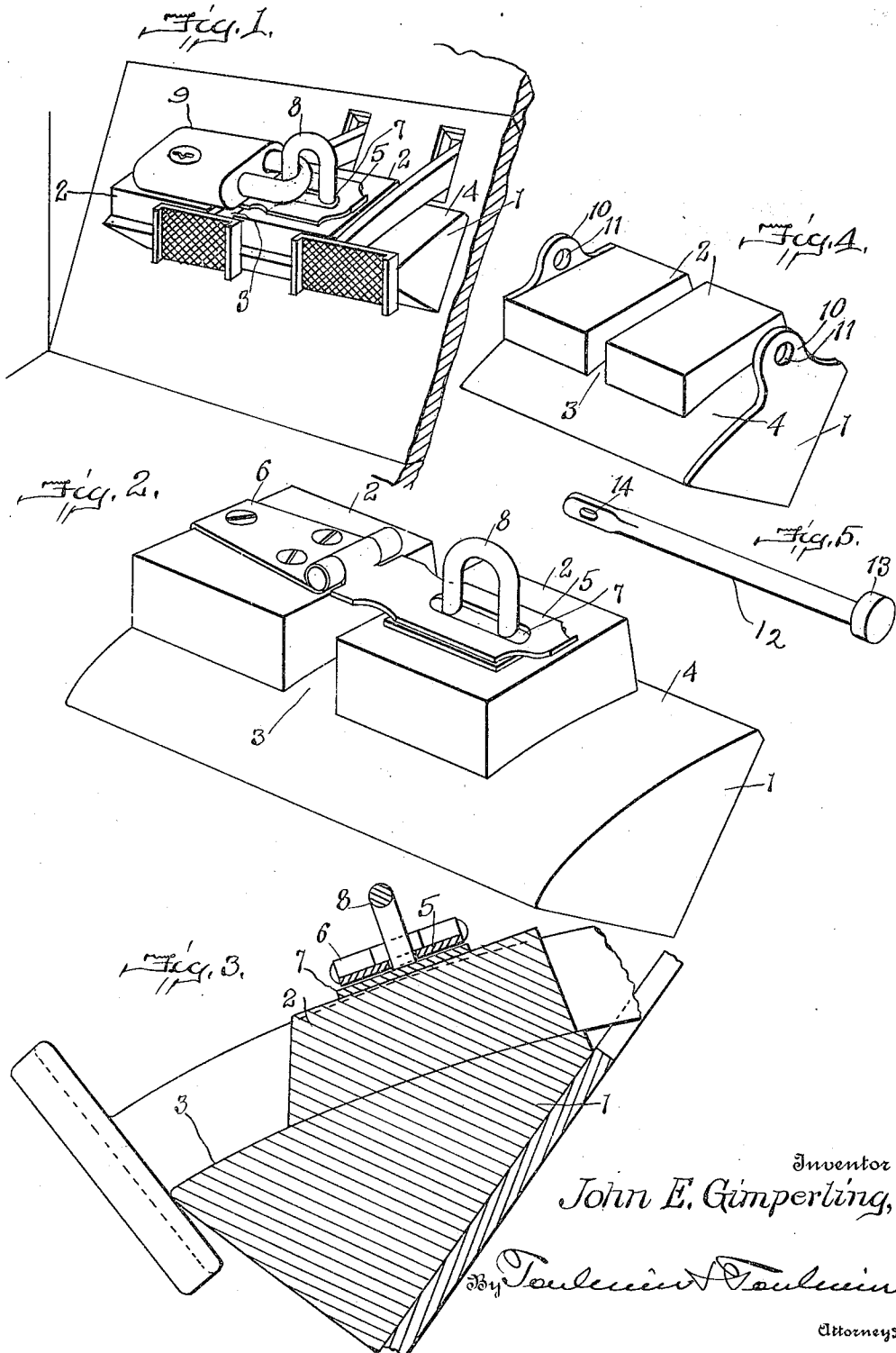


J. E. GIMPERLING.
LOCKING DEVICE.
APPLICATION FILED JAN. 8, 1919.

1,318,443.

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UNITED STATES PATENT OFFICE.

JOHN E. GIMPERLING, OF DAYTON, OHIO.

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Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, JOHN E. GIMPERLING, a citizen of the United States, residing at Dayton, in the county of Montgomery and State of Ohio, have invented certain new and useful Improvements in Locking Devices, of which the following is a specification, reference being had therein to the accompanying drawing.

10 This invention relates to locking devices for securing certain foot levers of a motor vehicle to prevent unauthorized use thereof; the invention having for its particular object to provide a simple, effective means for preventing theft of automobiles by locking the foot levers in inoperative position, thus effectually preventing unauthorized operation of the machine.

20 An object of the invention is to provide a locking device of a type applicable to different makes of cars. This is readily accomplished in the present invention by merely changing the general dimensions of the block or body portion of the device.

25 In the form here shown my invention consists of an integral metal block having a locking element secured thereto in such a manner that the device as a whole is self-contained and portable and can, therefore, be applied to lock one or more foot levers of a machine, and transferred from one machine to another without the addition of fixed parts to the machine or in any way changing the device.

35 In the accompanying drawings;

Figure 1 is a perspective view of the locking device as applied to the foot levers of an automobile;

40 Fig. 2 is a perspective view of the lock detached from the levers and illustrating the self-contained feature of the device;

Fig. 3 is a cross-sectional view of the lock shown in position as applied to one of the foot levers;

45 Fig. 4 shows a slightly modified form of the invention; and

Fig. 5 is a detail of the device shown in Fig. 4.

50 The body portion of my improved locking device consists of an angular-shaped block 1 adapted to conform substantially to the floor line and angular position of the foot levers of an automobile and having integral thereof projections 2—2 extending upwardly from one face of the body portion and spaced apart by a slot or channel

3 extending transversely of the block 1 and adapted to extend about opposite sides of the stem of one of the foot levers of the machine.

60 It is obvious, of course, that one or more of the channels 3 may be provided by merely adding additional projections 2 and spaced apart to adapt the locking device to the foot lever arrangement of the particular make of automobile in which the device is to be used. In the device illustrated in the drawings the arrangement is for a Maxwell car, the channel 3 being adapted to engage the foot lever which controls the clutch, and the block being provided with a space 4 adapted to engage the foot lever for controlling the brake. Thus, it will be seen that the device may be applied to one or more foot levers as may be desired merely by adapting the shape and dimensions to the make of the machine.

Secured to the raised portions 2—2 may be any suitable locking means adapted to be closed over the channel 3 to inclose the foot lever therein.

In one form of construction, as shown in Fig. 2, the locking members consist of an ordinary hasp 5 secured to a hinge plate 6, and having a slot 7 adapted to engage a staple 8. Any suitable padlock 9 may be used to lock the parts together.

In a modified form of construction, as shown in Fig. 4, the raised portions 10—10 have transverse holes 11—11 drilled there- through which are adapted to receive a bolt 12 slidably supported therein and having a head 13 to limit longitudinal movement of the bolt in one direction and an eye 14 adapted to be engaged by a padlock.

95 Thus it will be seen that the block 1 may be positioned relative to one or more of the foot levers of an automobile in a position to prevent operation of the levers and that the block may be locked in such a position by any suitable locking means, and that the device as a whole will act to render the foot levers inoperative.

100 It is obvious, of course, that various modifications may be made of the device here shown without departing from the essential feature of its construction and use, the essential idea of the invention being to provide a self-contained, locking device consisting of a body portion, preferably made of an integral piece of wood or metal, and conforming in general dimensions and shape to 110

the floor line of an automobile adjacent the foot levers and substantially to the angular position of the levers and adapted to be locked into a position relative to the levers whereby the same will be rendered inoperative, thus acting as an effective means to prevent theft or other unauthorized operation of the machine.

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

1. In a locking device for automobiles, the combination, with the foot levers of a motor vehicle; a locking device interposed between the tread portion of said levers and the floor of the car, and comprising a body portion having projections spaced apart to form a channel and an open space extending parallel with said channel; said levers extending through said space and channel, respectively, and means to lock the device in said relation.

2. In a locking device for automobiles, the combination, with the foot levers of a

motor vehicle, a locking device interposed between the tread portion of said levers and the floor of the car, and comprising a body portion conforming to the floor line of the car and to the angular position of said levers and having projections spaced apart to adapt the device to one or more of said levers to prevent operation thereof, and means to lock the device in said relation.

3. In a locking device for automobiles, the combination, with the foot levers of a motor vehicle, a locking device interposed between the tread portion of said levers and the floor of the car, and comprising an angular shaped body portion conforming to the floor line of the car and to the angular position of said levers, having projections extending upwardly adjacent one or more of said levers and spaced apart to receive one of said levers therebetween, and means to lock the device in said relation.

In testimony whereof I affix my signature.
JOHN E. GIMPERLING.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."