

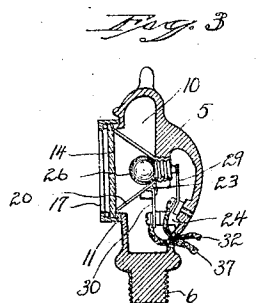
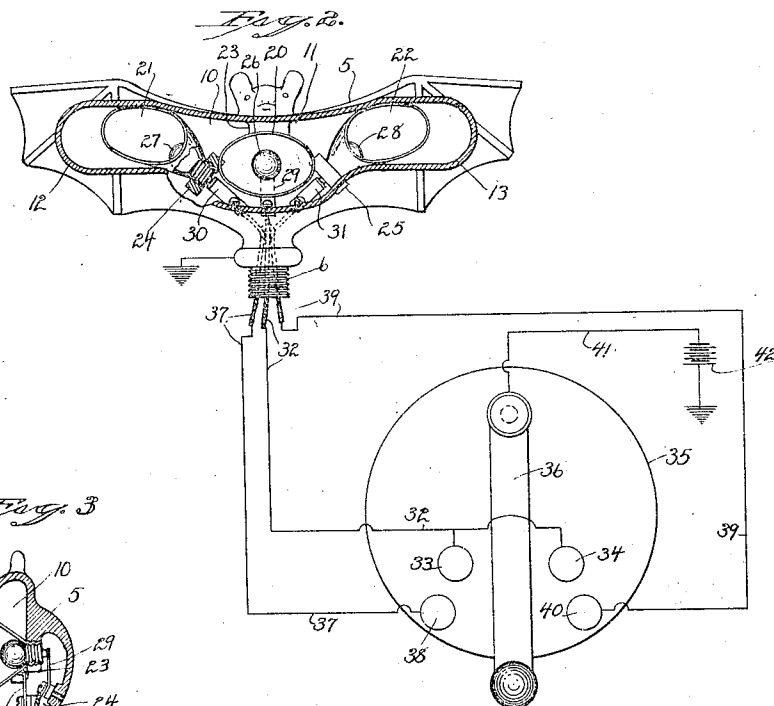
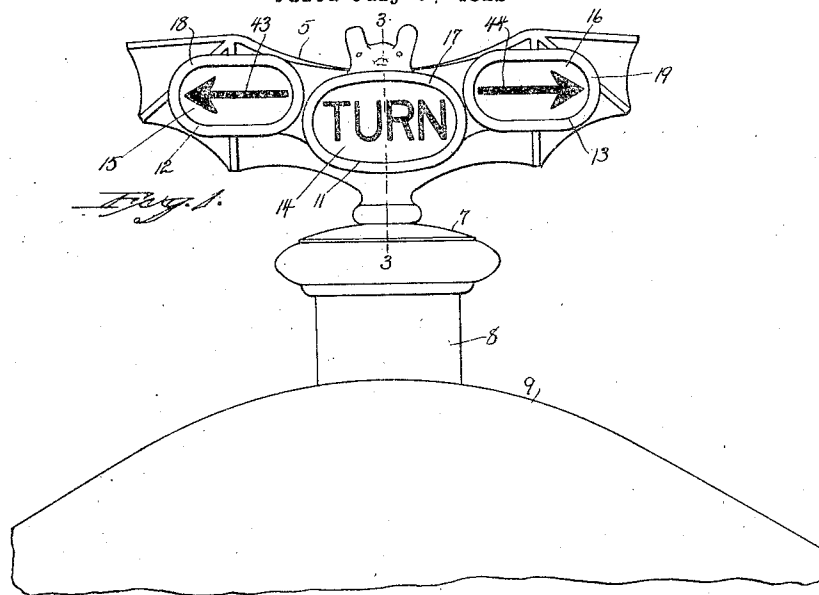
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E. CINQUINI

FRONT TRAFFIC SIGNAL FOR AUTOMOBILES

Filed July 3, 1922



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Att'y

UNITED STATES PATENT OFFICE.

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FRONT TRAFFIC SIGNAL FOR AUTOMOBILES.

Application filed July 3, 1922. Serial No. 572,445.

To all whom it may concern:

Be it known that I, EGISTO CINQUINI, a citizen of the United States, residing at New Haven, in the county of New Haven and State of Connecticut, have invented a new and useful Improvement in Front Traffic Signals for Automobiles; and I do hereby declare the following, when taken in connection with the accompanying drawings and the characters of reference marked thereon, to be a full, clear, and exact description of the same, and which said drawings constitute part of this application, and represent, in—

Fig. 1 a view in front elevation of my improved front traffic-signal, as applied to an automobile radiator which is broken away.

Fig. 2 a detached view of the signal, partly in front elevation and partly in vertical section, taken directly behind the bezels thereof, the controlling switch and wiring being shown diagrammatically.

Fig. 3 a view in vertical transverse section on the line 3—3 of Fig. 1.

My invention relates to an improved front traffic-signal for automobiles, the object being to provide a simple, reliable, convenient, and effective signal for indicating to traffic-officers, motorists, pedestrians, and others to whom a car is approaching, which way it is about to turn.

With these ends in view, my invention consists in a front traffic-signal for automobiles, having certain details of construction and combinations of parts as will be hereinafter described and pointed out in the claim.

In carrying out my invention, as herein shown, I employ a chambered signal-light housing 5 having the general outline of a bat with extended wings and provided with an integral, centrally-depending, threaded stem 6, by means of which it is removably mounted in the cap 7, closing the neck 8 of a radiator 9 of any approved construction. The said housing 5 is cored out to form a chamber 10, extending substantially throughout its length and of nearly its full height. The front wall of this chamber is pierced by a horizontally-arranged main or central oval opening 11, flanked on either side by corresponding but slightly smaller symmetrically spaced lateral openings 12 and 13, the lateral openings being elevated with respect to the central opening, as clearly shown in Fig. 1 of the drawings. These several openings

are glazed by removable glasses 14, 15 and 16, conforming to them in size and shape and held in place by removable bezels 17, 18 and 19, which permit the glasses to be removed and replaced at pleasure for access to the interior of the housing. Within the chamber 10, midway the length thereof, and directly back of the opening 11, I locate an oval reflector 20, while back of the openings 12 and 13 I locate corresponding oval, horn-shaped reflectors 21 and 22, all three reflectors having threaded mounting stems. The central or main reflector 20 is screwed into a threaded opening formed in a lug 23 depending within the chamber 10 of the housing 5, while the lateral reflectors 21 and 22 are respectively mounted in inclined threaded lugs 24 and 25 formed integral with the rear wall of the said housing and projecting forwardly therefrom in position to locate the lateral reflectors slightly above the central reflector, the upper ends of the lugs being inclined toward each other. The main reflector 20 receives a miniature electric lamp bulb 26, while the lateral reflectors 21 and 22 receive similar bulbs 27 and 28. When screwed home, the center bulb 26 engages a contact-finger 29, while the lateral bulb 27 engages a contact-finger 30, and the lateral bulb 28 a contact-finger 31. The said contact-finger 29 is connected by a wire 32 with two contact-buttons 33 and 34, mounted in the switch-base 35 and located on opposite sides of the switch-arm 36 when the same is in its "Off" position. The contact-finger 30 is connected by a wire 37 with a contact-button 38, and the contact-finger 31 by a wire 39 with a contact-button 40, the said buttons 38 and 40 being respectively located on opposite sides of the switch-arm 36, and below the buttons 33 and 34, than which they are further apart. The said switch-arm 36 is connected by a wire 41 with the positive pole of a battery 42, which is grounded, as well as the respective bulbs, according to common practice.

The central glass 14 has the word "Turn" displayed upon it, while the lateral glasses 12 and 15 display outwardly pointing arrows 43 and 44. When the switch-arm 36 is thrown to the right (as seen on the drawing), it makes contacts with the buttons 34 and 40, with the effect of lighting the bulb 26 and the right-hand bulb 28. The signal is thus set to show that the car is to be turned to the right. On the other hand,

when the switch-arm 36 is thrown to the left, it makes contact with the buttons 33 and 38, and lights the central bulb 26 and the left-hand bulb 27, indicating that the car is about to turn to the left. Under this arrangement, the central bulb is always lighted with either the right- or left-hand bulb, as may be selected by the driver, but never with both. I am aware that an indicating signal for vehicles, comprising three electric lamps located in as many compartments and connected with a switch in such manner that the central lamp and one of the side lamps are lighted, to the exclusion of the other side lamp, and vice versa, has heretofore been proposed, and I do not claim that idea broadly.

I claim:

In a front traffic signal, the combination with a signal-light housing having a centrally-depending, threaded stem and formed with a horizontal chamber having a central and two lateral openings in its front wall, of removable bezels and glasses for the said openings, a horizontally-threaded lug de-

pending within the said chamber at a point back of the said central opening, two lugs respectively projecting forwardly from the rear wall of the said housing on opposite sides of the depending lug aforesaid, and formed with laterally-inclined, threaded openings, reflectors having threaded mounting-stems by which they are mounted in the said lugs, the central reflector being arranged horizontally and the lateral reflectors being laterally inclined with respect to each other on opposite sides of the central reflector, a central lamp-bulb horizontally positioned in the said depending lug, and lateral lamp-bulbs laterally-inclined with respect to each other, respectively mounted in the said forwardly-projecting, inclined lugs.

In testimony whereof, I have signed this specification in the presence of two subscribing witnesses.

EGISTO CINQUINI.

Witnesses:

ANTHONY J. VERDI,
ANTHONY J. SICAMPORA.