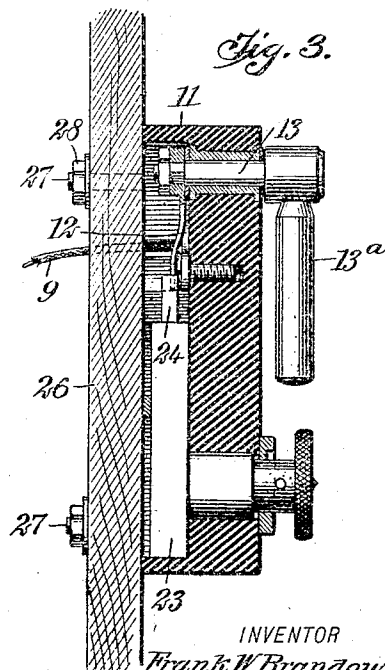
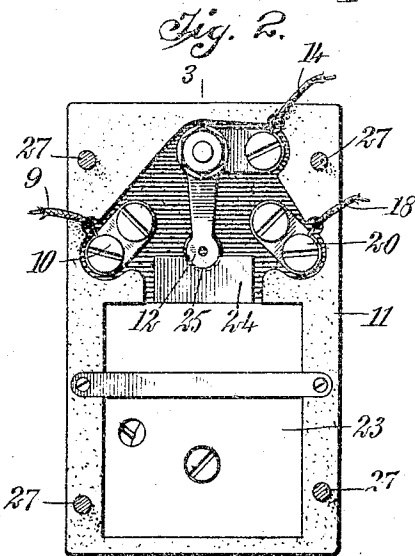
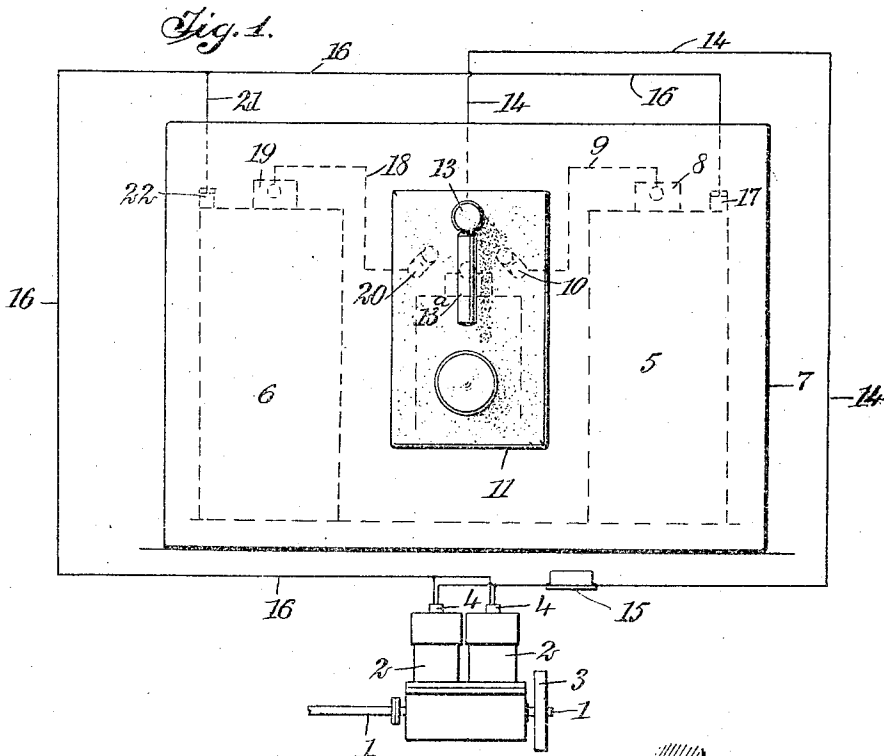


No. 854,455.

PATENTED MAY 21. 1907.

F. W. BRANDOW.
LOCK FOR ELECTRIC SWITCHES.
APPLICATION FILED DEC. 12, 1906.



WITNESSES
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UNITED STATES PATENT OFFICE.

FRANK WARNER BRANDOW, OF PITTSFIELD, MASSACHUSETTS.

LOCK FOR ELECTRIC SWITCHES.

No. 854,455.

Specification of Letters Patent.

Patented May 21, 1907.

Application filed December 12, 1906. Serial No. 347,485.

To all whom it may concern:

Be it known that I, FRANK WARNER BRANDOW, a citizen of the United States, and a resident of Pittsfield, in the county of Berkshire and State of Massachusetts, have invented a new and Improved Lock for Electric Switches, of which the following is a full, clear, and exact description.

This invention relates to means for locking an automobile or vehicle of similar character in an inoperative condition, so as to prevent the vehicle from being removed or operated by any one not authorized to do so. Such object I accomplish by the means illustrated in the accompanying drawings, in which drawings like characters of reference indicate like parts throughout the views, and in which

Figure 1 is a plan of a device embodying my invention; Fig. 2 is a side elevation of the back of a switch box showing my invention applied thereto; and Fig. 3 is a vertical section of the switch box shown in Fig. 2, taken on the line 3—3 thereof, and attached to a battery casing.

As illustrated in the drawings, 1 represents the driving shaft of a vehicle, and is mounted upon an engine having cylinders 2, and provided with a fly-wheel 3. Sparking plugs 4 are connected with the cylinders 2, and are connected with batteries 5 and 6 arranged within a casing 7. The positive pole 8 of the battery 5 is connected by means of a wire 9 with a binding post 10, which is attached to the inner side of a switch box 11. The switch box 11 is made of any suitable non-conducting material, and is provided with a switch lever 12 which is secured to a center post 13 having an operating handle 13^a connected therewith. A wire 14 is attached to the center post 13, and is connected with a spark coil 15 and the spark plugs 4, to conduct an electric current from the positive pole 8 through the spark coil 15 and the cylinders 2 connected therewith, and from said cylinders through a wire 16 to a pole 17 of the battery 5 thereby forming a circuit including said battery and switch. A circuit is also formed to include the battery 6 by means of a wire 18, which is connected with the carbon or positive pole 19 of said battery, and extends through the binding post 20 attached to the switch box 11.

The binding posts 10, 20 serve as contact members, parts of which are engaged by the switch tongue 12, so that when the switch handle is moved to the left, according to

Fig. 1, the switch tongue 12 thereby engaging the binding post 20, the following circuit is completed: battery 6, positive pole 19, wire 18, binding post 20, switch tongue 12, center post 13, wire 14, spark coil 15, spark plugs 4 (in parallel with each other) wire 16, wire 21, to negative pole 22 of the battery 6. When, however, the switch handle 13 is turned to the right according to Fig. 1, so that the switch tongue 12 engages the binding post 10, a different circuit is completed, as follows: battery 5, positive pole 8, wire 9, binding post 10, switch tongue 12, wire 14, spark coil 15, spark plugs 4 (in parallel with each other), wire 16, to negative pole 17 of battery 5. It will thus be seen that there are two separate and distinct battery circuits controllable respectively by different positions of the switch handle 13^a. The result is that if the switch handle be thrown first into one of its extreme positions and then into the other, the battery energy is conserved for the reason that each battery is given an occasional rest.

A combination lock 23 is attached to the switch block 11, and is provided with a bolt 24 provided with a recess 25 adapted to engage the free end of the switch lever 12 and lock said switch out of engagement with the binding posts 10 and 20. The lock 23 is preferably constructed of what is known as the click combination pattern, adapted to be operated in the dark by means of the click mechanism thereof.

When the device is in operation and is connected with the driving shaft of an automobile in the manner hereinbefore described, the switch 12 may be turned from the binding posts 10 and 20 to a position of no contact with the binding posts, and may then be locked in such position by means of the bolt 24 of the lock 23. While in such position the vehicle is rendered inoperative, for the reason that the switch which controls the operation of the motive power is rendered inoperative until the switch is released by a person familiar with the combination of the lock, thereby preventing the machine from being operated and consequently removed by any one except the user. The switch box 11 is secured to the battery casing 26 by means of blind screws 27 which are attached at one end to the switch box, and are secured at their opposite ends to the casing 26 of the batteries, and fastened thereon by means of nuts 28, as shown in Fig. 3.

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

The combination in an apparatus having a
5 sparking device, batteries, separate circuits
connecting their respective batteries with the
sparking device, and contact points in their
respective circuits, of a switch in both said
circuits and swinging at one end between
10 said contact points and into and out of con-
nection therewith, and a lock having a bolt
operating on a line between said contact

points, and notched at its end receiving the
free end of the switch and movable into and
out of interlock with the swinging end of the 15
switch.

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

FRANK WARNER BRANDOW.

Witnesses:

WARREN E. DAY,
CLARK J. HARDING.