Sept. 19, 1933. D. E. ROSS ET AL 1,927,757

TRAFFIC LANE MARKER

Filed Jan. 16, 1933

Fig. 1.

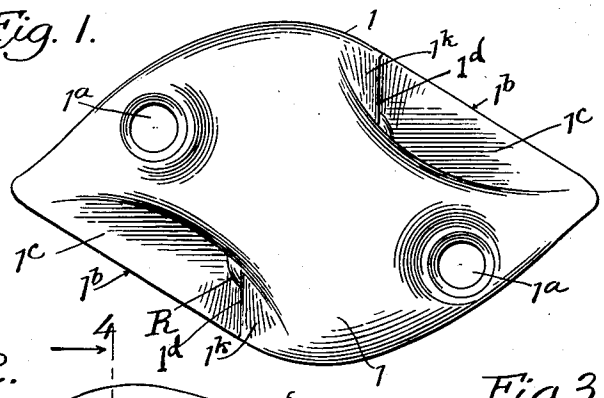


Fig. 2.

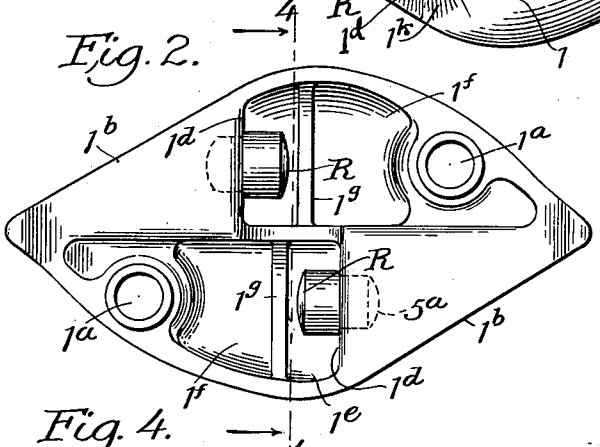


Fig. 3.

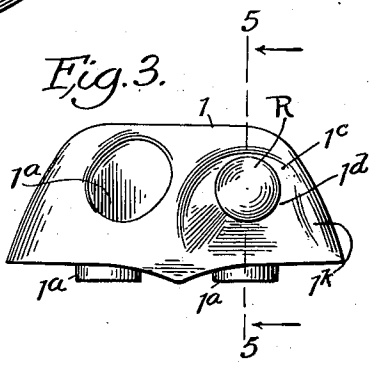


Fig. 4.

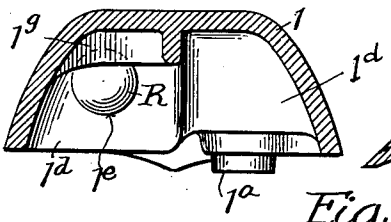


Fig. 5.

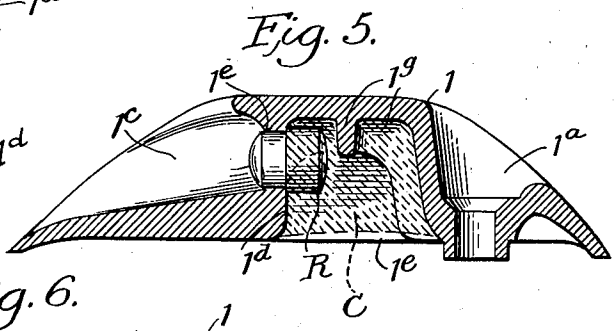
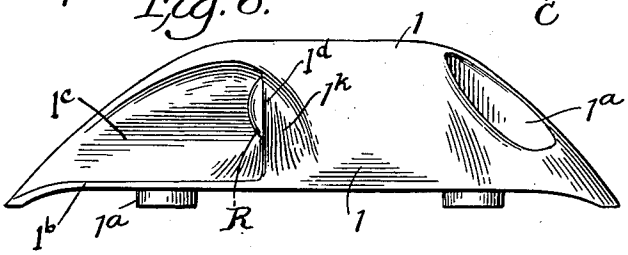


Fig. 6.



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Patented Sept. 19, 1933 1,927,757

UNITED STATES PATENT OFFICE

1,927,757

TRAFFIC LANE MARKER

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Application January 16, 1933. Serial No. 652,070

9 Claims. (Cl. 88—1)

This invention is a novel improvement in traffic lane markers to be located in or along a road or highway to reflect rays of light from the headlights of an approaching automobile in such a manner that the driver can readily distinguish the center of the road, and safely pass vehicles moving in the opposite direction.

The accompanying drawing illustrates our novel traffic lane marker, and we will describe the same with reference thereto. The novel features thereof for which protection is desired are summarized in the appended claims.

In said drawing:

Fig. 1 is a top view of the marker.

Fig. 2 is a bottom view thereof.

Fig. 3 is an end view.

Fig. 4 is a transverse section on the line 4—4, Fig. 2.

Fig. 5 is a longitudinal section on the line 5—5, Fig. 3.

Fig. 6 is a side view.

The marker comprises an elongated approximately oval shaped metal body 1 having a hole 1*a* near each end for the passage of lagscrews or bolts or other suitable means (not shown) for fastening the marker on a roadway. The upper surface of the body 1 is curved both longitudinally and transversely as shown in Figs. 5 and 4, the central portion being higher than its ends, the top surface of the marker preferably tapering gradually downwardly from the central portion toward each end and side thereof and being convexed transversely. The body 1 is preferably made of metal which will not be injured by vehicles, tractors, road scrapers, snow plows and the like passing thereover, the tapered or inclined top surfaces of the markers enabling machines to pass over the marker without injuring it.

Opposite sides of the marker, adjacent each end thereof, are preferably beveled as at 1*b*, and adjacent each of these inclined surfaces is a recess 1*c* opening through the side and top of the marker toward the adjacent end thereof; the inner end wall 1*d* of the recess is approximately at right angles to the longitudinal axis of the marker and in this wall is a bore 1*e* wherein is inserted a reflecting lens R.

The recesses 1*c* are located adjacent opposite ends and in opposite sides of the marker, and at opposite sides of the longitudinal axis of the marker (Figs. 1 and 2); each recess leading up to the reflector is formed partially in the top of the marker and partially in one side thereof as shown, and the reflecting lenses R are located in the recesses at opposite sides of the marker instead of in the center line thereof. The recesses 1*c* opening toward opposite ends of the marker, rays of light from the headlight of an approaching automobile (moving in either direction) will contact with the reflecting lens in the recess opening toward it, and the reflected rays will be clearly visible to the driver.

Adjacent the inner end of each recess 1*c* the side of the marker is further recessed as shown at 1*k* the recesses 1*k* practically forming continuations of the recesses 1*c*. The recesses 1*c*, 1*k* produce a stream line effect, and provide an easy path for the wash or movement of gravel and fine material past the reflecting lens. The construction protects the lens from being injured by gravel and vehicle wheels, etc., passing over the marker and prevents the collection of dirt and gravel in front of the lens, as the gravel etc., will be moved past the lens to one side of the marker.

In the underside of the body adjacent the inner end of each recess 1*b* is a chamber 1*f* in which the body of the reflector R projects when the latter is in place, as shown in Figs. 2 and 5. These chambers 1*f* are disposed on opposite sides of the longitudinal axis of the marker, and may overlap as shown in Fig. 2. After the reflectors are inserted in the recesses, they can be secured therein by a plastic composition (indicated at C in Fig. 5) or other suitable means. If desired a transverse wall 1*g* may be formed in each chamber.

The reflectors R may be of any suitable type to give a very intense reflection of the headlights of an approaching automobile; but the particular construction of such lenses is not a feature of the present application. The lenses can be securely fastened in the body by any suitable means, preferably by filling the recesses with self-hardening plastic composition after the lenses are inserted in position as indicated in the drawing. The construction is such that the lenses are protected on all sides.

The marker is designed to be placed in the center line of a roadway, or between parallel traffic lanes in a roadway, and therefore has duplicate oppositely facing light reflecting devices. In the day time the line of markers will be useful to divide traffic. At night the markers will successively reflect the headlights of every approaching car.

We claim:—

1. A traffic lane marker adapted to be secured to the surface of a roadway between opposite

lanes of traffic; comprising a body having its central portion adapted to project slightly above the surface of the roadway and inclined downwardly toward each end and side; said body having recesses in opposite sides extending toward opposite ends of the body, each recess beginning at a point adjacent the center of the body and extending toward the adjacent end thereof, and a reflecting lens at the inner end of each recess.

2. A traffic lane marker comprising a body adapted to be secured to the surface of a roadway between opposite lanes of traffic and having its top portion tapering downwardly toward the ends and sides of the body, recesses in the opposite sides and top of the body extending toward opposite ends of the body, said recesses respectively opening toward the adjacent end of the body, and smaller complemental recesses in the body adjacent and connecting with the inner ends of the first recesses and a reflecting lens at the inner end of each first mentioned recess.

3. A traffic lane marker adapted to be secured to the surface of a roadway between opposite lanes of traffic; comprising a body having its central portion adapted to project slightly above the surface of the roadway and inclined downwardly toward each end and side; said body having recesses in opposite sides extending toward opposite ends of the body, each recess beginning at a point adjacent the center of the marker and extending toward the adjacent end of the body, smaller complemental recesses in the sides of the body at the inner end of the first mentioned recesses; and a reflecting lens secured in the body at the inner end of each first mentioned recess.

4. A traffic lane marker comprising a body adapted to be secured to the surface of a roadway and having a portion adapted to project slightly above the surface of the roadway and downwardly inclined toward each end and side, opposite recesses extending toward opposite ends of the marker, each recess beginning at a point adjacent the center of the body and partly opening through the top and adjacent side of the body, and gradually enlarging toward the end of the body; a bore in the inner end wall of each recess; a reflecting lens inserted in each bore adapted to pick up and reflect the light of an approaching vehicle; and smaller complemental recesses in the sides of the body connecting with the inner ends of the adjacent first mentioned recesses.

5. A traffic lane marker comprising a body adapted to be secured to the surface of a roadway and having a central portion adapted to project slightly above the surface of the roadway and tapered downwardly toward each end and side, a recess in each side of the body beginning at a point adjacent the center of the marker and gradually enlarging toward the adjacent end thereof said recesses extending in opposite directions; a chamber in the underside of the body adjacent the inner end of each recess, and a reflecting lens at the inner end of each recess and projecting into the adjacent chamber.

6. A traffic lane marker comprising a body adapted to be secured to the surface of a roadway and having a central portion adapted to project slightly above the surface of the roadway and tapered downwardly toward each end and side, a recess in each side of the body beginning at a point adjacent the center of the marker and gradually enlarging toward the end thereof said recesses extending in opposite directions, and smaller complemental recesses in the body adjacent the inner ends of the first mentioned recesses, a chamber in the underside of the body adjacent the inner end of each recess, a reflecting lens inserted in the inner end of the first mentioned recess and projecting into the adjacent chamber.

7. A traffic lane marker comprising a body adapted to be secured to the surface of a roadway and having a central portion adapted to project slightly above the surface of the roadway and tapered downwardly toward each end and side, a recess in each side of the body beginning at a point adjacent the center of the marker and partly opening through the top and side of the body said recesses extending in opposite directions; a chamber in the underside of the body adjacent the inner ends of the recesses, a wall in the chamber, and a reflecting lens inserted in the inner end of each recess and projecting into the chamber.

8. A traffic lane marker comprising a body adapted to be secured to the surface of a roadway and having a central portion adapted to project slightly above the surface of the roadway and tapered downwardly toward each end and side, a recess in each side of the body partly opening through the top and side of the body said recesses extending in opposite directions; a chamber in the underside of the body adjacent the inner end of each recess, smaller complemental recesses in the sides of the body at the inner ends of the first mentioned recesses; a reflecting lens inserted in the inner end of each first mentioned recess and projecting into the adjacent chamber; and a wall in each chamber on the underside of the body and adjacent each lens.

9. A traffic lane marker comprising a body adapted to be secured to the surface of a roadway and having a central portion adapted to project slightly above the surface of the roadway and tapered downwardly toward each end and side, a hole adjacent each end for engagement of a fastening bolt, recesses in opposite sides of the body and extending from opposite ends thereof each recess gradually enlarging toward the end of the body and partly opening through the top and side of the body, chambers in the underside of the body adjacent the inner ends of the said recesses, smaller complemental recesses in the sides of the body at the inner ends of the first recesses, a reflecting lens inserted in the inner end of each first mentioned recess and projecting into the adjacent chamber, and a wall in each chamber.

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