

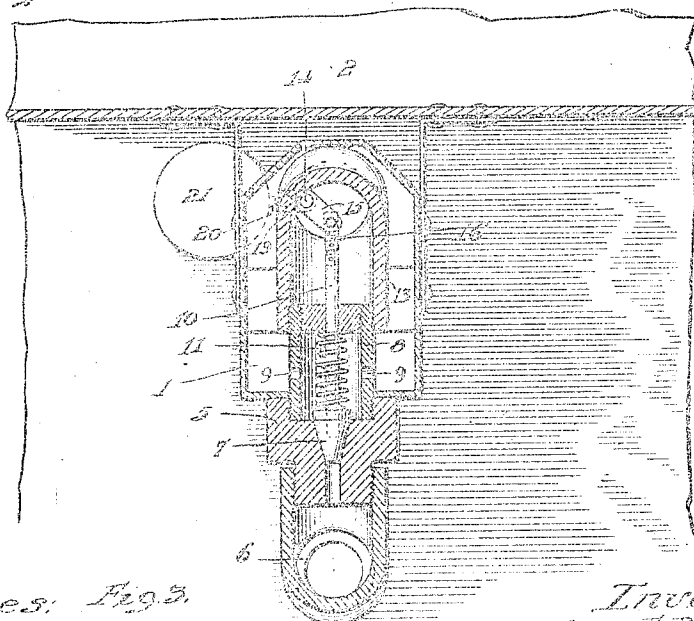
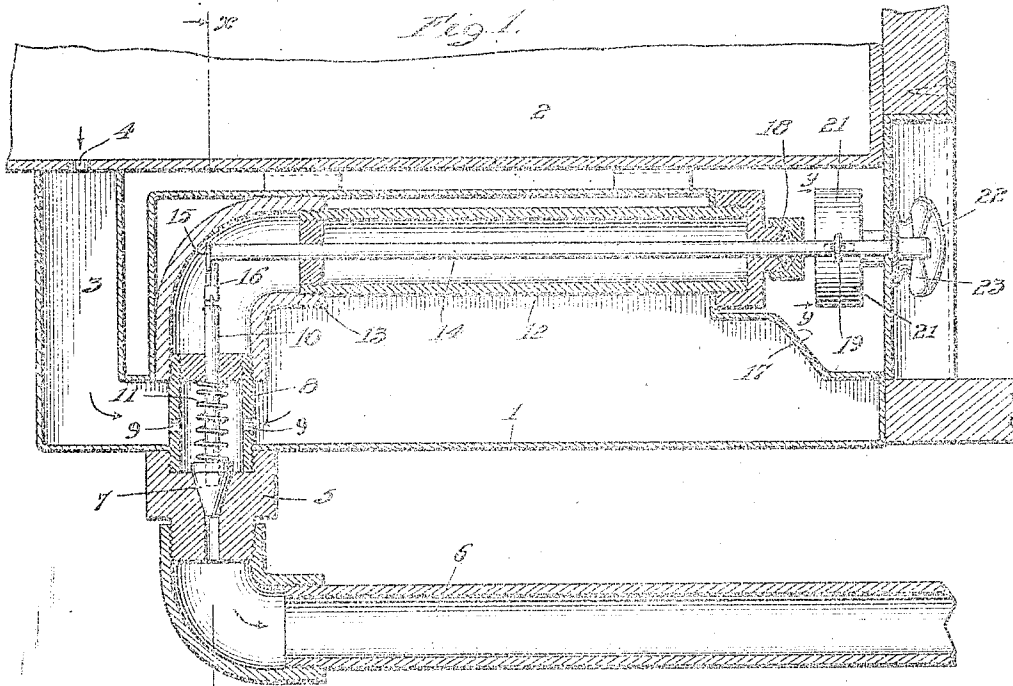
C. E. P. GREIFF & C. F. SCHREIBER.

AUTOMOBILE SAFETY LOCK.

APPLICATION FILED JAN. 5, 1911.

1,124,013.

Patented Jan. 5, 1915.



Witnesses: Fig. 2.

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UNITED STATES PATENT OFFICE.

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AUTOMOBILE SAFETY-LOCK.

1,124,013.

Specification of Letters Patent.

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Application filed January 5, 1914. Serial No. 810,498.

To all whom it may concern:

Be it known that we, CHRISTIAN E. P. GREIFF and CHARLES F. SCHREIBER, former subjects of the Emperor of Germany, (who have declared their intention of becoming citizens of the United States,) and residents of the city of Chicago, county of Cook, and State of Illinois, have invented certain new and useful Improvements in Automobile Safety-Locks, of which the following is a specification.

Our invention relates to improvements in safety locks and has for its object the provision of an improved device of this character which will effectually prevent unauthorized removal of an automobile.

The invention consists in the combinations and arrangements of parts hereinafter described and claimed.

The invention will be best understood by reference to the accompanying drawing forming a part of this specification, and in which—

Figure 1 is a sectional view of a device embodying our invention, Fig. 2, a section taken on line *x—x* of Fig. 1, and Fig. 3, a section taken on line *y—y* of Fig. 1.

The preferred form of construction as illustrated in the drawing comprises a casing 1 which is suspended beneath an ordinary gasoline tank 2 mounted in the automobile body in any usual or desired manner. Casing 1 is in open communication with tank 2 through a passage 3 and an opening 4 in the bottom of said tank as shown in Fig. 1. An outlet 5 is arranged at the bottom of casing 1 and is connected with a supply pipe 6 which leads to the carburetor of the automobile. The passage through outlet 5 is controlled by a valve 7 which is inclosed in a pipe 8 having perforations 9 for the entry of gasoline to said valve. The valve 7 is controlled by means of a valve stem 10 and a spring 11 normally holding said valve to its seat. A second pipe 12 is arranged in casing 1 at right angles to pipe 8 and is connected thereto by means of an elbow 13. An operating shaft 14 is mounted in pipe 12 and carries an arm 15 connected by a link 16 with the upper end of said stem 10 and by means of which valve 7 may be raised from its seat as will be readily understood. A recess 17 is arranged at one end of casing 1 and shaft 14 passes into said recess through a stuffing

box 18 as shown in Fig. 1. Shaft 14 carries a notched arm 19 adapted to be engaged by a bolt 20 of an ordinary combination lock 21. Combination lock 21 is operable by the usual knob 22 and shaft 14 is provided with an operating handle 23 as shown.

By this arrangement when it is desired to lock the automobile against unauthorized removal, shaft 14 is rotated until valve 7 is seated and the passage through outlet 5 closed. Then the knob 22 is operated to place bolt 20 in engagement with arm 19 and the combination is "thrown." This will cut off the supply of gasoline from the engine of the automobile and thus effectually prevent unauthorized removal thereof. When it is desired to lock the valve 7 in open position, bolt 20 is withdrawn from the notch in arm 19, shaft 14 rotated to raise valve 7, and bolt 20 thrown into engagement with the upper side of arm 19 thus maintaining the valve in open position. It will be observed that a space is provided between casing 1 and tank 2 so that any attempt to tamper with the lock by boring through the bottom of the tank will permit escape of gasoline therefrom. Also by arranging the valve and its controlling means in casing 1 any attempt to tamper therewith will result in the escape of the gasoline. The specific arrangement set forth is a simple and efficient one for the purpose.

While we have illustrated and described the preferred form of construction for carrying our invention into effect, this is capable of variation and modification without departing from the spirit of the invention. We, therefore, do not wish to be limited to the precise details of construction set forth, but desire to avail ourselves of such variations and modifications as come within the scope of the appended claims.

Having described our invention what we claim as new and desire to secure by Letters Patent is:

1. The combination with a tank; a casing arranged under said tank in open communication therewith; an outlet for said casing; a valve in said casing controlling the passage through said outlet; a perforated pipe surrounding said valve and arranged in said casing; another pipe in said casing at right angles to said first mentioned pipe; a shaft in said second mentioned pipe having an operative connection with said valve; and a

combination lock arranged to prevent rotation of said shaft, substantially as described.

2. The combination of a tank; a casing arranged under said tank in open communication therewith; an outlet for said casing; a valve in said casing controlling the passage through said outlet; a perforated pipe surrounding said valve and arranged in said casing; another pipe in said casing at right angles to said first mentioned pipe; a shaft in said second mentioned pipe; a crank arm on said shaft over said valve; a link con-

necting said crank arm with said valve; a spring normally holding said valve to its seat; and a combination lock arranged to prevent rotation of said shaft, substantially as described.

In testimony whereof we have signed our names to this specification in the presence of two subscribing witnesses.

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CHARLES F. SCHREIBER.

Witnesses:

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