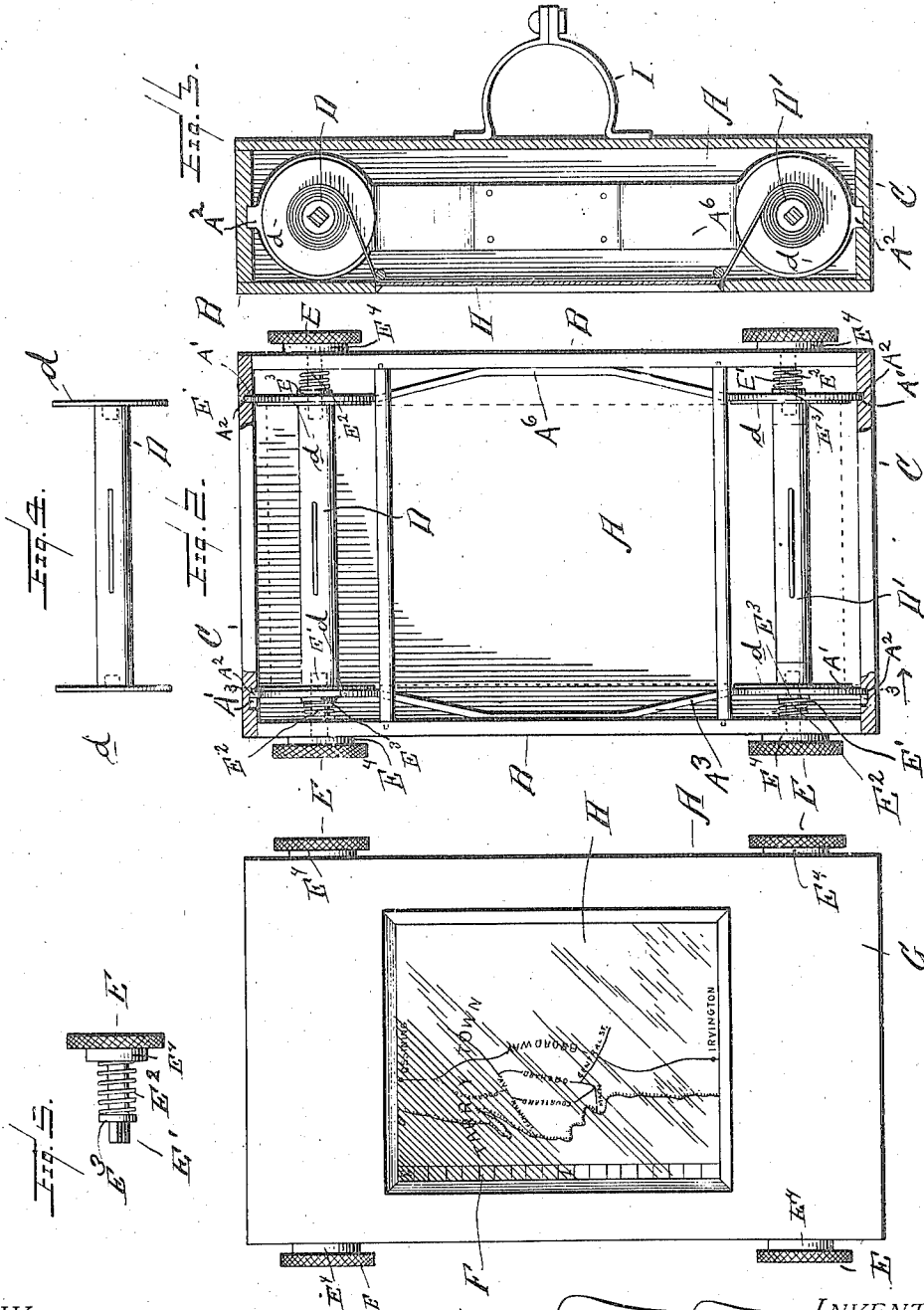


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ROAD INDICATOR FOR VEHICLES.
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Patented Mar. 8, 1910.



WITNESSES:

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FRANK FEILHUBER, OF LITCHFIELD, CONNECTICUT.

ROAD-INDICATOR FOR VEHICLES.

951,637.

Specification of Letters Patent.

Patented Mar. 8, 1910.

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To all whom it may concern:

Be it known that I, FRANK FEILHUBER, a citizen of the United States, residing at Litchfield, in the county of Litchfield and State of Connecticut, have invented certain new and useful Improvements in Road-Indicators for Vehicles; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form a part of this specification.

This invention relates to certain new and useful improvements in road indicating devices for use upon vehicles and especially upon automobiles, motor cycles, bicycles, etc., and it has for its object the provision of a simple and practical device of this character which may be readily attached either to the steering wheel of an automobile, the handle bars of a motor cycle or bicycle or, if desired, to the dash board of a vehicle.

The device consists of a frame provided with suitable rollers around which is wound a continuous road map, the device being provided with a piece of glass or other transparent material through which a section of the map is visible.

The invention consists further in means whereby, by the rotation of the rollers, any section of the map may be made visible.

A further object of the invention resides in the provision of means whereby the frame surrounding the map space is provided with scale of miles so that the operator may, at all times, know its location, distance to other points, character of the road, etc.

To these ends and to such other as the invention may pertain, the same consists in the novel construction, peculiar arrangement, combination and adaptation of parts, all as will be more fully hereinafter described, shown in the accompanying drawings and then specifically defined in the appended claims.

The invention is clearly illustrated in the accompanying drawings which, with the letters of reference marked thereon, form a part of this specification and in which:—

Figure 1 is a top plan view of a road indicating device embodying my invention. Fig. 2 is a top plan view of the device with the top plate and map removed. Fig. 3 is

a sectional view on line 3—3 of Fig. 2. Fig. 4 is a side elevation of one of the map rollers, and Fig. 5 is a detail view of one of the roller operating wheels.

Reference now being had to the details of the drawings by letter, A designates a casing of general rectangular shape having end walls C and opposite side walls B, the former of which are recessed as at A' for the reception of the lugs A² formed at the opposite ends of the two strips A³ and A⁶. Said strips A³ and A⁶ have apertures adjacent to their ends for the reception of the shank portions E' of the buttons E.

It will be noted upon reference to Fig. 2 of the drawings that one of the strips, namely A⁶, is adapted to be held stationary while the ends of the other strip A³ have a slight play in the recesses A'.

D and D' designate spools having flanges d which are frictionally engaged by the adjacent faces of the strips A³ and A⁶. Each of the pins E has an integral shoulder E⁴ adjacent to the head of the button which is milled about its circumference and which shoulder E⁴ is adapted to bear against the outer face of the side of the casing, and E² designates a spring which is adapted to bear between the inner face of the side B of the casing and an integral collar E³ upon the shank portion E' of the button, said spring tending to hold the end of the button normally in engagement with the hole in the end of the reel. There are four of said buttons of similar construction, each adapted to engage a reel in the manner shown and described. The map H has its ends fastened one to each of said reels and is adapted to wind from one to the other accordingly as one reel or the other is turned and for convenience, a scale F is formed along one marginal edge of the map and suitable bracket members I are provided, whereby the device may be secured to any convenient object where the map may be readily seen. One face of the casing is provided with a slight aperture, as shown in Fig. 1, and which may be covered with a transparent glass or other protecting medium, thus covering the operative parts of the apparatus and clearly disclosing the map to view.

In operation, the reels are inserted within the casing and intermediate the strips A³ and A⁶, the strip A⁶ being held stationary while the ends of the strip A³ are allowed to yield slightly in the recesses A'. The two

strips cooperate to frictionally engage the flanges *d* at the ends of the reel, while the keys or spring-pressed pins with their angular outlined ends engage similar shaped openings in the ends of the reels, forming means whereby the latter may be turned in one direction or the other as may be desired to cause the map to wind from one reel to the other, said keys or pins being held in place by means of the springs which bear intermediate the inner faces of the sides B and the integral collars *E*² upon the shank portion of the pins.

The map may have indicated thereon rail-road crossings, bridges, dangerous places, the condition of the roads, as to hills, valleys, etc., so that the section of the map which is displayed at any time will convey to the mind of the operator of the vehicle full knowledge of his locality, distance from adjoining points, places at which, upon account of condition of surroundings, road, crossings, etc., caution must be observed in regulating the speed of the vehicle. It is designed that this device should be securely attached by means of suitable attaching devices, such for instance as the clips I in the back of the case, either to the handle bars of the motor cycle or bicycle or to the steering wheel or dash board of the vehicle so as to be, at all times, within the vision of the operator of the machine. When the vehicle has traversed the distance indicated by the first section of the map, the operator turns the roller *D'*, thus winding upon the roller the section of the map which has been used and bringing into the space beneath the transparent plate the next adjacent section of the map.

From the foregoing description, the use and advantages of the device will be readily understood, as the operator of the vehicle provided with this device will, by its use, be enabled to at all times know the location, distance from other points upon the route and, by reference to the scale of distance upon the margin of the map space, will at all times know the distance he has traveled

and can thereby readily determine the speed at which he has traveled.

Having thus described my invention, what I claim to be new and desire to secure by Letters Patent is:—

1. A road indicating apparatus for vehicles, etc., comprising a casing having apertures therein, means for fastening said casing to a vehicle, strips secured to the inner faces of the opposite sides of the casing and having apertures therein, reels having flanged ends with holes in the latter, the inner ends of one of said strips being fixed and the other allowed to have a lateral movement, spring-pressed pins mounted in apertures in the sides of the casing and adapted to pass through apertures in said strips and engage said holes in the ends of the reels, and a map fastened to and adapted to wind about the reels, as set forth.

2. A road indicating apparatus for vehicles, etc., comprising a casing having apertures and recesses formed in the walls thereof, means for fastening the casing to a vehicle, strips secured to the inner faces of the opposite sides of the casing and provided with apertures, reels having flanged ends with holes in the latter, integral lugs projecting from the opposite ends of said strips and adapted to engage said recesses formed in the walls of the casing, the lugs upon one of said strips adapted to hold the strip of which they are an integral part stationary, the lugs upon the other strip having a lateral play in the recesses in which they are positioned, spring-pressed pins passing through the walls of the casing and strips and having their inner ends engaging holes in the ends of the reels, and a map fastened to and adapted to wind about the reels, as set forth.

In testimony whereof I hereunto affix my signature in the presence of two witnesses.

FRANK FEILHUBER.

Witnesses:

F. W. HUMPHREY,
RAYMOND HILLS.