

F. BOLLINGER.
 AUTOMOBILE TAIL SIGNAL SWITCH.
 APPLICATION FILED SEPT. 24, 1913.

1,176,943.

Patented Mar. 28, 1916.

FIG. I.

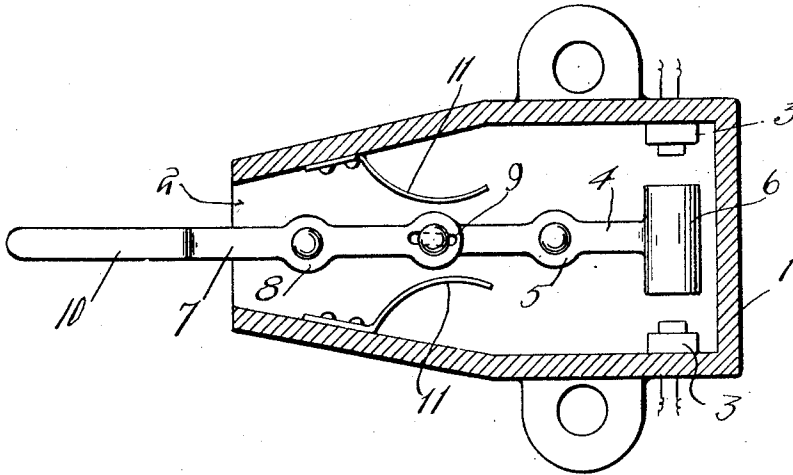
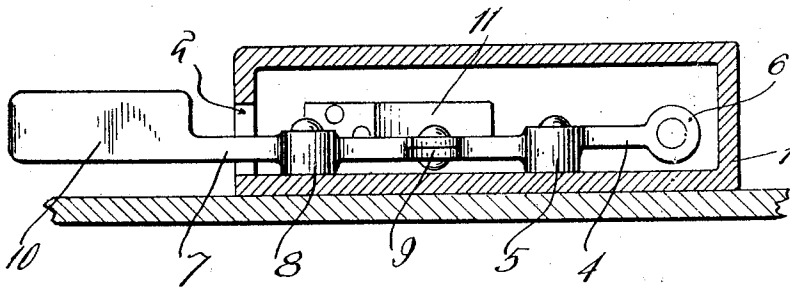


FIG. II.



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AUTOMOBILE-TAIL-SIGNAL SWITCH.

1,176,943.

Specification of Letters Patent.

Patented Mar. 28, 1916.

Application filed September 24, 1913. Serial No. 791,589.

To all whom it may concern:

Be it known that I, FREDERICK BOLLINGER, a citizen of the United States, residing at Akron, in the county of Summit, State of Ohio, have invented certain new and useful Improvements in Automobile-Tail-Signal Switches; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to a switch for controlling the electrical circuits of an automobile tail signal.

15 An object of the invention resides in the provision of a device of this character which will be easily operated and by means of which a plurality of circuits may be closed by the operator.

20 A further object of the invention resides in so constructing the device that the circuits will be broken automatically.

With these and other objects in view, such as will appear as my description progresses, my invention comprises the combination and arrangement of parts as set forth in and falling within the scope of the appended claim.

30 In the drawing: Figure 1 is a horizontal sectional view showing the controlling lever in a neutral position, and Fig. 2 is a vertical sectional view.

Referring to the drawing by reference characters wherein like parts are indicated by like characters throughout the several views, in the embodiment of my invention illustrated in the drawing, I have provided a casing 1, in one end of which an opening 2 is formed. Mounted at the opposite end and at the corners thereof, is a pair of push-button switches 3 which may be connected to suitable electric circuits, such as used in automobile tail signals. In order that the said switches may be operated, I have provided a lever 4 which is pivotally mounted within the casing 1, at 5, and is provided with a head 6 on one end thereof, which head is adapted to contact with either of the switches 3 and to operate the buttons therein to close the same. A second lever 7 is pivoted within the casing 1, at 8, and is pivotally connected, at 9, to the adjacent end of the lever 4. This lever 7 is provided with

a foot piece 10, which projects through the opening 2 and is adapted to be engaged by the foot of the operator. Thus when the operator moves the lever 7, pivotally, by means of the foot piece 10, the head 6 will be thrown into engagement with either of the switches 3 and will close the same. In order that the levers may be returned to their initial positions, I have provided a pair of springs 11, which are secured to the side walls of the casing 1, and within the same and are adapted to contact with the ends of the levers 4 and 7 where they are pivoted together, so that when the operator releases the foot piece 10 the spring with which the levers are engaged will return the latter to their neutral or initial positions.

Thus it will be seen that I have provided a simple and efficient switch by means of which a plurality of circuits may be closed and which will act automatically to allow the switches to open.

While I have illustrated and described a particular embodiment of my invention, it has merely been for the sake of convenience and I do not wish to be limited to that particular embodiment as it is obvious that numerous changes may be made in the details of construction without departing from the spirit of the invention or exceeding the scope of the appended claim.

What is claimed is—

A switch for controlling the electrical circuits to a pair of automobile tail signal lights, comprising push button switches, a casing for inclosing said switches, a lever pivotally mounted within the casing and having a head located between the switches and arranged to selectively engage the same, a second lever pivotally secured to the first named lever and having a pedal portion located without the casing, the said second lever being pivoted between its ends and arranged to cause the engagement of the head with the switches upon its pivotal movement and resilient means within the casing for returning the levers to their initial positions.

In testimony whereof, I affix my signature, in the presence of two witnesses.

FREDERICK BOLLINGER.

Witnesses:

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