

W. MORRIS.  
 AUTOMOBILE GAS LOCK.  
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1,246,772.

Patented Nov. 13, 1917.

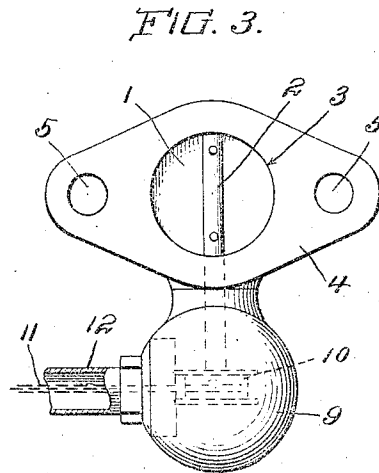
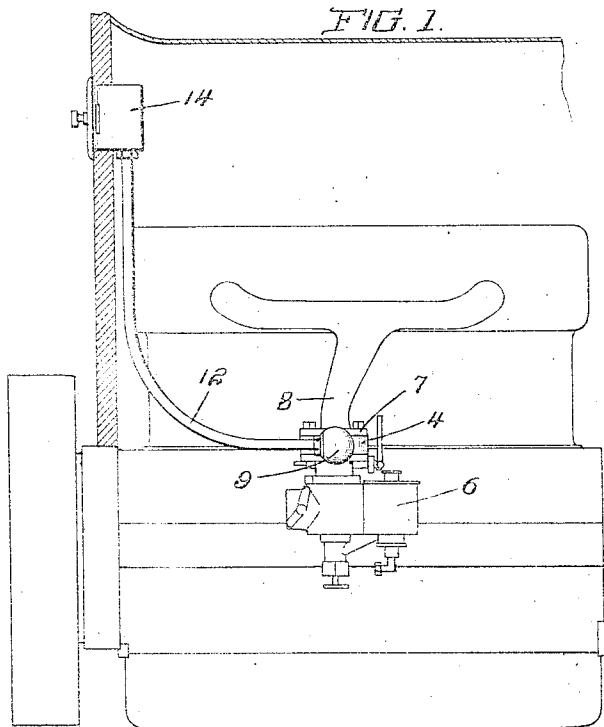
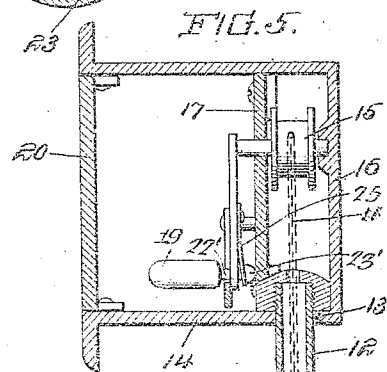
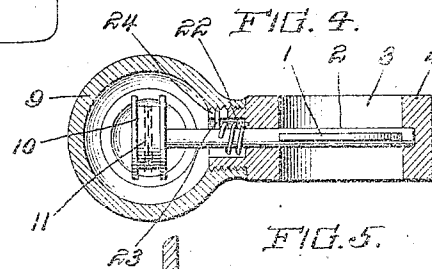
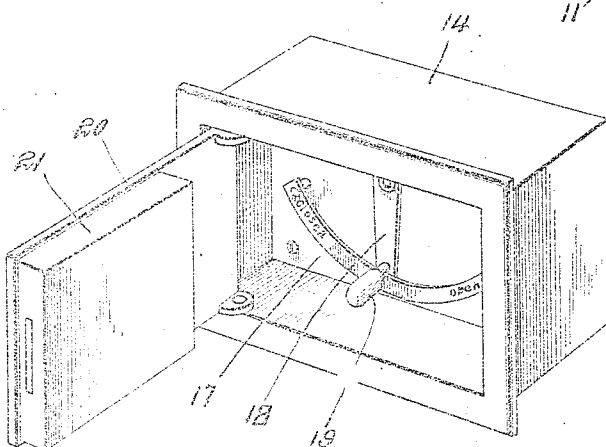


FIG. 2.



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Witnesses

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# UNITED STATES PATENT OFFICE.

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## AUTOMOBILE GAS-LOCK.

1,246,772.

Specification of Letters Patent.

Patented Nov. 13, 1917.

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*To all whom it may concern:*

Be it known that I, WALTER MORRIS, a citizen of the United States, residing at Wichita, in the county of Sedgwick and State of Kansas, have invented new and useful Improvements in Automobile Gas-Locks, of which the following is a specification.

This invention relates to automobile gas locks, the object of the invention being to provide means under lock and key or combination dial lock whereby the operator or owner of a machine may control a cut-off valve between the carbureter and the engine, rendering it impossible for any one to use the machine surreptitiously in the absence of the owner or operator of the car.

With the above and other objects in view, the invention consists in the novel construction, combination and arrangement of parts, as herein described, illustrated and claimed.

In the accompanying drawings:—

Figure 1 is a vertical longitudinal section through a sufficient portion of a motor vehicle to illustrate the application of the present invention thereto.

Fig. 2 is a perspective view of the control box the door of which is shown open so as to expose the operating lever.

Fig. 3 is a plan view of the cut-off valve and its container.

Fig. 4 is a vertical section taken in line with the cut-off valve stem.

Fig. 5 is a vertical transverse section through the control box.

In carrying out this invention, I provide a cut-off valve 1 shown in the form of a disk mounted upon a stem 2 and arranged in a circular opening 3 in a valve container 4 which is oblong in shape and provided with holes 5 to receive the bolts or cap screws by means of which the present day type of carbureter indicated at 6 is fastened to the flange 7 of the intake pipe 8 of the engine.

The stem of the valve extends beyond the container into a housing 9 where it has fast thereon a pulley 10. Wrapped around this pulley 10 and having one end attached thereto is a flexible connection 11 such as a wire cable or chain, which extends through a guide tube 12 case hardened to protect the cable from being cut, said tube extending rearwardly from the carbureter into a hole 13 shown as extending through the bottom

wall of a control box 14. The flexible connection chain or cable then passes around a pulley 15 the shaft of which is journaled in bearing openings in the back wall 16 of the throttle box and in a face plate 17 located within the box and marked at one point with the word Open and at another point with the word Closed. On the inner end of the shaft of the last named pulley there is fastened an operating lever 18 having at its outer extremity a knob or handle 19 by means of which the lever may be moved toward the word Open or toward the word Closed, the said words indicating the position of the cut-off valve 1 hereinabove referred to.

The front of the control box is provided with a door or closure 20 hinged to the box and carrying lock mechanism 21 operable by an ordinary key or combination dial lock.

The handle 19 is provided with a shank 22' which is slidable through a hole in the free end of the lever 18 and said shank has its inner end enlarged to form a friction head 23' which is normally held in frictional engagement with a friction plate 17 in the form of a partition within the control or lock box 14. A spring 25 is fastened at one end to the lever 18 and bears at its free extremity against the head 23' so as to shift the handle 19 and its shank 22' toward the plate 17. The frictional engagement between the head 23' and the plate 17, holds the lever 18 in any adjusted position and prevents the spring 22 from closing the shutter or valve 1.

When the operator or owner of the car desires to leave the same for a considerable period of time, he unlocks the door of the control box by means of a key or combination dial lock and then moves the operating lever to the closed position, whereupon through the medium of the flexible cable, the cut-off valve 1 is moved to a fully closed position thereby preventing any mixture from the carbureter passing to the engine. The operator then locks the door of the control box. Upon returning to his car, he again unlocks the door of the control box and moves the operating lever to the open position, thereby opening the cut-off valve 1 so that the machine is then ready to be operated in the usual way.

In the neck of the valve container is a coiled spring 23 around the valve stem to

automatically close the valve when the lever is released in the box or when the cable or chain is cut, using only one cable or chain to operate the valve. I desire to use a small chain in place of the wire. The spring 22 has one end fastened to the valve stem and the other held in a notch 24 in the container 4.

Having thus described my invention, I claim:—

The combination with the intake pipe of the internal combustion engine of a motor vehicle, of a cut-off valve adapted to open and close said intake pipe, a spring engaging the stem of said valve and serving to close the valve, a pulley fast on the stem of said valve, a second pulley located at

a distance from the first named pulley, a flexible connection wound around both and attached to said pulleys and extending from one to the other, an operating lever for the second named pulley, a lock box in which said lever is housed, a friction plate in said housing, a handle comprising a shank slidable transversely of said lever, and a spring carried by said lever and acting upon said shank to normally press the same into frictional engagement with said friction plate.

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

WALTER M. JIS.

Witnesses:

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