W. BLACK.

SIGNAL FOR VEHICLES.

APPLICATION FILED MAY 25, 1915.

1,172,104. Patented Feb. 15, 1916.

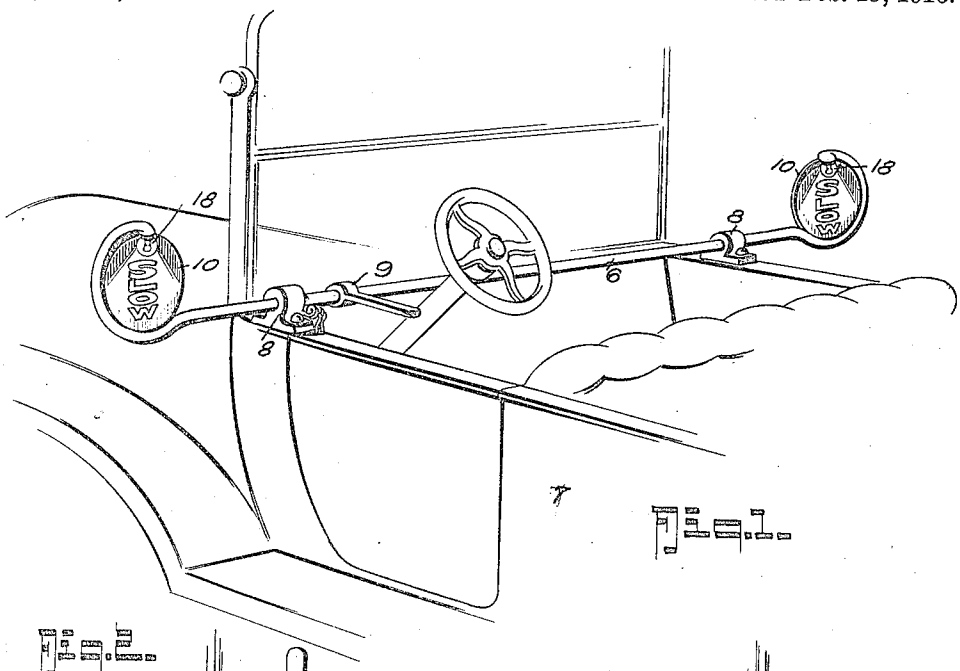



Fig. 1.

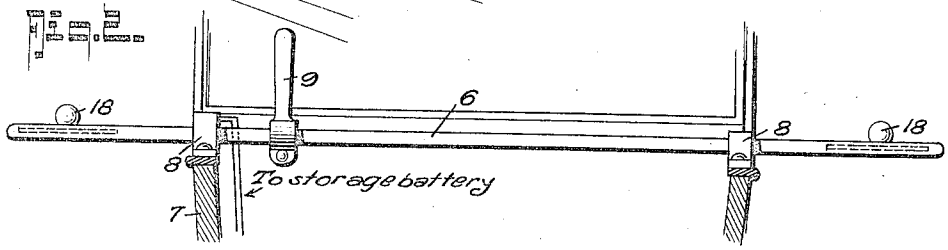



Fig. 2.

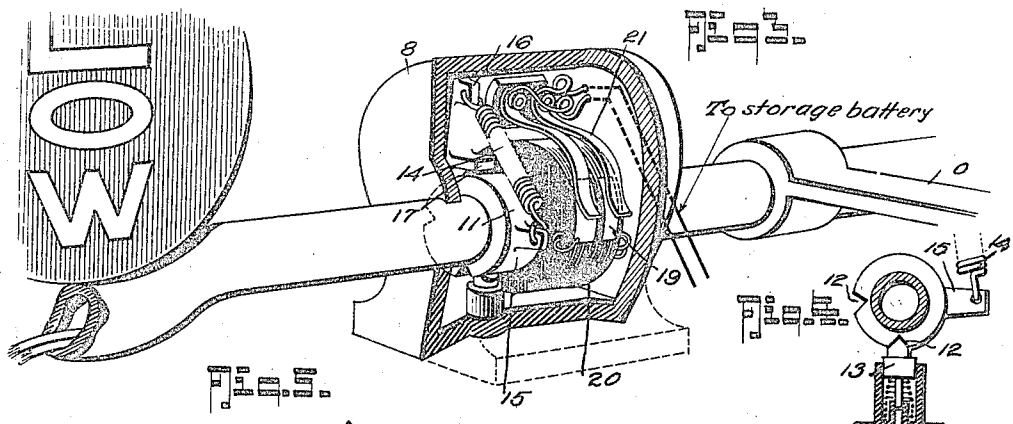
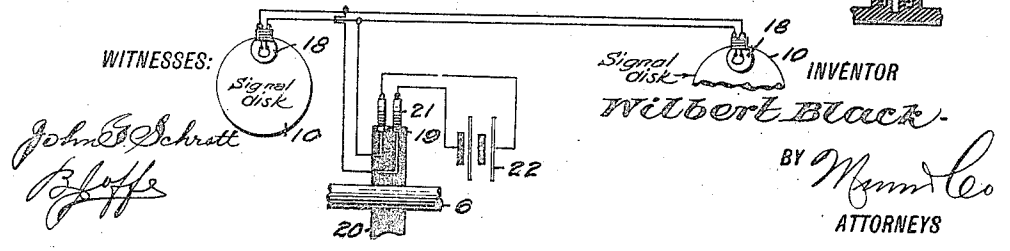



Fig. 3.




Fig. 4.




WITNESSES:

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# UNITED STATES PATENT OFFICE.

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## SIGNAL FOR VEHICLES.

1,172,104. Specification of Letters Patent. Patented Feb. 15, 1916.

Application filed May 25, 1915. Serial No. 30,382.

*To all whom it may concern:*

Be it known that I, WILBERT BLACK, a citizen of the United States, and a resident of New Orleans, in the parish of Orleans and State of Louisiana, have invented a new and Improved Signal for Vehicles, of which the following is a full, clear, and exact description.

My invention relates to a signal for vehicles, and has reference more particularly to means for indicating to another vehicle in the rear the anticipated movement of the vehicle provided with the signal.

An object of the invention is to provide a simple, compact, durable and efficient signal to promote the safety of vehicle traffic.

A further object of the invention is to provide a signal for vehicles wherein electric energy is utilized for illumination of the sign and wherein there is a closed circuit only when this signal is in operative position.

With the above and other objects in view, the nature of which will more fully appear as the description proceeds, the invention consists in the novel construction, combination and arrangement of parts as herein fully described, illustrated and claimed.

In the accompanying drawings, forming part of the application, similar characters of reference indicating corresponding parts in all the views.

Figure 1 is a perspective view of a vehicle provided with an embodiment of my invention; Fig. 2 is a cross section through the body of the vehicle showing the signal in inoperative position; Fig. 3 is an enlarged perspective view of one end of the signal showing the bearing therefor in section and illustrating the switch within the bearing which controls the light for the signal; Fig. 4 is a detail view of the means for maintaining the signal in operative or in inoperative position; and Fig. 5 is a diagram showing the electrical connections.

Referring to the drawings, a tubular rod 6 is mounted across a vehicle 7 to rotate in bearings 8 which are secured to the top edge of the body of the vehicle adjacent the steering means so that an arm 9 secured to the rod 6 will be within the reach of the operator who controls the vehicle. Each end of the rod 6 is bent to engage a disk 10 which carries thereon any suitable sign. As indicated in the drawings, "Slow" is marked on the disk.

The rod 6 is provided with a collar 11 within one of the bearings 8, said collar having two V-shaped notches 12 at right angles to each other. The notches are engageable by the sharp end of a spring-actuated plunger 13 whereby the rod 6 can be maintained in operative position, as shown in Fig. 1, or in inoperative position, as shown in Fig. 2. A resilient member 14 is connected with one end to a projection 15 provided on the collar 11, the other end of the spring being connected to a lug 16 provided within the bearing 8. This spring normally tends to bring the sign disk 10 into inoperative position, as indicated in Fig. 2. The movement of the rod 6 under the action of the spring is limited by a stop lug 17 provided within the bearing 8 and against which stop lug the projection 15 is adapted to abut. Thus the spring 14 is prevented from pulling the V-shaped notch 12 of the collar past the plunger 13 when it is released from the operative position. By placing signs on each side of the vehicle there is less danger of the operator of a rear vehicle overlooking the signal.

To render the signs on the disks 10 visible at dusk or at night, an incandescent light 18 is secured to each end of the rod 6. The electric conduits from the lights are passed through the tubular rod and connected to a contact member or members 19 mounted on an insulated drum 20 secured to the rod adjacent the collar 11 within the bearing 8. A resilient contact or contacts 21 are mounted within the bearing 8 to bear against the drum 20, whereby when the disks 10 are brought into operative position, as indicated in Fig. 1, the disks 21 are in engagement with the contacts 19 on the drum, thus electric energy is supplied to the lamps from a source 22 located in any suitable place on the vehicle.

The arm 9 can be secured in any desired way to the rod 6, but preferably it occupies a substantially vertical position when the disk or signs are in inoperative position, as shown in Fig. 2, and, therefore, it will be in a substantially horizontal position when the disks are in operative position.

While I have described the principle of operation, together with the device which I now consider to be the best embodiment

thereof, I desire to have it understood that the device shown is merely illustrative and that such changes may be made as are within the scope of the appended claims.

I claim:

1. signal for vehicle comprising a tubular rod adapted to be disposed transversely of a vehicle, bearings for said rod wherein the same is free to turn, the ends of said rod being adapted to project to each side of the vehicle, sign disks secured to the ends of the rod so as to participate in the turning movement thereof, incandescent lights secured to the ends of the rod, a switch controllable by said rod, conduits from said lamp through the rod to said switch, means for turning the rod, and yielding means for locking the rod when said disks are in operative or in inoperative position, said switch adapted to close the circuit to the lights when said disks are in operative position.

2. A signal for vehicles comprising a tubular rod adapted to extend across a vehicle so that the ends of the rod will project to each side of the vehicle, bearings for said rod wherein said rod is mounted to turn, a sign disk secured to each end of the rod to participate in the movement of the rod, an arm secured to the rod for turning it, a collar on said rod within one of the bearings, a resilient member within the bearing engaging the collar to normally turn the rod to place the disk in inoperative position, means limiting the movement of the rod under the action of the spring, said collar having V-shaped notches at right angles to each other, a yielding plunger having a sharp end adapted to engage the notches whereby the rod is locked when the disks are in operative or in inoperative position, an incandescent lamp secured to each end of the rod, an insulating drum on said rod within the bearing, contacts carried by said drum, conduits within said tubular rod from the lamps to the contact points, and resilient contact points secured within the bearing and adapted to engage the contact points on the drum when the disks are placed into operative position, substantially as and for the purpose set forth.

3. A signal for vehicles, comprising a tubular rod adapted to extend across a vehicle so that the ends of the rod will project on each side of the vehicle, bearings for said rod wherein the rod is mounted to turn, a sign disk at each end of the rod, the ends of the rod partially encompassing the edge of the disk so as to rigidly secure the disk to the rod, an arm secured to the rod for turning it, a collar on said rod within one of the bearings, a resilient member within the bearing engaging the collar to normally turn the rod to place the disk in inoperative position, means limiting the movement of the rod under the action of the spring, and yieldable locking means for engaging the collar whereby the rod is adapted to be retained in either operative or in inoperative position.

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

WILBERT BLACK.

Witnesses:

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LOUISE L. BILLINGS.