said supporting bars, and designating elements carried by and between said bars and adapted to overlie some of said prisms.

6. In a highway marker, a base plate formed with a marginal flange, means for supporting said plate, a plurality of light-reflecting prisms mounted on said plate, said prisms lying in the same plane within the space bounded by said flange, and designating devices removably and interchangeably mounted on said base plate and overlying some of said prisms, said designating devices being tinted to contrast to said prisms, whereby the visibility of said designating devices is accentuated.

Signed at Des Moines, in the county of Polk and State of Iowa, this 19th day of January, 1923.

CARL L. SCHOUBOE.