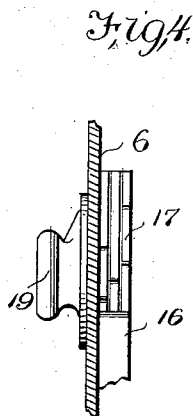
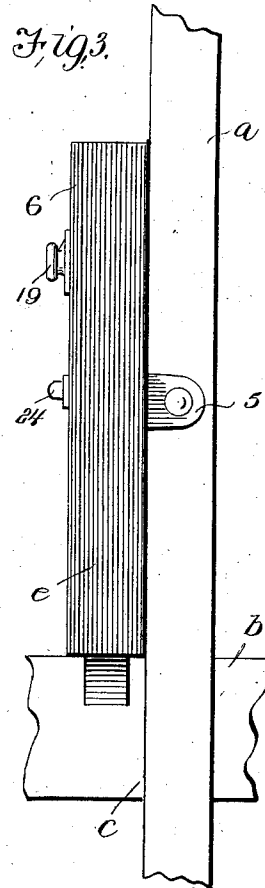
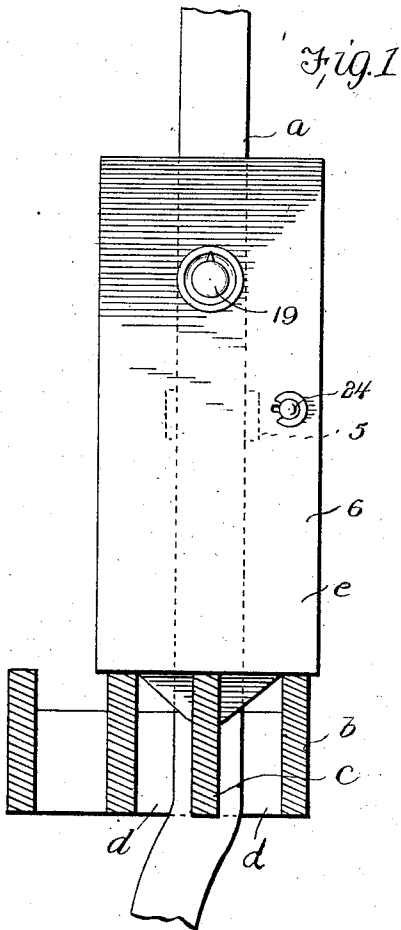


H. M. JOHNSTONE.
 AUTOMOBILE TRANSMISSION LOCK.
 APPLICATION FILED MAR. 22, 1912.

1,061,943.

Patented May 13, 1913,
 2 SHEETS—SHEET 1.



Witnesses

William Smith.
D. W. Gued.

Inventor
Harvey M. Johnstone.

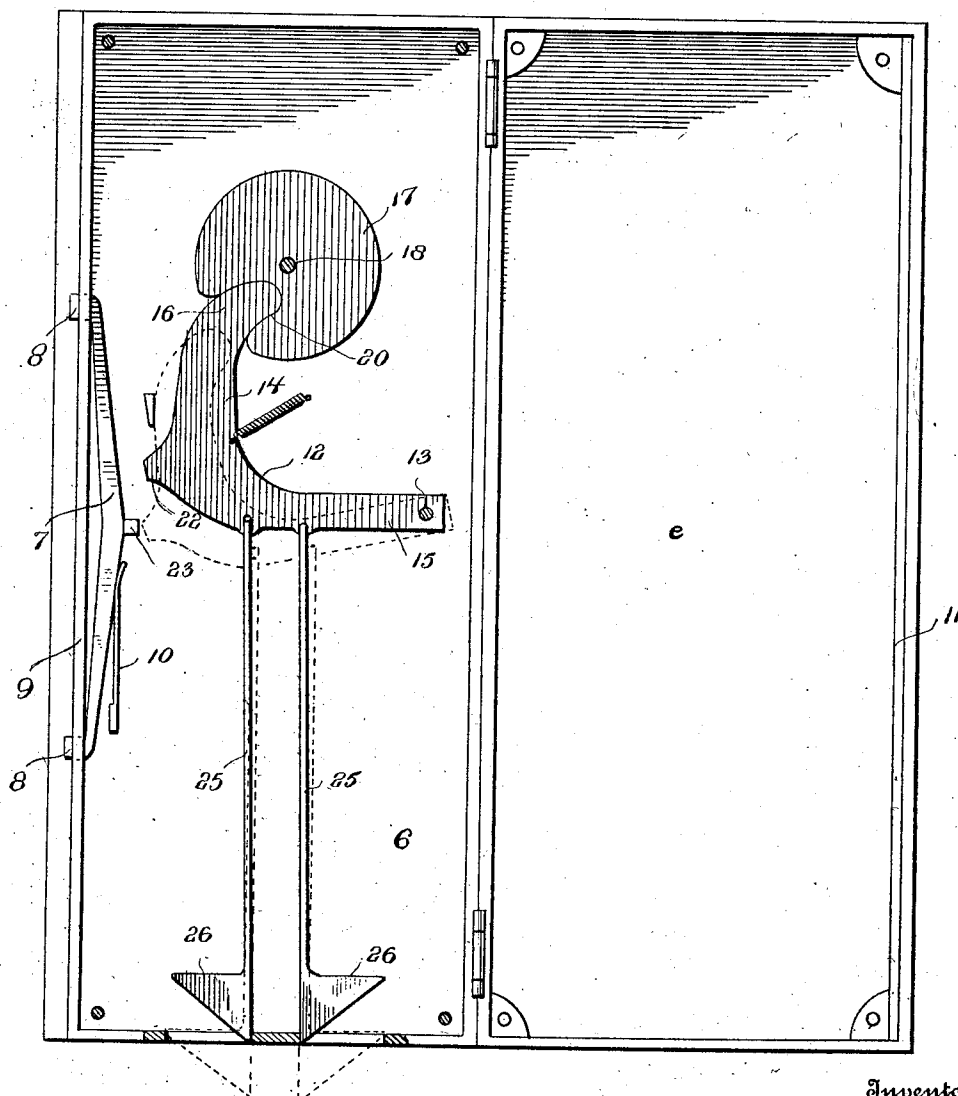
By *Victor J. Evans*
 Attorney

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Fig. 2.



Inventor
 Harvey M. Johnstone.

Witnesses
 William Smith
 D. W. Gould.

By Victor J. Evans
 Attorney

UNITED STATES PATENT OFFICE.

HARVEY M. JOHNSTONE, OF LINCOLN, NEBRASKA.

AUTOMOBILE TRANSMISSION-LOCK.

1,061,943.

Specification of Letters Patent.

Patented May 13, 1913.

Application filed March 22, 1912. Serial No. 685,446.

To all whom it may concern:

Be it known that I, HARVEY M. JOHNSTONE, a citizen of the United States, residing at Lincoln, in the county of Lancaster and State of Nebraska, have invented new and useful Improvements in Automobile Transmission-Locks, of which the following is a specification.

The general object of the invention is to admit of the locking of the transmission mechanism of motor vehicles, in the neutral position, by the operator at such times as he is required to be out of sight of the machine; and to this end the invention consists in certain improved constructions, arrangements and combinations of devices which will be more fully described hereinafter, and then pointed out in the claims.

Other objects will appear and be better understood from that embodiment of my invention of which the following is a specification, reference being had to the accompanying drawings, forming a part hereof, in which;

Figure 1 is a side elevation showing the invention in use. Fig. 2 is an enlarged front elevation with the door of the lock casing in open position. Fig. 3 is a side elevation of Fig. 1. Fig. 4 is a detail partly in section of the lock control.

The lever *a* which controls the transmission mechanism (not shown), is of ordinary construction and when in use is so connected to the vehicle (not shown) as to manipulate the transmission mechanism which transmits to the driving wheels and at a variety of different speeds, the movement of the crank shaft of the motor. The lever *a* extends through a rack or guide *b* which is of ordinary construction and which is suitably attached or connected to any desired portion of the motor vehicle. In operating the lever *a* to obtain the various speeds, the said lever is moved laterally from a central guide bar indicated by *c*, on the guide into one of the slots *d-d*, depending, of course, upon the speed required and thence longitudinally of the slot and in a required direction. It may be stated in passing that I do not claim the particular form of guide shown, since this guide is of well-known construction and is shown merely to illustrate one application of the invention and I do not by any means, intend to be limited to its use, since from what will hereinafter appear, it will be manifest that my invention does not depend

for its operation, upon any particular form of guide or lever.

The box or casing *e* of rectangular or other suitable contour and formed of metal suitably polished or treated to give it an attractive appearance, or of wood if desired, is suitably connected such as by bolts 5 to any convenient portion of the lever *a*, preference being given to a portion where ready access may be had to the box whenever desired. The box has a hinged door or closure 6 which by preference, is arranged so as to swing outwardly from the vehicle when moving to open position. For locking the door in closed position I make use of a permutation lock, the lock bolt 7 of which has engaging end portions 8-8 which slide in openings in the flange 9 of the door or closure 6 and a suitable leaf spring 10 is employed for projecting the engaging ends 8-8 so that when the door is in the closed position, the said ends will extend behind a flange 11 on one side of the box or casing *e*.

The angular-shaped controlling member 12 of the lock turns on a pivot 13 and is overbalanced by increasing the mass of one of its sides 14, or by forming the opening for its pivot 13 near to the end of the side 15. In either event the curved end portion 16 of the side 14, will contact with the tumbler 17. The arbor 18 which has a bearing in the door 6, extends through the tumbler 17 and its outer end is provided with a knob 19 which forms a convenient hand-hold for turning the arbor and the tumbler. The tumbler is provided with a detent or notch 20 which is adapted to receive the curved end portion 16 of the controller, said end portion being adapted to engage the periphery of the tumbler when out of engagement with said notch and when in this position the side 15 inclines downwardly from the pivot and an extension 22 is in juxtaposition to a lug 23 on the lock bolt 7 and so positioned as to form an abutment for the lock bolt and prevent movement thereof when pressure is applied to the handle 24 which extends through a slot in the door 6. When the portion 16 engages the notch 20, the controller 12 rocks and this movement causes the side portion 15 to assume a horizontal position and also causes the extension 22 to move out of alignment with the lug 23, whereupon the door may be opened by operating the handle 24. The side portion 15 of the controller has

slots which receive the upper end portions of rods 25—25. These rods extend through the lower end of the closure 6 and their lower ends are provided with blocks or heads 26—26 which when the door is locked by the controller 12, are projected into the slots *d—d* of the guide and on either side of the central guide bar *c* when the lever *a* is at the said neutral point. This will prohibit lateral movement of the transmission lever in either direction and will also prevent connection from being established between the crank shaft and the driving mechanism of the vehicle.

The operator upon entering the vehicle, unlocks the lock by turning the knob 19. It will be observed, however, in this connection, that the door will be prevented from opening accidentally by the lock bolt 7, and when the side portion 15 moves into the horizontal the knobs 26—26 will be lifted above the upper surface of the guide bar *c*. When the operator has occasion to leave the vehicle he moves the lever to the neutral position and gives the knob one or more turns. This turning of the knob operates to simultaneously lock the lock and project the knobs into the slots *d—d*.

What is claimed as new is:

1. In a device for locking the transmission apparatus of a motor vehicle in neutral position, the combination with an operating lever movable laterally from neutral position, and a guide for the lever; of a box carried by the lever and having a hinged door, a block and a lock adapted for simultaneously locking the door and projecting the block into the guide and into the path of movement of the lever.

2. In a device for locking the transmission apparatus of a motor vehicle in neutral position, the combination with an operating lever movable laterally from neutral position, and a guide for the lever; of a box carried by the lever and having a door, means adapted for locking the door, a portion of said means also projecting into the guide and into the path of movement of the lever simultaneously with the locking of the door.

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

HARVEY M. JOHNSTONE.

Witnesses:

GRACE W. B. JOHNSTONE,
LENA A. JOHNSON.

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