J. W. CURRIER.

SAFETY TANK LOCK.

APPLICATION FILED AUG. 28, 1916.

1,238,272.

Patented Aug. 28, 1917.

Fig. 1.

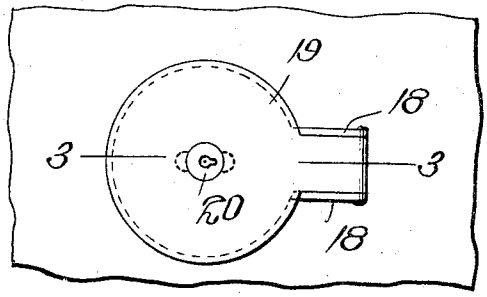


Fig. 2.

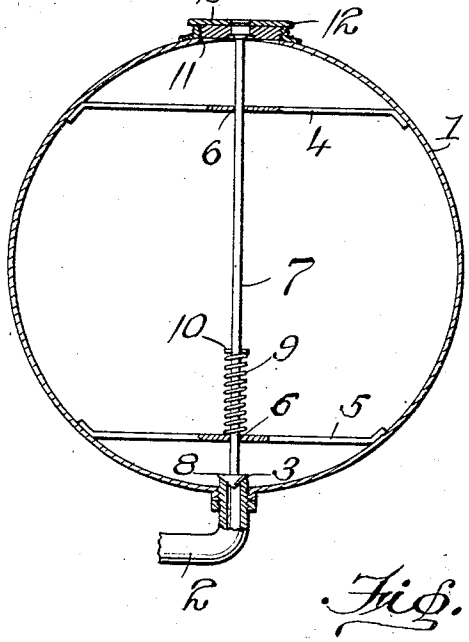


Fig. 3.

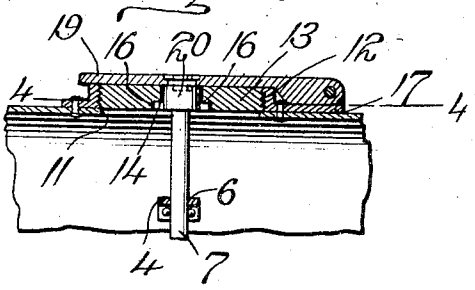
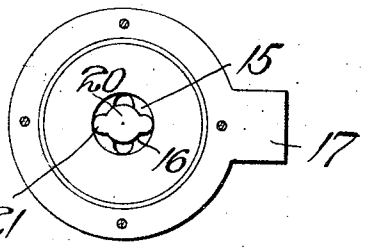


Fig. 4.



Witnesses

Inventor

J. W. Currier,

By

Attorneys

UNITED STATES PATENT OFFICE.

JOSEPH W. CURRIER, OF MIDDLETOWN, CONNECTICUT, ASSIGNOR OF ONE-HALF TO CLARENCE J. FOSS, OF MIDDLETOWN, CONNECTICUT.

SAFETY TANK-LOCK.

1,238,272. Specification of Letters Patent. Patented Aug. 28, 1917.

Application filed August 28, 1916. Serial No. 117,308.

To all whom it may concern:

Be it known that I, JOSEPH W. CURRIER, a citizen of the United States, residing at Middletown, in the county of Middlesex, State of Connecticut, have invented certain new and useful Improvements in Safety Tank-Locks; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

The present invention is directed to improvements in safety tank locks, and has for its object to provide a device of this character so constructed that it can be connected with the fuel tank of an automobile so that the supply of fuel to the carbureter will be cut off when the car is left unattended, thereby preventing an unauthorized person from using the automobile.

A further object of the invention is to provide a device of this character which is so constructed that when the lock is in its locked position a valve rod will be held in a position to positively cut off the supply of gasolene to the feed pipe which leads to the carbureter.

A still further object of the invention is to provide a device of this character so constructed that when the lock is opened the valve will be simultaneously opened.

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 fragmentary plan view of the device.

Fig. 2 is a vertical sectional view.

Fig. 3 is a sectional view on line 3—3 of Fig. 1 taken at right angles to Fig. 2.

Fig. 4 is a sectional view on line 4—4 of Fig. 3.

Referring to the drawing 1 indicates the tank, which is of the type that is usually employed for containing gasolene for the engines of automobiles, said tank having extended into its lower surface a feed pipe 2, which can be connected in any suitable manner with the carbureter, said pipe having a conical seat 3 formed therein, the purpose of which will appear later.

Mounted interiorly of the tank are upper and lower bars 4 and 5, which are disposed transversely of the tank and have their ends connected to the sides thereof, said bars being provided with openings 6 for slidably engaging the vertical rod 7, said rod having its lower ends provided with a conical valve 8.

A coil spring 9 encircles the rod 7 and has its lower end connected with the bar 5, while its upper end is engaged by the cross pin 10, said spring serving to normally hold the rod in its elevated position so that the valve 8 will be unseated and thereby permitting the fuel to flow into the pipe 2.

The filling opening 11 is surrounded by a band 12 which is riveted to the tank 1 and has removably engaged therein the cap 13, said cap having a central opening 14 formed therein the lower end of which opens into the recess 15, said recess producing shoulders 16, the purpose of which will appear later.

The band is provided with an extension 17 which has vertical side flanges 18 between which is pivotally connected one end of the hasp 19, said hasp having a lock casing 20 carried thereby for engaging the opening 14 in the cap, and at which time the casing engages the upper end of the rod 7 and serves to hold the valve 8 engaged with the seat 3. The casing 20 has associated therewith a conventional form of lock 21 which is adapted to engage the shoulder 16 so as to hold the hasp locked to the cap 13.

When the hasp is unlocked it is obvious that the rod 7 will move upwardly so as to unseat the valve 8, thus permitting fuel to flow from the tank through the pipe 2 to the carbureter.

What is claimed is:—

The combination with a tank, of a feed pipe leading from the bottom thereof, said feed pipe having a valve seat carried thereby, vertically spaced bars fixed within the tank, a rod slidably engaged with the bars, said rod having its lower end provided with a valve, said tank having a filling opening,

a cap normally closing the opening, a band secured to the tank and having a hasp hingedly connected thereto and having a lock casing carried thereby, said cap having an opening formed therein for receiving the lock casing, said casing being adapted to engage the upper end of the rod to hold the same in its lowered position, with the valve engaged with the seat, and means for moving the rod upward when the hasp is unlocked, as and for the purpose set forth.

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

JOSEPH W. CURRIER.

Witnesses:
CURTISS S. BACON,
WILLIAM J. KIEFT.

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