

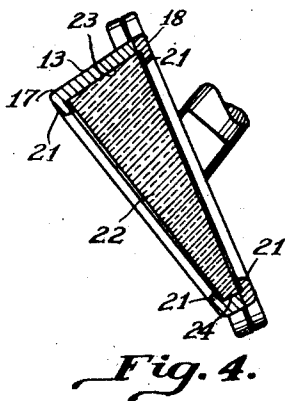
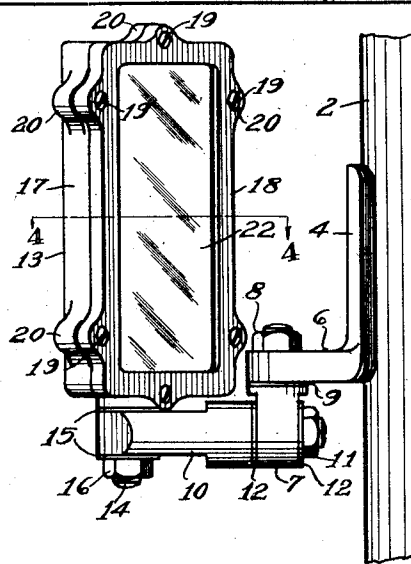
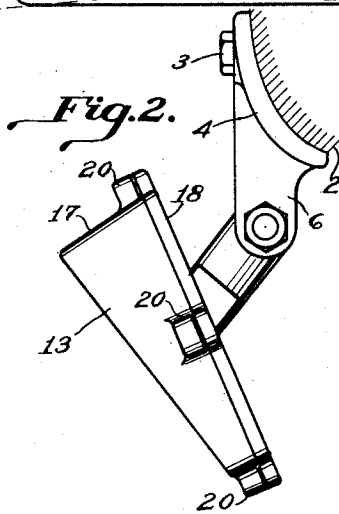
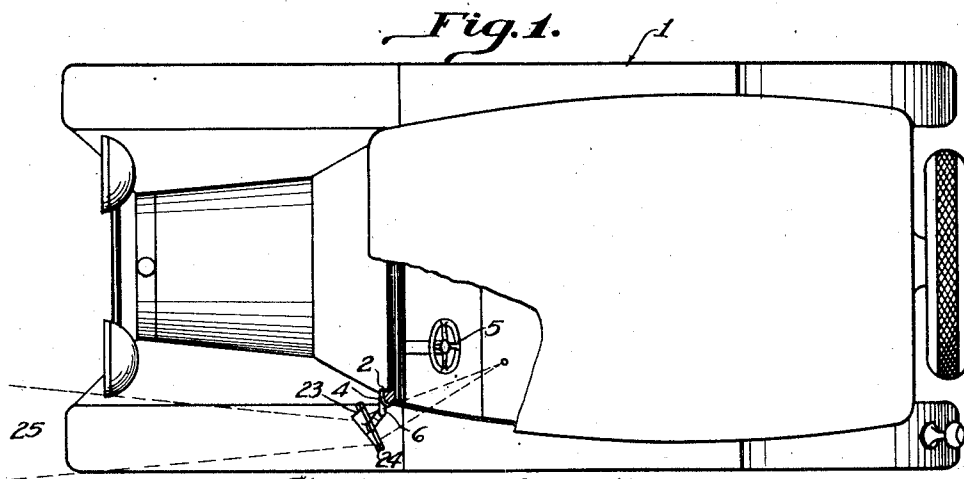
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TRAFFIC OBSERVING INSTRUMENT

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## UNITED STATES PATENT OFFICE

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## TRAFFIC OBSERVING INSTRUMENT

Application filed January 22, 1931. Serial No. 510,498.

This invention relates to traffic observing instruments and more particularly to traffic observing instruments of the type adapted for use on motor vehicles and similar conveyances.

The driver's seat in a motor vehicle is usually just back of the steering wheel and normally at the left side of the vehicle so that particularly when the so-called "closed" type of motor vehicle is employed the person operating the motor vehicle is confined during that time within the body of the vehicle itself. It has been found especially difficult if not impossible particularly when conditions of heavy traffic prevail, for the operator of the motor vehicle to obtain any view of the traffic conditions of the road ahead because the operator of the motor vehicle has his vision obscured by the rear of the preceding vehicle so that in order to observe the traffic conditions it has heretofore been necessary to direct the vehicle slightly out of the line of traffic to enable the driver to observe conditions of traffic. Obviously, such a practice is not only inconvenient but dangerous and presents a real hazard on all highways where motor vehicles are operated.

It is an object of my invention to provide means which will transmit to the eye of the operator of the vehicle an image of the preceding traffic conditions even though the driver's normal field of vision is obscured by preceding traffic or vehicles.

It is a further object of my invention to provide means whereby the driver of the motor vehicle is able to observe traffic conditions in advance of the preceding vehicle and which means will not interfere or obstruct in any way the driver's normal field of vision to the front.

With these and other objects in view, which will appear as the description proceeds, the invention consists in the novel features of construction, combinations of elements and arrangement of parts hereinafter to be more

fully described and pointed out in the appended claim.

In the accompanying drawing:

Figure 1 is a top plan view partly in section of a vehicle equipped with my new device,

Figure 2 is a top plan view of my improved traffic observing instrument,

Figure 3 is a side elevation of my improved device turned to a proper working angle, and

Figure 4 is a transverse sectional view taken on the line 4-4 of Figure 3.

Referring more particularly to the drawing, the numeral 1 refers to the body portion of an automobile or motor vehicle which in this instance is of the closed type. Secured to the forward post 2 of the body by means of a threaded bolt or screw 3 is a bracket 4. The bracket 4 is located exteriorly of the body and when positioned as shown in Figure 1 is at the left and in advance of the steering wheel 5 of the automobile. Extending outwardly from the bracket is a horizontal portion 6. Vertically carried by the outer end of the horizontal portion is an eye bolt 7 which is provided with the usual nut 8 and washer 9 which permits the eye bolt to be securely fastened to the horizontal portion and at the same time permits of the adjustment of the eye bolt about its vertical axis. Received in the eye bolt 7 is the reduced end of a horizontal arm 10 which is provided with the usual nut 11 and washers 12. It will be observed that by loosening the nut 11 the horizontal arm 10 may be adjusted about its horizontal axis.

Vertically positioned on the outer end of the horizontal arm 10 is a metallic opaque frame 13 preferably rectangular in outline. The frame 13 is provided with an axially depending stud or bolt 14 which is received in a vertical bore in the outer end of the horizontal arm 10 and is provided with washers 15 and a threaded nut 16. By means of this construction the frame 13 may be

adjusted about its vertical axis and securely clamped or fastened in any desired position of such adjustment.

The frame 13 includes a body portion 17 and a removable portion 18. The removable portion 18 is secured to the body portion 17 by means of screws 19 received in the corresponding lugs 20 of the body portion and removable portion. Both the body portion and the removable portion of the frame are provided with inwardly extending flanges 21.

Positioned within the frame 13 and retained therein against displacement by means of the flanges 21 is a prism 22. When so positioned the prism 22 is entirely surrounded by the opaque frame 13 so that there is exposed but two vertically extending faces of the prism each occupying a plane vertically disposed with respect to the other.

I prefer to position the bracket 4 on the forward post 2 so that the prism 22 will be supported in approximately the plane of the eyes of the motor vehicle operator. The frame 13 is then adjusted so that the prism 22 is positioned with its thicker vertical edge 23 in advance of its thinner vertical edge 24 and toward the side of the automobile body as shown in Figure 1.

When so positioned, the prism 22 is unobstructed by preceding vehicles and by means of its refractive properties makes visible to the eye of the driver of the motor vehicle a correct image of the preceding traffic conditions as indicated diagrammatically at 25. In other words, my improved device enables the operator of a motor vehicle, without moving his car from the lane or line of travel, to observe traffic conditions in advance with the same accuracy and facility as if he were standing on the running board of the motor vehicle.

When my improved device is positioned on the automobile body as indicated in Figure 1, this complete observation of traffic conditions in advance may be obtained and at the same time the normal field of vision of the operator of a motor vehicle is entirely unobstructed so that when there are no conditions of traffic obtained, there is no apparatus in front of the windshield to interfere with the driver's vision.

My improved device is simple in its construction and positive in its adjustments and when properly constructed adds to the appearance of the motor vehicle to which it is attached.

What is claimed is:

In a traffic observing instrument for motor vehicles, a bracket adapted to be secured to the side and exterior of the body of said vehicles, a horizontally extending arm adjustably secured at one end to said bracket, a vertically arranged open sided frame carried by the other end of said arm and ca-

pable of adjustment about its vertical axis, a prism within said frame, said prism having straight sides and being substantially triangular in horizontal cross section, the base of said triangle being arranged towards the vehicle and at such position relative thereto that the rear face of the prism is substantially at right angles to the vehicle operator's line of vision.

In testimony whereof I affix my signature.  
ROY W. JOHNSON.