GUARD FOR AUTOMOBILE IGNITION SWITCHES

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To all whom it may concern:

Be it known that I, Wilber S. Rose, a citizen of the United States, residing at Denver, in the county of Denver and State of Colorado, have invented and useful Improvements in Guards for Automobile Ignition Switches, of which the following is a specification.

The present invention is directed to improvements in automobile ignition switch guards, and has for its primary object to provide a device of this character so constructed as to fit over the conventional form of switch to prevent an unauthorized person inserting a key in the usual keyhole thereof.

A further object of the invention is to provide a device of this nature in the form of a cap which will conform to the shape of the conventional switch, means being provided to hold the same engaged therewith, but at the same time permitting the cap to be readily removed or replaced by an authorized person.

A still further object of the invention is to provide a cap formed from suitable sheet metal and shaped to fit over the conventional type of ignition switch, the cap being so constructed that, when in place on the switch will positively prevent anyone inserting a key in the key-hole of the switch.

With these and other objects in view, this invention resides in the novel features of construction, formation, combination and arrangement of parts to be hereinafter more fully described, claimed and illustrated in the accompanying drawing, in which:

Figure 1 is a perspective view of the device on a switch.

Figure 2 is a vertical sectional view through the cap.

Figure 3 is a similar view taken at right angles to Fig. 2.

Figure 4 is a perspective view of the cap.

Figure 5 is a view similar to Fig. 2 of a modified form.

Referring to the drawing, 1 designates a well known form of ignition switch having diametrically opposed wings 2, and the usual key-hole 3 arranged between the wings, as is customary. The guard cap 4 is formed from suitable metal, and comprises a front plate 5 and integral sides 6, the inner and outer surfaces thereof following closely the contour of the switch upon which it is placed. The inner surface of the sides is fashioned so as to produce a counter-cavity 7, and diametrically opposed upper and lower wing receiving recesses 8 and 9, which open into the cavity 7.

The bottom wall of the cavity 9 is formed with a reinforcing rib 10, the purpose of which will appear later. The side walls of the recess 9 are designated by the numerals 11, and are provided with registered perforations 12 which traverse the rib 10, said perforations serving to receive the shackle 13 of the pad-lock 14. Thus it will be apparent that the rib 10 serves to strengthen the cap at the point where the most stress would be applied should anyone attempt to remove the cap by force and without unlocking the pad-lock.

In Fig. 5 of the drawing there is illustrated another form of well known ignition switch 15, and in this instance the cap 16 will be modified in shape so as to fit the switch. A rib 19 is carried interiorly of the cap 16 and is adapted to detachably engage the recess 20 formed in the upper end of the switch 15. By this construction the cap cannot be swung from engagement with the switch due to the interlocking engagement of the rib and recess.

It will be apparent that the cap 4 can be conveniently placed snugly over the switch 1 so that the front plate 5 will cover the usual key-hole 17 in the switch, and in order to secure the cap to the switch the lower wing 2 thereof is formed with semi-circular seat 18. Since the lower wing 2 is adapted to engage in the recess 9 of the cap, said seat will be in alignment with the perforations 12 so that when the shackle 13 of the pad-lock is engaged in the perforations it will also engage the seat 18, thereby locking the cap to the switch so that access to the key-hole 17 can only be had by a person having a key to the pad-lock.

If desired any suitable means may be employed to lock the cap to the instrument board of the automobile so that the switch cannot be turned when the cap is engaged thereon.

From the foregoing, it is thought that the construction, operation and many advantages of the herein described invention will be apparent to those skilled in the art, without further description, and it will be understood that various changes in size, shape, proportion and minor details of construction.
may be resorted to without departing from the spirit or sacrificing any of the advantages of the invention.

What is claimed is:

5 In combination with a switch of the class described having a seat formed in one of its wings, of a cap comprising a front plate and sides adapted to engage over the switch, said sides having perforations formed therein adapted to aline with said seat, and a pad lock having its shackle engaged in the perforations and seat of the switch to lock the cap directly with the switch.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

WILBER S. ROSE.

Witnesses:

SULLIVAN V. JOHNSON,
F. L. BARKLEY.