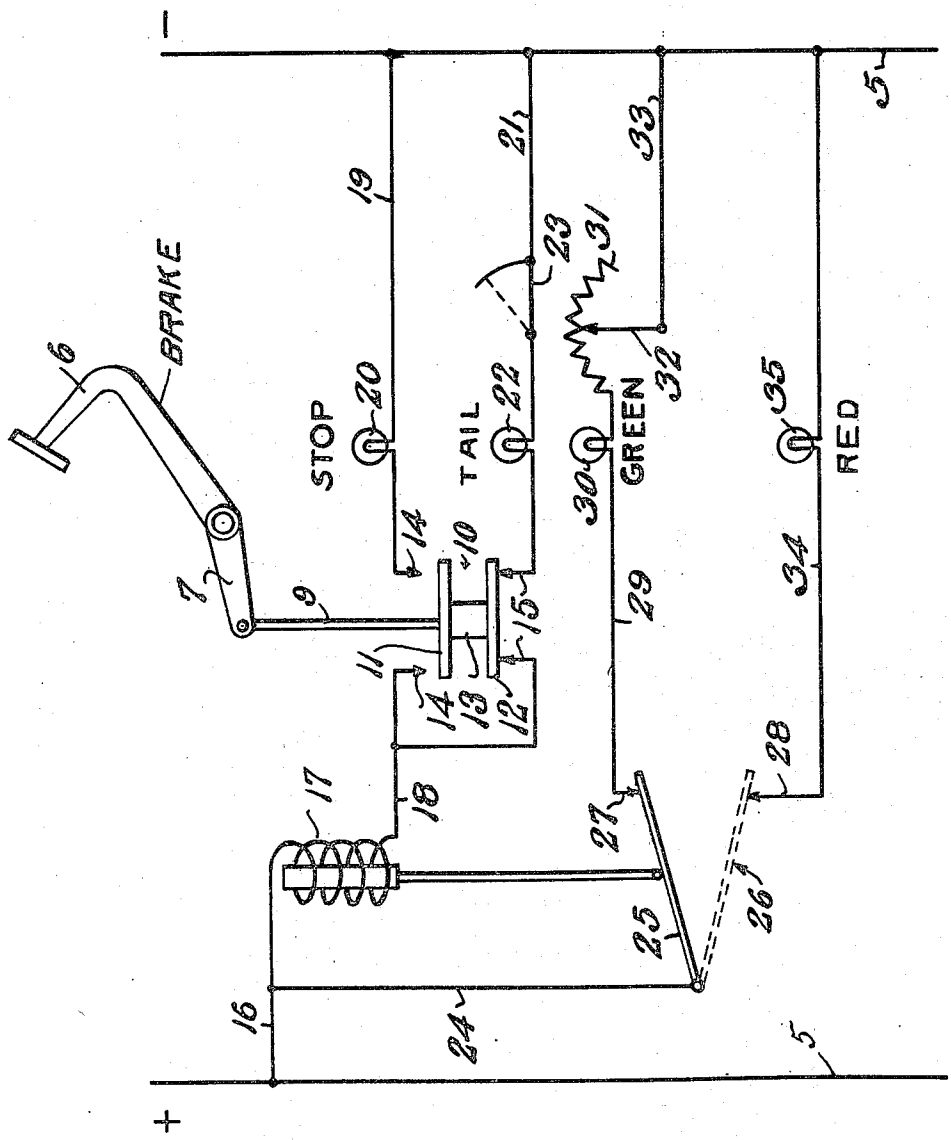
Dec. 29, 1936. B. H. HAYES 2,066,267

INDICATOR

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INDICATOR

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1 Claim. (Cl. 177—311)

This invention appertains to new and useful improvements in indicating means adapted to inform the driver of a vehicle the condition of his stop and tail lights.

The principal object of the present invention is to provide an indicator involving simple means to accomplish the purpose stated, which can be installed on an automobile at low cost.

These and various other important objects of the invention will become apparent to the reader of the following specification.

In the drawing:—

The single figure constituting the drawing of this case is a diagrammatic view disclosing the electrical connection between the electrical elements involved.

Referring to the drawing wherein like numerals designate like parts, it can be seen that reference characters 5—5 represent the opposite sides of a battery circuit. Numeral 6 is the usual brake pedal which has an arm 7 pivotally connected as at 8 to the stem 9. This stem 9 carries a contactor generally referred to by numeral 10 consisting of the bridge plate 11—12 separated by the insulation 13. The bridge plate 11 is capable of bridging the stationary contacts 14—14, while the bridge plate 12 is capable of bridging the contact plates 15—15. From the positive side of the battery circuit a wire 16 extends to one side of the solenoid coil 17 and from the opposite side of this coil a connection 18 is made to one of the contacts 14 and one of the contacts 15. From the other contact 14 the conductor 19 extends to the negative side of the battery circuit and has the stop light 20 therein. From the remaining contact 15 the conductor 21 extends to the negative side of the battery circuit and has the tail light 22 therein along with a switch 23.

From the wire 16 a jumper 24 extends to the contactor 25 of the switch generally referred to by numeral 26 which is operative between the contacts 27—28 and adapted to engage these stationary contacts, one at a time.

Extending from the contact 27 is the conductor 29 having the green indicating lamp 30 therein. This conductor 29 connects to one side of the resistance 31. The contactor 32 of this resistance is connected by the jumper 33 to the negative side of the battery circuit.

Extending from the contact 28 is the conductor 34 and this conductor is also connected to the negative side of the circuit and has the red indicating lamp 35 therein.

It can be seen that when the stem 9 moves upwardly, as when the brakes are being applied by the brake pedal 6, the bridge plate 11 will bridge the contacts 14—14, energizing the stop lamp 20 and simultaneously energizing the solenoid coil 17. The energization of the coil 17 will lift the contactor 25 and maintain the same engaged with the stationary contact 27. Thus the green indicating lamp 30 will light to indicate that the stop light circuit is in operation.

Normally the bridge plate 12 is bridging the contacts 15—15 (that is when the brakes are not in operation) and if the tail light switch 23 is in circuit closed position, the tail light will be deenergized and at the same time current will flow on the wires 16—24, contactor 25 and contact 27 and by way of the conductor 29 to energize the green indicating lamp 30.

Thus it can be seen that whenever the stop light and tail light are in operation and in proper working order, the green light 30 adjacent the driver's seat will be energized. However, in the event either one of these lamps 20—22 or their circuits become defective, current will flow on the wires 16—24, contactor 25 and contact 28 to the conductor 34 to energize the red indicating lamp 35 indicating to the driver that the particular lamp 20 or 22 has become defective.

While the foregoing specification sets forth the invention in specific terms, it is to be understood that numerous changes in the shape, size and materials may be resorted to without departing from the spirit and scope of the invention as claimed hereinafter.

Having described the invention, what is claimed as new is:

In combination, a stop light and a tail light, a pair of characteristically different tell-tale lights, a source of current, a brake pedal operated switch, said brake pedal operated switch including a pair of stationary contacts, a relay including an electro-magnet and a swingable armature, a pair of stationary contacts engageable by the said armature, one of the said contacts of the brake operated switch being connected to one side of the magnet, and the remaining side of the magnet being connected to one side of the battery and also to the said armature, a return wire to the battery from one of the contacts of the relay, said return wire having one of the tell-tale lights therein, a connection from the remaining stationary contact of the relay to the return wire and having the remaining tell-tale light therein, and means associated with the brake operated switch whereby when the stop and tail lights are functioning one of the tell-tale lights will be energized and when one or the other of the said stop or tail lights becomes defective the other of the two tell-tale lights becomes illuminated.

BERTELL H. HAYES.