

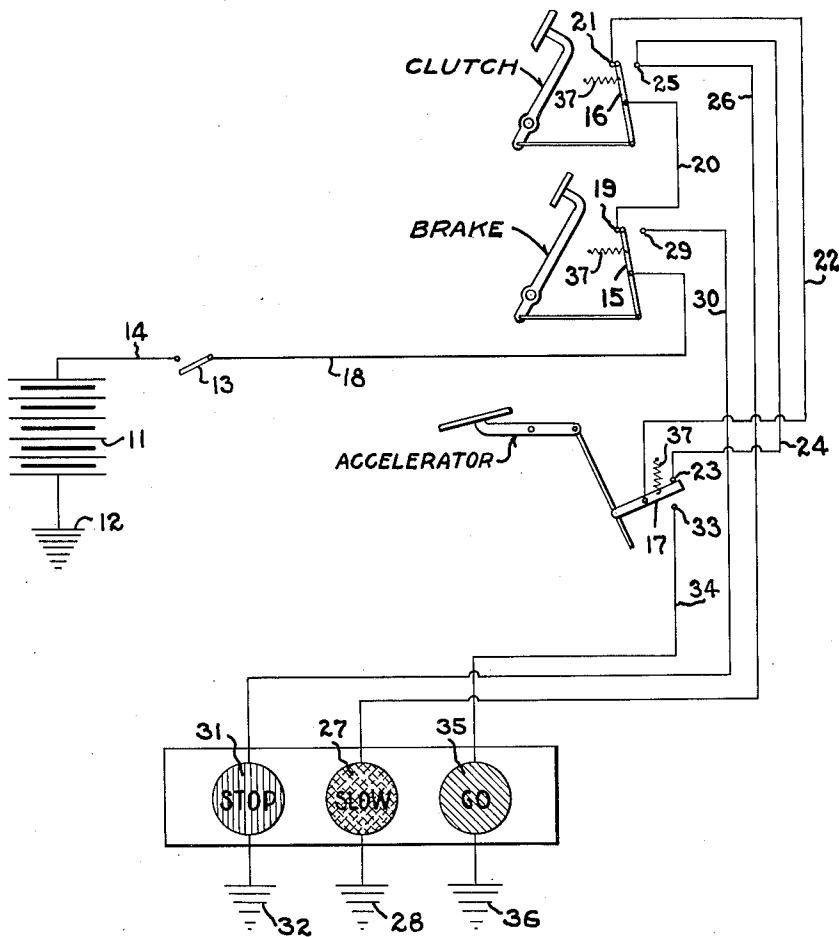
Aug. 30, 1938.

L. O. FINNELL

2,128,769

SIGNAL FOR AUTOMOBILES

Filed March 30, 1936



INVENTOR.
LLOYD O. FINNELL.

BY

J. H. Favel.
ATTORNEY.

UNITED STATES PATENT OFFICE

2,128,769

SIGNAL FOR AUTOMOBILES

Lloyd O. Finnell, Morning View, Ky.

Application March 30, 1936, Serial No. 71,561

1 Claim. (Cl. 177—339)

This invention relates to a signal device for vehicles and more particularly to automobiles and trucks to give automatically, a visual indication of the intentions of the driver.

5 The object of my invention is to provide a signal device with a plurality of signal lights, incorporating the accepted colors of red for a stop, green for normal driving and amber for caution indicating a slowing down of the speed of the vehicle.

10 A further object is to so connect the switches, that in the operation of the vehicle, the driver in controlling his car will automatically operate the switches to set up the proper circuit to indicate whether he is continuing under his present speed, or slowing down, or about to stop.

15 My invention will be further readily understood from the following description and claim, and from the drawing, in which latter:

20 The drawing shows a diagrammatical view of the electrical apparatus and the operating means for the same.

The automobile battery 11 is grounded as at 12, and is connected to the ignition switch 13 as 25 by a lead 14. Each of the brake, clutch and accelerator pedals have switches operable through their movement and such switches are indicated at 15 for the brake, at 16 for the clutch and at 17 for the accelerator. A lead 18 connects the ignition switch 13 with the brake operated switch 15, and one of the terminals 19 of this switch is connected to the clutch operated switch 16 by a lead 20. One of the terminals 21 of the clutch operated switch 16 is connected to the accelerator operated switch 17 by a lead 22. One of the terminals 23 of the accelerator switch 17 is connected by a lead 24 to the other terminal 25 of the clutch operated switch. Also connected to the terminal 25 is a lead 26 to the 40 amber light 27 which is grounded as at 28. The other terminal 29 of the switch 15 has a lead 30 connecting with a red light 31 which is also grounded as at 32. The other terminal 33 of the accelerator operated switch 17 has a lead 34 connecting to a green light 35 which is also grounded as at 36.

50 In the usual operation of a motor vehicle, the clutch is operated by the left foot, with the brake and accelerator operated by the right foot of the driver. With my improved arrangement, the switches are held in the position shown in the drawing by springs 37. Thus when the ignition switch 13 is closed, the current will pass from the battery 11 through line 14, switch 13, lead 18, 55 to switch 15, terminal 19, lead 20, switch 16,

terminal 21, lead 22, switch 17, terminal 23, lead 24, terminal 25, lead 26, to the amber light 27. This light will remain on until the car is put in motion and the accelerator is depressed, whereupon the switch 17 will be operated to contact the terminal 33, thus setting up a circuit through 11, 14, 13, 18, 15, 19, 20, 16, 21, 22, 17, 33, 34 to the green light 35, which automatically breaks the circuit to the light 27, by breaking the contact with terminal 23. Thus while the car is continuing under normal conditions with the accelerator depressed the green or go light will be illuminated.

When it is desired to stop and the foot is removed from the accelerator, the amber light will immediately show as its circuit is closed by the switch 17 assuming its normal position contacting the terminal 23.

Pressure on the clutch pedal will also close a circuit to the amber light through 11, 14, 13, 18, 15, 19, 20, 16, 25, 26 to light 27.

Pressure on the brake pedal regardless of the position of the accelerator or clutch pedals will close the circuit to the stop light 31, which is red. Thus the current will flow through 11, 14, 13, 18, 15, 29, 30 to stop light 31 and the ground of the battery and lamp will complete the circuit. When the ignition switch is turned off, the entire device is out of operation.

From the foregoing, it will be apparent that I have devised a simple, novel signal device which is entirely automatic in its operation and the driver of the vehicle through the usual operation of such vehicle will warn others on the road of his intentions to change his relative position on the roadway. The signal lamp housing can be 35 mounted on the rear of the car or on both the rear and front if desired.

While I have shown one embodiment of my invention, it should be understood that various changes may be made without departing from 40 the scope of the appended claim, such as employing various types of well known switches.

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

45 In a signal device, the combination with a foot accelerator pedal, a clutch pedal and a brake pedal, a two position switch operable by each pedal and consisting of a movable blade actuated by its respective foot pedal and having two stationary terminals, a source of electrical current, an electric connection between said source and said switch operated by said brake pedal, a switch in said electrical connection, an electrical connection between one of the terminals of said brake 55

switch and the blade of said clutch switch, one of the terminals of said clutch switch being electrically connected to the blade of said accelerator switch, one of the terminals of said accelerator switch being electrically connected to the other terminal of said clutch switch, an electrical connection from said last named terminal to a light for illuminating a "slow" signal, the other ter-

minal of said brake switch having an electrical connection with a second light for illuminating a "stop" signal, the other terminal of said accelerator switch having an electrical connection with a third light for illuminating a "go" signal and all of said signal lights having a common return to said source.

LLOYD O. FINNELL