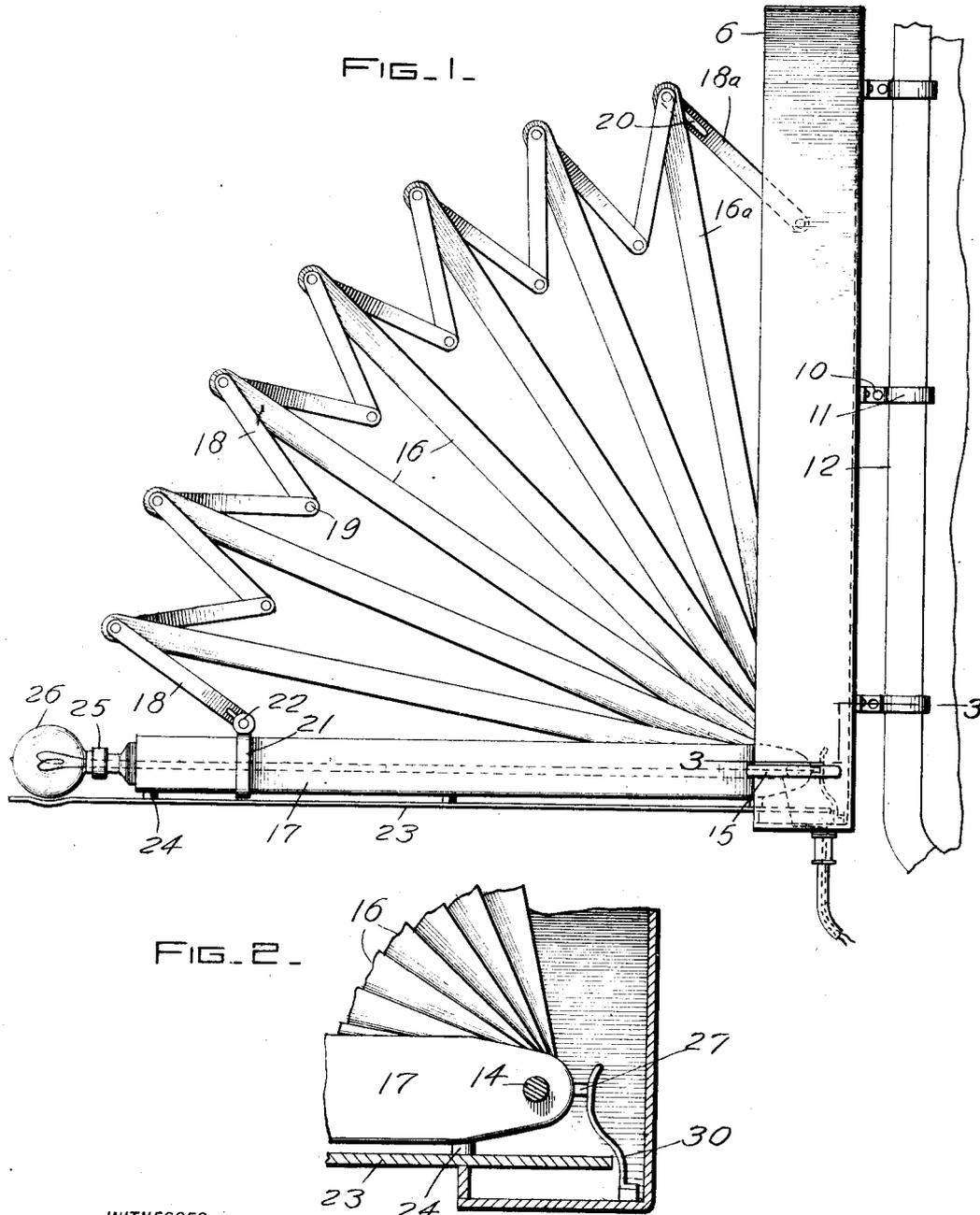


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SIGNAL FOR AUTOMOBILES.  
APPLICATION FILED FEB. 18, 1915

1,167,115.

Patented Jan. 4, 1916.  
2 SHEETS—SHEET 1.



WITNESSES:

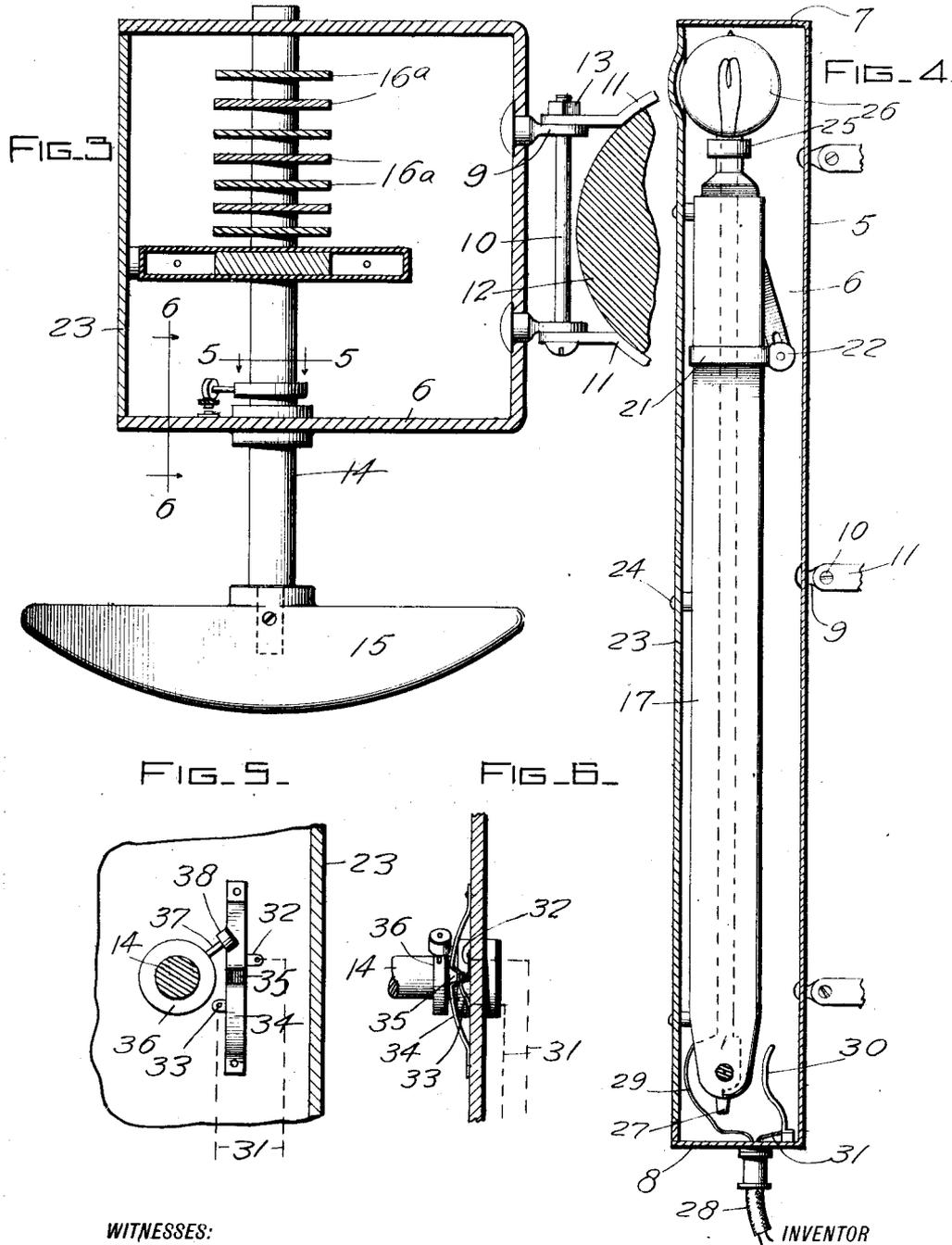
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# UNITED STATES PATENT OFFICE.

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SIGNAL FOR AUTOMOBILES.

1,167,115.

Specification of Letters Patent.

Patented Jan. 4, 1916.

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*To all whom it may concern:*

Be it known that I, HENRY ROSE, a citizen of the United States, and a resident of Shreveport, in the parish of Caddo and State of Louisiana, have invented a certain new and useful Improvement in Signals for Automobiles, of which the following is a specification.

This invention relates to an improvement in danger signals to be used on automobiles, motorcycles, and other vehicles.

One of the principal objects of the invention is to provide a danger signal which may be operated by the driver of the vehicle and which may be seen equally from the front or from the rear of the vehicle to which it is attached, the signal being so constructed as to provide for the ringing of a bell in the day time and the illumination of a light at night time, so as to notify drivers of following and approaching vehicles of an intended turn or stop.

Another object of the invention is to provide a signal in the form of a fan-like structure which may be secured in any suitable manner to the windshield frame of a vehicle, or at some other desirable point thereon, the signal being constructed in such manner as to close electrical circuits when it is extended for ringing a bell in the day time or for illuminating a light at night.

Still another object of the invention is to provide a device of the class described, which will be extremely simple, durable, efficient in operation, and inexpensive to manufacture and install.

With these and other objects in view which will become apparent as the description proceeds, the invention resides in the construction, combination, and arrangement of parts hereinafter more fully described and claimed, and illustrated in the accompanying drawings, in which like characters of reference indicate like parts throughout the several figures, of which—

Figure 1 represents a view in elevation of a signal constructed according to my invention, showing the same as in extended position; Fig. 2 represents a view in elevation of the lower portion of the device, the near wall of the casing being broken away to disclose the structure within; Fig. 3 represents an enlarged view in section taken horizontally on the plane indicated by the line 3—3 of Fig. 1; Fig. 4 shows a view in elevation represent-

ing the device as in housed position within the casing, one wall of the latter being removed; Fig. 5 represents a fragmentary view in section, taken on the plane indicated by the line 5—5 of Fig. 3; Fig. 6 represents a fragmentary view in section taken on the plane indicated by the line 6—6 of Fig. 3.

In carrying out my invention, I provide a casing or housing having a floor 5, side walls 6, an upper end wall 7, and a lower bottom wall 8. This housing or casing is provided centrally and near its ends with pairs of studs 9. As indicated most clearly in Fig. 3, the studs are disposed in spaced relation and are connected by a bolt 10. This bolt extends through the outward flattened portions of the studs and serves as means whereby the clamp elements 11 may be connected to the studs. These clamp elements are adapted to engage on opposite sides of a section of the wind shield framework indicated at 12. The bolt is provided with a nut at 13 whereby the clamp elements may be tightened upon the wind shield frame.

Journaled transversely within the housing near its lower end, is a shaft 14 which extends at one end beyond the side wall of the housing. The extended end of the shaft carries a knob or handle 15 whereby the shaft may be turned at will by the driver of the vehicle.

A plurality of arms or blades 16 are normally disposed within the casing or housing, and are journaled at their lower ends upon shaft 14. An additional blade or arm in the form of a rectangular tube 17 is provided, and this tube at its inner end is fixed to the shaft 14. The tube 17 is adapted to be turned with shaft 14 whereby to be swung outwardly into the position indicated in Fig. 1, or to be swung inwardly within the housing in the position indicated in Fig. 4. Each blade 16 at its outer end, has pivoted thereto, a pair of links 18. The adjacent links of the pairs are pivoted together as at 19, so that an extensible fan-like structure is provided.

The blade 16<sup>a</sup> occurring at one end of the series of blades, has a pin and slot connection 20 with the outer end of a link 18<sup>a</sup>, whose inner end is pivoted to one of the side walls of the housing. The tube or hollow arm 17 is provided with a band 21 having a pin and slot engagement 22 with the adjacent link 18 as indicated in Fig. 1. This pin and slot connection of blades 16<sup>a</sup> and 17 with their adjacent links is to allow of these blades be-

ing moved up into housed position indicated in Fig. 4, without danger of binding. By turning the handle or knob 15 in one direction or another, the fan may be shifted outwardly into position indicated in Fig. 1, or may be moved upwardly into housed position. In the former case, the attention of the drivers of any following and of approaching vehicles will be attracted by this outward swinging movement of the fan.

The hollow arm or blade 17 has a plate 23 secured longitudinally thereof by means of suitable connections such as rivets 24. This plate is carried on the outer face or edge of blade 17 and is adapted to form a closure for the housing or casing when the fan is moved into the same.

At the outer end of hollow arm 17 is carried a socket 25 in which an electric light bulb 26 is supported. Wires for supplying current to the light are disposed within the tube. One of these wires connects with a lug 27 provided at the inner end of the tubular arm. The other wire extends out through said arm near its inner end, and extends through a tubing 28 connected to the bottom wall 8 of the housing, to a suitable source of current. The second mentioned wire is indicated in Fig. 4 by the numeral 29. As shown more clearly in that figure, the bottom wall 8 supports a spring 30, and to this spring is grounded one end of a wire 31 leading from the source of supply. When the fan is in housed position as indicated in Fig. 4, the lug 27 is out of contact with spring 30, but when the fan is moved outwardly into the position indicated in Fig. 1, said lug engages with the spring and thus establishes an electrical circuit whereby the bulb 26 is illuminated. The wires for supplying current to the electric light may of course be either in circuit with a battery or may be in any suitable manner connected with the lighting system of the vehicle. In the day time, the light 26 will of course, not be used, but will be cut off from the circuit like the remainder of the lighting system.

A bell which may be carried on the vehicle, not shown, is adapted to be rung whenever the fan is moved into outward position, and this bell is preferably electrically actuated. It is connected, by suitable wires indicated by dotted lines at 31 in Figs. 5 and 6, with one side wall of the casing. These wires are each connected to one of the contact points 32 and 33 carried by the side wall of the casing. The latter contact is in the form of a spring which is normally out of engagement with the point 32, so that the circuit is ordinarily open. Spanning the spring 33 is a depressible spring in the form of a bow. This last-named spring 34 is secured at its ends to the side wall of the casing. At its central portion it is provided

with a depression 35. From the depression the spring curves away on both sides toward the wall.

Secured on the shaft 14 near the wall on which the contact points are provided, is a collar 36. This collar is fixed on the shaft so as to rotate therewith, and carries a pin or stem 37. The latter near its outer end, is provided with a roller 38. The roller is so disposed with relation to bow spring 34, that when the fan is in housed position, the roller is somewhat above the central portion of said bow spring and is out of engagement therewith. When the fan is swung outwardly to display the signal, the roller first engages with the bow spring near its central portion and depresses the spring whereby to move contact 33 into engagement with contact 32 so as to close the bell circuit, thereby sounding a warning to the drivers in the rear and to those coming in an opposite direction. As the outward movement of the fan is completed, the roller moves off of the bow spring so as to release the same, and thereby cut out the bell. It will thus be noted that by this arrangement, the fan in being swung outwardly, will operate to momentarily ring the bell, so as to give a sufficient warning. It will, of course, be understood that the circuit may operate a horn instead of a bell.

From the foregoing description, it will be seen that I have provided a signal which may readily be attached to any desired portion of a vehicle, and which will operate in giving both a visible and audible warning to approaching and following vehicles when a change of course or a stop is to be made.

Although I have described the preferred embodiment of my invention, I may desire to make such changes in the construction, combination, and arrangement of parts thereof, as do not depart from the spirit of the invention and the scope of the appended claims.

I claim:—

1. A signal comprising a casing, open on one side and adapted to be connected to a vehicle, a shaft journaled within the casing and extending at one end beyond the same and being provided with a handle whereby the shaft may be rotated at will, a hollow arm fixed to the shaft within the casing and adapted to be moved outwardly into view by the shaft, a closure for the casing carried by the hollow arm, a plurality of additional arms pivoted at their lower end on the shaft and having link connections with each other, a link pivoted to the casing, a pin and slot connection between said link and the terminal additional arm, a link connecting said hollow arm with the adjacent additional arm, a pin and slot connection between last said link and the hollow arm, an electrically controlled light carried

by the arm, means operable by the arm when in extended position to close a circuit for energizing the light, a contact for controlling an audible signal, and means carried by the shaft for operating the contact whereby to momentarily sound the signal upon extension of the arm.

2. A signal comprising a casing open on one side and adapted to be connected to a vehicle, a shaft journaled within the casing, whereby said shaft may be rotated at will, a hollow arm fixed to the shaft and adapted to be moved into view, a closure for the casing carried by the hollow arm, a plurality of additional arms pivoted to the shaft and having link connections, a link connection between the terminal additional arm and the casing, a link connection between the hollow arm and adjacent additional arm, an electrically controlled light carried by the hollow arm, means operable by the hollow arm when in extended position for closing a circuit whereby to energize the light, a contact for controlling an audible signal, and means operable by the shaft whereby to operate the contact to momentarily sound the signal upon extension of the arm.

3. A signal comprising a casing open on one side, means whereby said casing may be secured to the windshield of a vehicle, a shaft journaled within the casing, means whereby said shaft may be turned at will, a fan mounted on the shaft and adapted to be extended when the shaft is turned, said fan adapted normally to be maintained within the housing and adapted to be moved outwardly at will, said fan comprising a plurality of link connected arms, an electrically operable light carried by one of the arms, a contact controlling the operation of the light, said contact including a spring disposed within the housing, and a lug carried by one of the arms, said lug adapted to be moved into engagement with the spring

when the fan is moved outwardly whereby to close a circuit for controlling the light, a contact for controlling an audible signal, and means operable by the shaft whereby to actuate the contact for momentarily sounding the signal upon extension of the fan.

4. A signal comprising a casing, means whereby the casing may be secured to a vehicle, a fan normally housed within the casing and adapted to be shifted outwardly, said fan comprising a plurality of link connected arms, an electrically controlled light carried by one of the arms, means operable by said arm when in extended position to close a circuit for energizing the light, a contact for controlling an audible signal, a spring adapted to be actuated by the fan for operating last said contact, whereby to momentarily sound the signal upon extension of the fan.

5. A signal comprising a casing adapted to be connected to a vehicle, a fan arranged within the casing and adapted to be shifted outwardly at will, an electrically controlled light carried by the fan, means operable by the fan when in outwardly extended position to close a circuit for energizing the light, a contact for controlling an audible signal, and means actuatable by the fan for operating said contact for sounding the signal upon extension of the fan.

6. A signal comprising a fan adapted to be connected with a vehicle in such manner as to be shifted outwardly at will, a light signal and an audible signal, contacts for controlling the light and audible signals, and means associated with the fan and actuatable thereby for operating the contacts whereby to actuate the light and audible signals.

HENRY ROSE.

Witnesses:

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H. JENKINS.