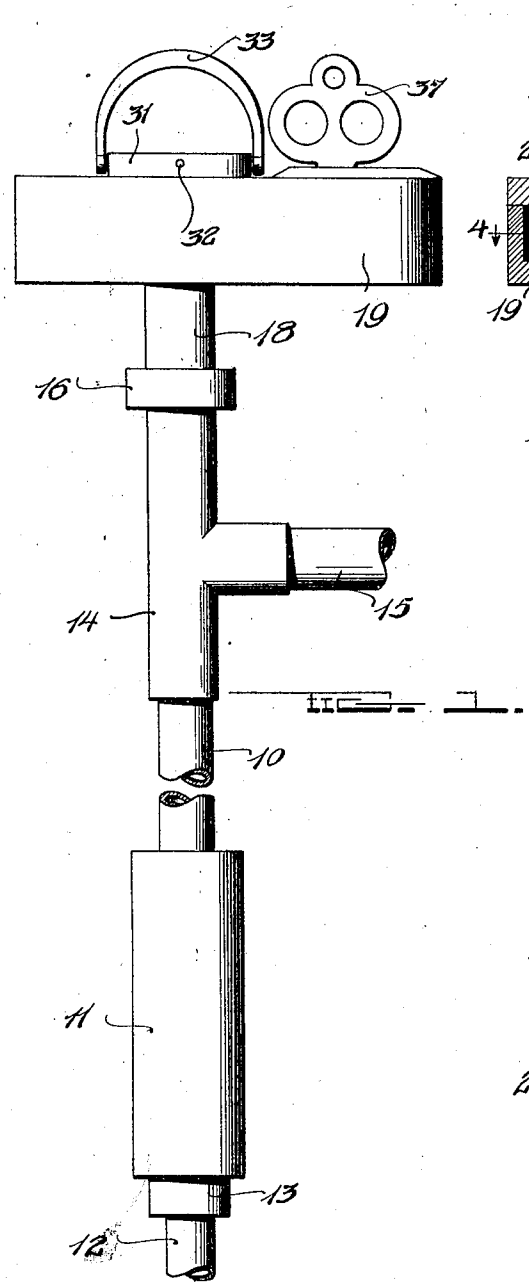
H. B. HARKINS, H. B. HOLSTEIN AND W. A. POLAND.

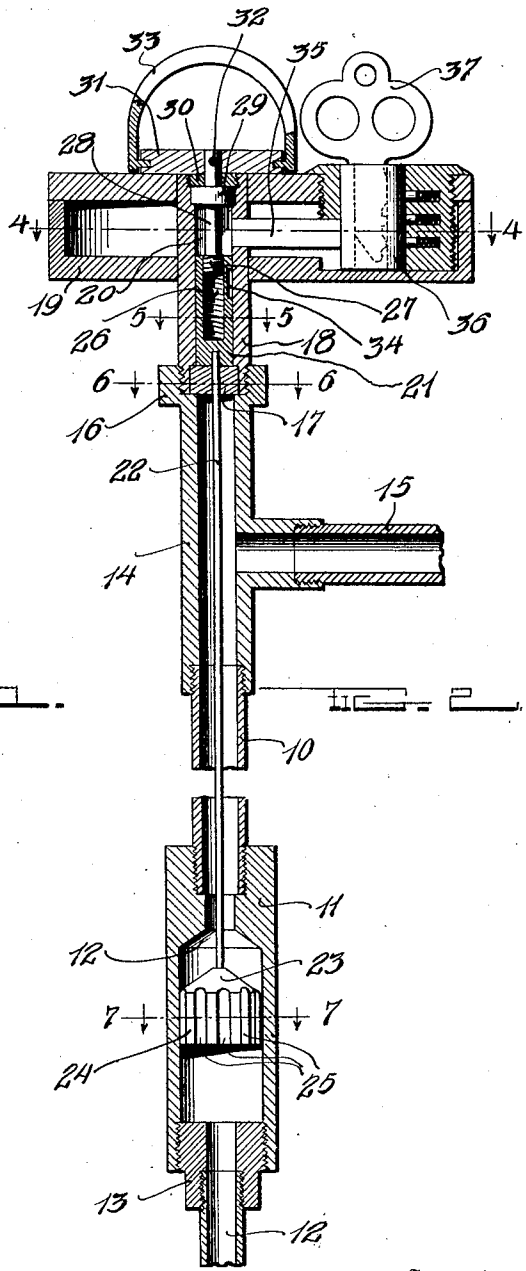
AUTO PROTECTOR.

APPLICATION FILED SEPT. 15, 1919.

1,360,944. **Patented Nov. 30, 1920.**

2 SHEETS—SHEET 1.





Witnesses

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2 SHEETS—SHEET 2.

FIG. 3.

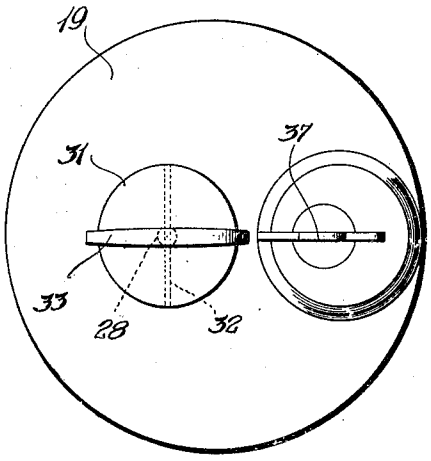


FIG. 4.

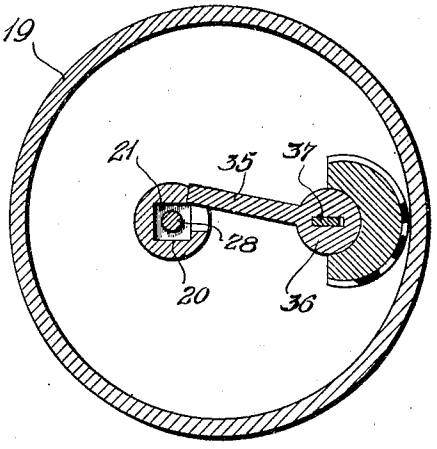


FIG. 5.

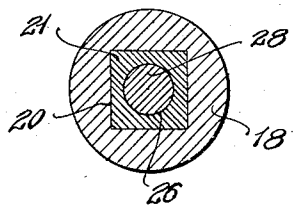


FIG. 6.

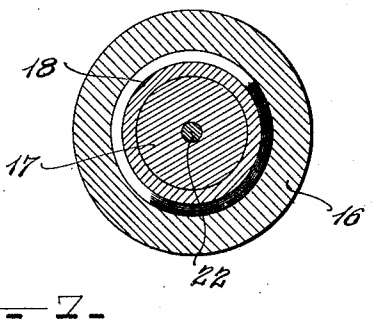
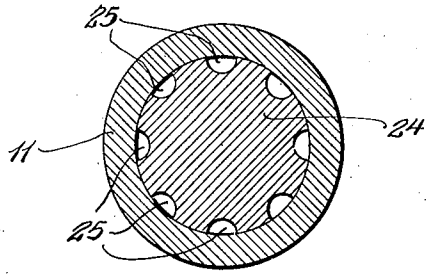


FIG. 7.



Witnesses

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UNITED STATES PATENT OFFICE.

HARRY B. HARKINS, HENRY B. HOLSTEIN, AND WILLIAM A. POLAND, OF LEAVENWORTH, KANSAS.

AUTO-PROTECTOR.

1,360,944. Specification of Letters Patent. Patented Nov. 30, 1920.

Application filed September 15, 1919. Serial No. 323,739.

To all whom it may concern:

Be it known that we, HARRY B. HARKINS, HENRY B. HOLSTEIN, and WILLIAM A. POLAND, citizens of the United States, residing at Leavenworth, in the county of Leavenworth and State of Kansas, have invented new and useful Improvements in Auto-Protectors, of which the following is a specification.

This invention has reference to means for cutting off the supply of gasolene between the gas tank and carbureter of an automobile to prevent the running of the machine by unauthorized persons.

An object of the invention is to produce a device of this character which may be conveniently operated by the occupant of a car to move a valve in the supply pipe between the gas tank and the carbureter to open or close the supply, means being provided for locking the valve in its closed position, said means being in the nature of a removable key which when removed by the owner or operator of the car prevents further operation of the valve.

A still further object of the invention is to produce a device of this character which may be arranged upon the supply pipe between the gas tank and the carbureter of any ordinary construction of cars.

It is a still further object of the invention to produce a protector for automobiles to prevent the surreptitious running or steering thereof which shall be of a comparatively simple construction, cheap to manufacture, easily and quickly applied, and which shall be thoroughly efficient in operation.

Other objects and advantages will present themselves as the nature of the invention is better understood, reference being had to the accompanying drawings, in which:

Figure 1 is a side elevation of the improvement.

Fig. 2 is an approximately central longitudinal sectional view through the same.

Fig. 3 is a top plan view.

Fig. 4 is a sectional view approximately on the line 4—4 of Fig. 1, looking in the direction of the arrows.

Fig. 5 is a sectional view approximately on the line 5—5 of Fig. 2.

Fig. 6 is a sectional view approximately on the line 6—6 of Fig. 2.

Fig. 7 is a sectional view approximately on the line 7—7 of Fig. 2.

The supply pipe leading from the gas tank of any ordinary construction of automobiles is indicated by the numeral 10. This pipe is constructed of sections, and two of the confronting sections are threadedly engaged by a tubular valve casing 11. The casing 11, adjacent to one end thereof is provided with a valve seat 12, and has at its opposite end a ferrule 13 that threadedly receives the lower gas feed pipe section 12, or the section nearest the gas tank. To the opposite or outer feed pipe section 10 there is threadedly secured a T 14, the branch of which being threadedly engaged by a pipe 15 that leads to the carbureter. The outer portion of the T 14, at the longitudinal passage thereof is enlarged or formed with a head 16, the same having interior threads, and resting on the shoulder provided between the head and the longitudinal passage of the T proper is a guide washer 17. The threaded head or enlargement 16 of the T 14 is engaged by the threaded end of a tubular member or extension 18 formed on a casing 19. The tubular member 18 is provided with an interior enlargement at the upper end thereof, the same forming a shoulder which bears against the guide washer 17 to firmly hold the same against the shoulder provided between the T 14 and the head 16 thereof. The bore of the tubular extension 18 inward of the referred to shoulder is, for a determined length preferably non-circular, or in other words presents a plurality of walls, so that the same may be square or octagon shape, but the outer portion of the said bore, that is the portion thereof arranged adjacent the top face of the casing 19 is round. In the non-circular bore of the tubular extension 18, which by the way enters the casing 19, and which for distinction is indicated by the numeral 20, there is received a slidable member in the nature of a metallic block 21. This block has a cross sectional contour corresponding with that of the bore 20, so that the said block, while susceptible to longitudinal movement through the bore will be held against rotary movement therein. To the bottom of the block there is swiveled or otherwise secured a rod 22. This rod extends through the T and through the outer pipe section 10 into the valve casing 11 and is either swiveled or otherwise connected to the apex at the tubular end 23 of the valve 24. The body

of the valve, upon its outer perimeter is formed with spaced longitudinal grooves 25 that provide passages for the gasolene from the gas tank.

The slidable block 21, from the outer end thereof is formed with a threaded bore 26. The threads of the bore 26 are engaged by threads 27 formed upon the inner end of a turnable member or key 28. The key has an annular extension or shoulder 29 that is designed to contact with a bushing 30 that threadedly engages with the outer portion of the non-threaded part of the bore 20. The portion or shank of the key projecting beyond the shoulder 29 passes through a circular opening in the bushing 30 and is received in an opening in a cross bar 31 that rests on the top of the casing 19. A pin 32 secures the shank of the operating member or key 28 in the cross bar 31. To the opposite ends of the cross bar there is pivotally connected the arms of an arched handle 33. It will be apparent that by turning the handle 33 in one direction the threaded end of the key engaging the threaded bore of the block will cause the block to be moved, say outwardly, or toward the outer face of the casing 19, in which instance the rod 22 will exert a pull upon the valve to cause the conical end 23 thereof to engage with the concaved ground seat 12 in the valve casing 11, and thus close the supply of gas from the tank to the carbureter. Likewise, if the handle 33 is turned in an opposite direction the key will force the block 21 downward in the extension 18 of the casing until one end thereof rests upon the guide washer 17. This moves the valve off its seat so that the gasolene can flow through the pipe 11 and through the passage 25 in the periphery of the body of the valve and from thence through the pipe 15 to the carbureter.

The block 21, upon one of the sides thereof is formed with a notch 34. This notch is in the path of engagement of a lock bolt 35 that is actuated by a tumbler block 36 in the casing 19. The key for the lock, indicated by the numeral 37 is removable, and it will be apparent that when the handle 33 is operated to close the passage between the sections of the gas conducting pipe 10 the key 37 may be actuated to throw the bolt 35 into the keeper notch 34 in the block 21, and the removal of the key prevents the surreptitious operation of the device. The rod 22 is guided through the guide washer 17, and when the valve is in closed position the same can not be unseated until the key 37 is again applied to bring the bolt out of locking position.

Having thus described the invention, what is claimed as new, is:—

The combination with a feed pipe between a gas tank and a carbureter, of a motor driven machine, of a valve casing in said pipe having a conical valve seat, a conical valve having a round body which is grooved, slidable in the casing, a rod for the valve projecting through the pipe, guide means for the rod, a notched block having a threaded bore connected to the outer end of the rod, a casing in which the block is received for slidable movement, a revoluble key member in the casing having a threaded portion engaging the threaded bore of the block, means retaining the key in the casing, operating means for the key arranged exteriorly of the casing, a lock casing secured to the first mentioned casing, a lock including a slidable bolt in the last mentioned casing, and said bolt entering the first mentioned casing and designed to be received in the notch of the slidable block when the latter has been moved by the operation of the key to bring said block in a line with the bolt and by virtue of such movement to move the rod longitudinally and seat the valve.

In testimony whereof we affix our signatures.

HARRY B. HARKINS.
HENRY B. HOLSTEIN.
WILLIAM A. POLAND.