Feb. 14, 1933. H. SMOYER 1,897,681

CIRCUIT CONTROLLER

Filed Dec. 20, 1929

Fig. 1.

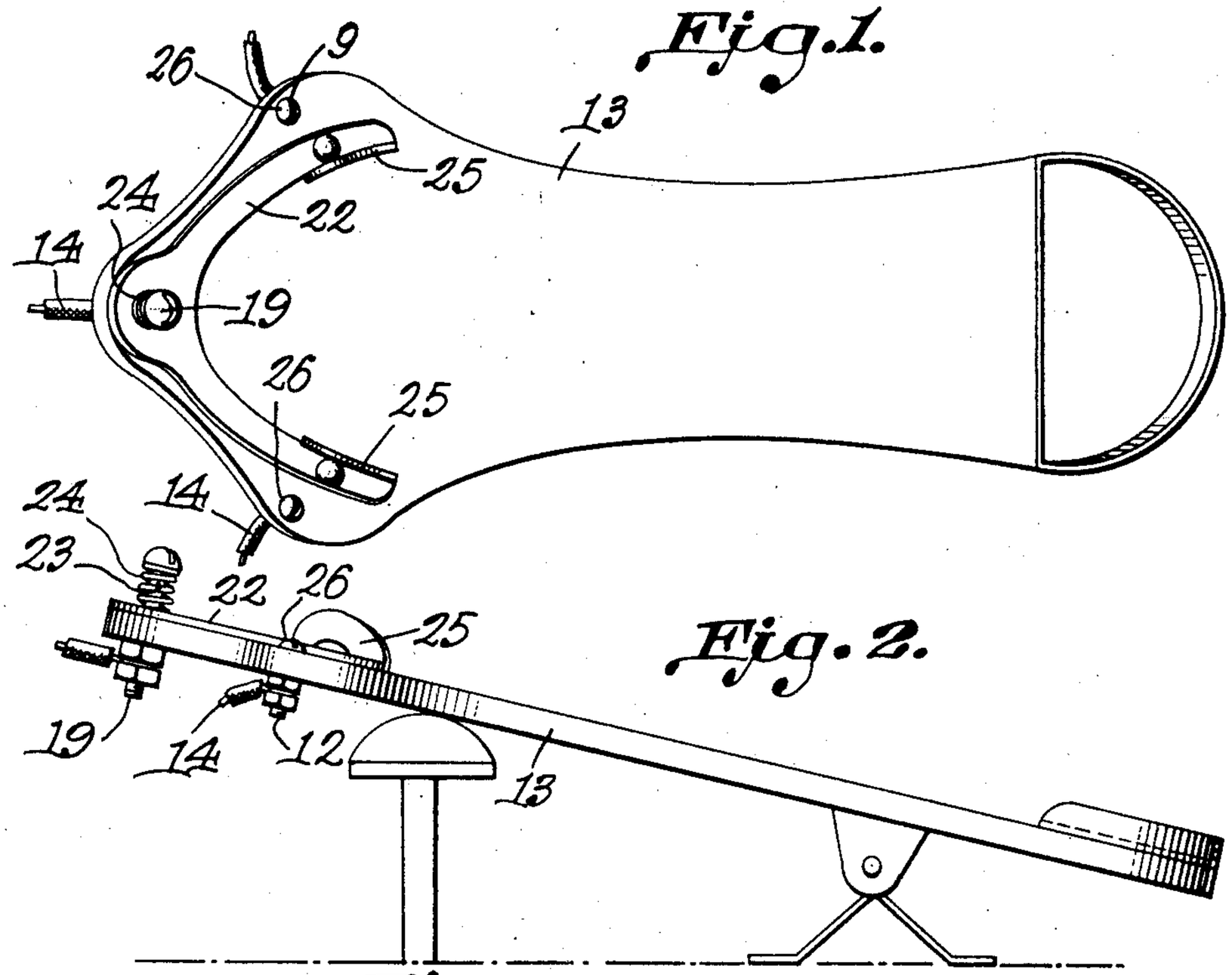
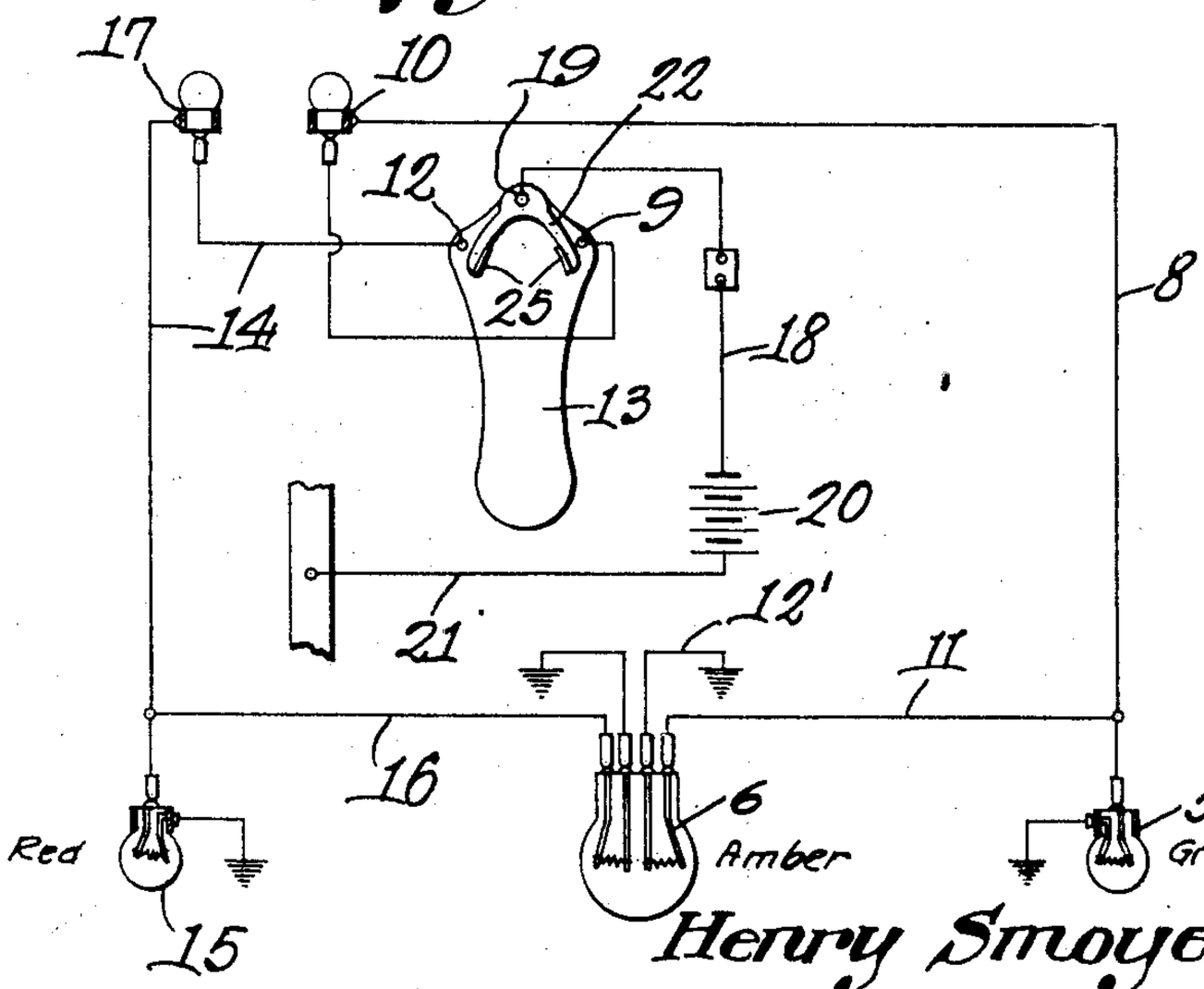


Fig. 2.

Fig. 3.



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UNITED STATES PATENT OFFICE

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CIRCUIT CONTROLLER

Application filed December 20, 1929. Serial No. 415,530.

This invention relates to a device for controlling the circuits to a direction indicator especially designed for use in connection with motor vehicles to indicate to the drivers of machines approaching from the rear, the direction of travel to be taken by the machine or vehicle equipped with the signal.

An important object of the invention is to provide a novel form of switch which may be operated by the foot of the operator while the foot is resting on the accelerator pedal, thereby eliminating the necessity of the operator removing his hands from the steering wheel to control the signaling lamps.

With the foregoing and other objects in view which will appear as the description proceeds, the invention resides in the combination and arrangement of parts and in the details of construction hereinafter described and claimed, it being understood that changes in the precise embodiment of the invention herein disclosed, may be made within the scope of what is claimed which departing from the spirit of the invention.

Figure 1 is an enlarged plan view of an accelerator.

Figure 2 is a side elevational view thereof.

Figure 3 is a diagram illustrating the circuits that control the lamps.

Referring to the drawing in detail, the invention embodies lamp casings 5, 6 and 7 respectively, the lamp casings 5 and 7 being disposed adjacent to the sides of the vehicle at the rear thereof to indicate right and left directions, while the lamp casing 6 is disposed at the rear of the vehicle adjacent to the center of the back of the vehicle to indicate caution.

The reference character 8 designates a wire that leads from the lamp 5 and connects with the lamp socket thereof, the wire leading to the contact point 9 of the switch. A lamp 10 is in circuit with the lamp 5, so that as the circuit is completed to the lamp 5, the lamp 10 will be lighted to indicate to the driver of the vehicle that the lamp 5 has been lighted, it being understood that the lamp 10 is positioned on the instrument board of the vehicle.

The caution lamp 6 is of the multiple filament type, the filament at one side of the lamp being in circuit with the lamp 5, through the wire 11, the circuit being grounded through the wire 12'.

The reference character 12 designates a contact point mounted on the accelerator pedal 13 to which the wire 14 is connected, the wire 14 providing the circuit between the contact point 12 and lamp 15. Wire 16 provides the circuit between the wire 14 and filament in the lamp 6, at the left of the lamp, to the end that when the lamp 15 is lighted, the caution lamp will also be lighted. In order that the operator may determine whether or not the caution signal lamp has been lighted, or the lamp 15 has been lighted, a lamp 17 is provided in the circuit.

Wire 18 leads to the central contact point 19 of the switch and has connection with the source of electricity supply 20, the ground wire of the circuit being indicated at 21. Mounted at the toe end of the pedal 13, is a pivoted switch member 22 that has connection with the pedal 13, through the bolt 23 that is supplied with a spring 24 normally resting against the switch member 22 to hold it against movement under normal conditions.

The switch member 22 is shaped to conform to the curvature of the toe of a shoe, and has upstanding flanges 25 to be engaged by the shoe of the operator, so that by moving the foot laterally, the switch member 22 will be correspondingly rocked.

Slight depressions are formed in the under surface of the pivoted switch member 22, the depressions being of sizes to accommodate the heads 26 of the contact points 9 and 12, so that when the switch member 22 has been moved laterally, it will be held in such position by the heads.

From the foregoing it will be obvious that due to the construction shown and described, the operator of a vehicle equipped with a signaling device of this character, may by moving his foot to the right or left on the accelerator pedal, cause a signal to be made, indicating to persons approaching at the rear of the vehicle, the direction of travel to be

taken by the motor vehicle directly in front thereof.

I claim:

1. A foot rest for accelerator pedals, comprising a toe plate curved to fit the toe of a shoe, a pivoted bolt extending through the toe plate and pedal, the bolt extending an appreciable distance above the plate, a coiled spring mounted on the bolt and pressing against the plate to urge the plate into close engagement with the pedal to restrict movement of the plate under normal conditions, contact points on the pedal and extending above the pedal surface, said plate having depressions to accommodate the contact points to temporarily hold the plate against movement, and flanges rising from the inner edges of the plate to be engaged by the foot of the operator.

2. A foot rest for accelerator pedals comprising a toe plate curved to fit the toe of the shoe of the operator, contact members on the pedal, said contact members extending above the surface of the pedal, said toe plate having depressions to fit over the contact members to secure the toe plate in its positions of adjustment, a pivot pin on which the toe plate is pivotally mounted, and said pivot pin including yieldable means to permit the toe plate to move away from the pedal as the toe plate moves over the contact members.

In testimony that I claim the foregoing as my own, I have hereto affixed my signature.

HENRY SMOYER.