

J. D. BUCKALEW.
CUT-OFF VALVE.
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1,006,353.

Patented Oct. 17, 1911.

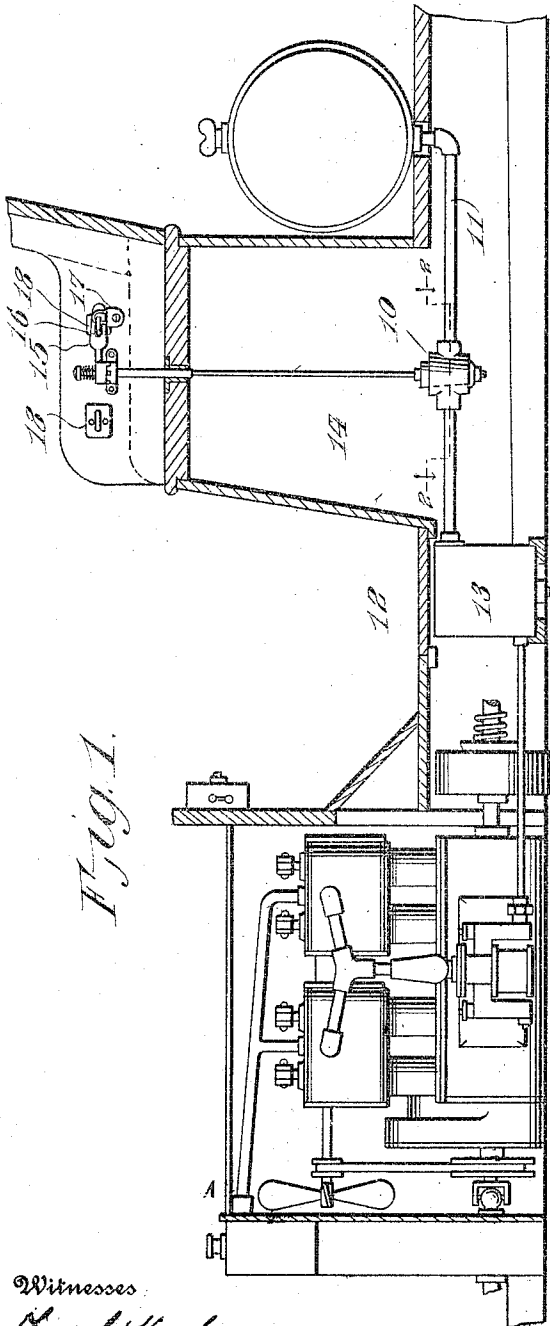


Fig. 1.

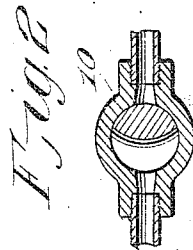
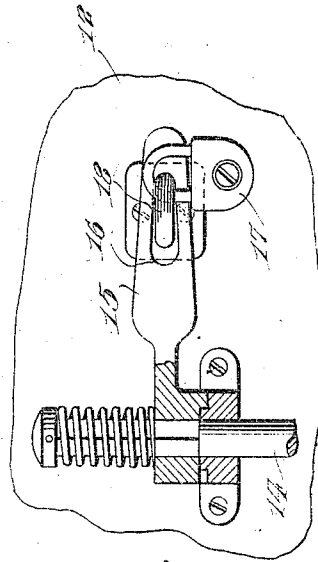


Fig. 3.

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CUT-OFF VALVE.

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To all whom it may concern:

Be it known that I, JOHN D. BUCKALEW, a citizen of the United States, residing at Topeka, in the county of Shawnee and State of Kansas, have invented new and useful Improvements in Cut-Off Valves, of which the following is a specification.

An object of the invention is to provide a valve for attachment to the main fuel supply pipe of vehicles, such as automobiles and the like, to cut off the supply of fuel to the engine of the vehicle.

For the purpose mentioned, use is made of a valve body disposed in the main fuel feed pipe and provided with a valve rod having a handle secured thereto so that when the handle is operated to actuate the valve, the same will move to cut off the supply of fuel to the engine, the said handle being adapted to be locked after the valve has been operated to cut off the fuel supply.

Reference is to be had to the accompanying drawings constituting a part of this specification, in which similar characters of reference denote corresponding parts in all the views, and in which—

Figure 1 is a side elevation of a portion of an automobile showing my device applied thereto, parts being broken away to disclose the underlying structure. Fig. 2 is a sectional view taken on the line 2—2 in Fig. 1 and showing the construction of the valve body. Fig. 3 is a side elevation of the stem handle, parts being shown in section.

When a vehicle, such as an automobile, has been placed in a garage, it is often desired to cut off the fuel supply to the engine of the vehicle so that the vehicle cannot be taken out of the garage and operated without the consent of the owner. To accomplish this result I have devised a means for cutting off the supply of fuel to the engine, the said means being connected to the feed pipe and adapted for locking engagement with the body of the vehicle and I have provided an auxiliary tank adapted to hold a quantity of the fuel for the engine so that after the cut-off means has been operated to cut off the supply of fuel to the engine, the said vehicle can be operated by using the fuel from the auxiliary tank, but it will be readily seen that the small amount of fuel contained in the tank will be soon

exhausted so that the vehicle can be only operated a short distance.

Referring more particularly to the views and particularly to Fig. 1, I provide a valve body 10 for connection with the feed pipe 11 of an automobile 12, the said feed pipe 11 having connected thereto, between the engine and the valve 10 an auxiliary tank 13 adapted to contain a small quantity of gasoline or other fuel. The valve 10 consists of any approved construction and has secured thereto a valve rod 14 extending upwardly from the valve and having a laterally extending handle 15 secured to the upper end thereof, the said handle 15 being preferably provided with an opening 16 through which a padlock 17 is adapted to pass, the said padlock being attached to a staple 18 secured to the body of the automobile 12. The valve rod 14 is adapted to slidably extend through an opening 18 in a bearing 19 secured to the body of the automobile and the upper side of the said bearing is provided with a series of notches 20. The handle 15 is provided with an integral head 21 having a lug 22 depending from the under side thereof, the said lug being adapted to be received in one of the notches 20 and a spring 23 is mounted to encircle the upper end of the rod 14 and abut against the head 21 to retain the head in engagement with the upper side of the bearing 19, the said spring having its other end adapted to abut against a knob 24 at the upper end of the rod 14.

In the operation of my device it will be readily seen that when the handle 15 is operated to cut off the supply of fuel from the main feed pipe 11 to the engine of the automobile a quantity of gasoline or other fuel remaining in the feed pipe between the valve 10 and the engine of the automobile, will flow into the auxiliary tank 13 so that after the feed supply has been cut off as mentioned, the engine can still be operated by employing the fuel contained in the tank 13. It will be seen, however, that the fuel in the tank 13 being of a very small quantity will not permit of operating the automobile any length of time and the engine of the automobile naturally ceases to operate when the fuel supply is exhausted. The owner or person operating the automobile is supplied with a key for the lock 17 so that he can securely lock the handle 16, to the body of

the automobile as shown, and retain the key so that the vehicle cannot be operated for any length of time.

The notches 20 in the bearing 19 and the lug 22 on the head 21 are provided to retain the handle in the position into which the same has been moved. For instance if the handle is moved outwardly to open the valve 10, the lug 22 will be operated with the head 21 and when the handle has been moved so that the valve 10 is in its extreme open position, the lug 22 will be received in one of the notches 20, thus receiving the handle in the desired position. When the handle is moved to closed position, the lug 22 will be received in another of the notches 20 and tend to retain the handle in this position, the head 21 being held against the upper side of the bearing 19 by the spring 23 as will be readily understood.

Having thus fully described the invention, what I claim as new, is:—

1. In a cut-off valve for vehicles, the combination of a valve body for connection with the fuel feed pipe of the vehicle, the said feed pipe having connected thereto an auxiliary tank disposed between the said valve body and the engine of the vehicle, a valve rod connected to the said valve body, and a handle formed on the upper end of the said

valve rod, the said handle being provided with an opening adapted to receive a staple provided with a padlock so that the said valve body will be substantially locked relatively to the vehicle body.

2. In a cut-off valve for vehicles, a valve body for connection with the fuel feed pipe of a vehicle, the said feed pipe being connected to an auxiliary tank disposed between the valve body and the engine of the vehicle, a valve rod connected to the said valve body, a bearing secured to the vehicle body and having the valve body slidably passed therethrough, a handle provided with a head and secured to the upper end of the valve rod, a lug formed on the under side of the head, and adapted to be received in notches in the said bearing to retain the said handle in the desired position and a spring encircling the upper end of the valve rod and engaging the head of the said handle to retain the said head in engagement with the said bearing.

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

JOHN D. BUCKALEW.

Witnesses:

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