

T. ZWOLINSKI.
 AUTOMOBILE LOCK.
 APPLICATION FILED JULY 27, 1911.

1,048,783.

Patented Dec. 31, 1912.
 2 SHEETS—SHEET 1.

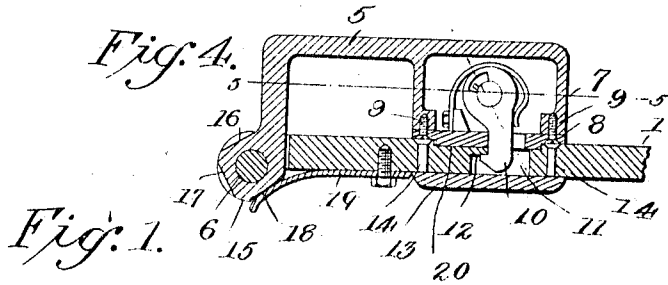
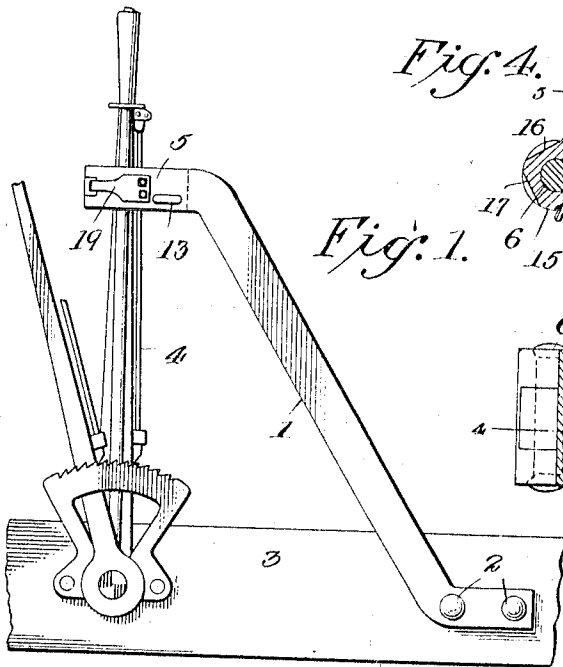


Fig. 1.

Fig. 4.

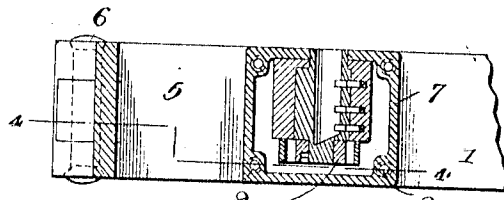


Fig. 5.

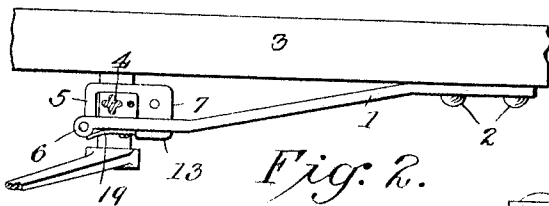


Fig. 2.

Fig. 6.

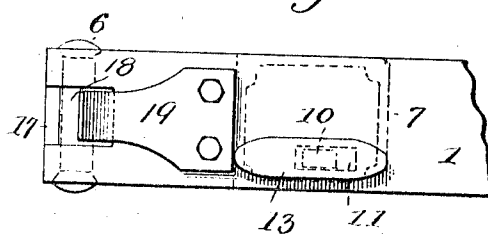


Fig. 3.

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2 SHEETS—SHEET 2.

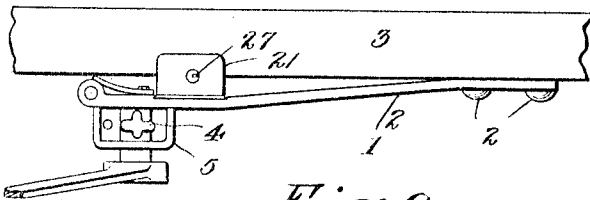
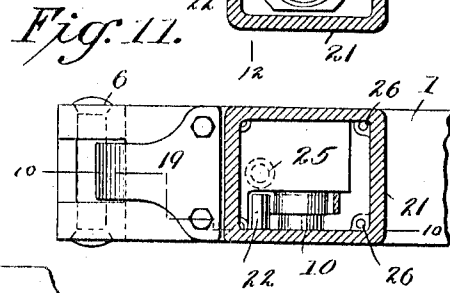
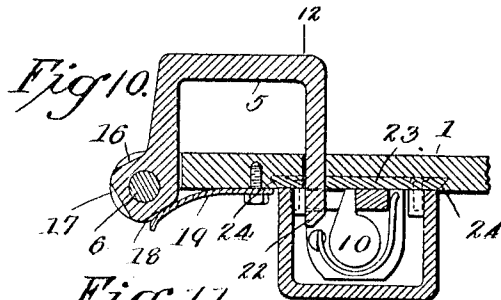
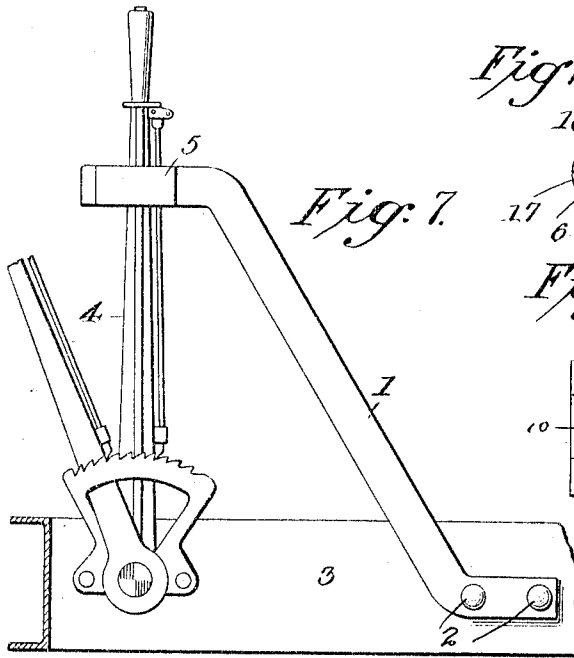


Fig. 8.

Fig. 9.

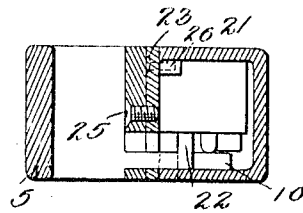
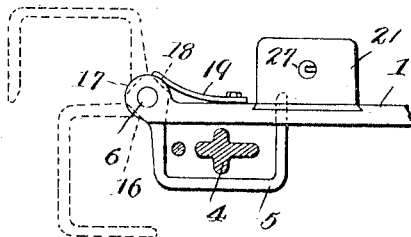


Fig. 12.

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UNITED STATES PATENT OFFICE.

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AUTOMOBILE-LOCK.

1,048,783.

Specification of Letters Patent.

Patented Dec. 31, 1912.

Application filed July 27, 1911. Serial No. 640,899.

To all whom it may concern:

Be it known that I, THADDEUS ZWOLINSKI, a subject of the Czar of Russia, residing at San Francisco, in the county of San Francisco and State of California, have invented certain new and useful Improvements in Automobile-Locks, of which the following is a specification.

This invention relates to automobiles, and its object is to provide means for preventing unauthorized persons from tampering with an automobile when it is left standing on the street; accidents having occurred from the shifting of the controlling levers by meddlesome persons, when the car was left with the engine running. My invention provides means for positively locking the controlling lever and the lock is so constructed that it cannot be opened by any implement or tool other than the proper key. Furthermore, when closed it cannot be removed by extracting fastening screws or filing off rivets.

I am aware that it has been proposed in some special cases to provide locking devices for the controlling lever of an automobile, but so far as I am informed these devices are designed for some one particular model of car; whereas the one which I have invented is capable of application practically to every type of car now built.

My invention consists of an arm securely riveted to the frame of the car and extending to a point adjacent to the controlling lever, but not into the path of movement thereof. At that end of said arm is a hasp, pivoted to the arm and of such shape as to be capable of closing around the controlling lever when the latter is in the position of safety. Thus, if it be the speed-gear changing lever which is selected, then the lock will be arranged to engage said lever when the latter is in the neutral position, with all the gears disengaged. A lock is provided for securing the hasp after it has been engaged with the lever, and said lock may be mounted on the hasp or on the arm, as may be desired. In either case, the construction is such that when the hasp is closed the screws or rivets or both which fasten the lock in place are entirely concealed and rendered inaccessible to mischievous persons.

In the accompanying drawings, Figure 1 is a side elevation of one embodiment of my invention, in which the lock is mounted on the hasp. Fig. 2 is a plan view of the

same. Fig. 3 shows the hasp and lock on a larger scale, and illustrates in dotted lines how they can be turned out of the path of the lever when unlocked. Fig. 4 is a sectional plan view of the hasp and lock on a larger scale than Fig. 3, taken on the line 4-4, Fig. 5. Fig. 5 is a vertical sectional elevation taken on the line 5-5, Fig. 4. Fig. 6 is a front elevation of the upper end of the arm, showing the spring and the plate covering the catch of the lock. Fig. 7 is a side elevation of a modification, showing the lock on the arm. Fig. 8 is a plan view of the same. Fig. 9 shows the hasp and lock on a larger scale, with the hasp shown open in dotted lines. Fig. 10 is a horizontal sectional view taken on the line 10-10 Fig. 11, and on a larger scale than Fig. 9. Fig. 11 is a front elevation of the upper end of the arm, and Fig. 12 is a sectional view taken on the line 12-12, Fig. 10.

Referring first to Figs. 1 to 6, the arm 1 is secured by rivets 2 to the frame 3 of the automobile, at some point in proximity to the controlling lever 4; which in this instance is the speed-gear changing lever. The arm extends upwardly to a point near the upper end of said lever, but in a plane other than that in which said lever operates, so as not to interfere therewith. A strong hasp 5 is hinged to the end of the arm, by a pintle 6 whose ends are riveted, as shown in Fig. 5. The hasp is of such shape as readily to inclose the lever 4 when the latter is brought to the neutral position. Integral with the hasp is a box 7 whose front is closed by a plate 8 secured by screws 9 which pass through said plate and are tapped into the walls of said box. The heads of said screws shut against the arm when the hasp is closed. The plate 8 is in reality the face plate of a lock of any approved safety type, which has a spring catch 10 projecting through a hole in said plate and adapted to enter a slot 11 in the arm 1, and to engage with a shoulder 12 of said slot. A cover 13 is placed over the front of the slot 11 and is secured to the arm by studs 14 which pass through holes in the arm and are riveted down on the back side thereof in such a position that they are covered and concealed by the lock box when the hasp is closed as clearly shown in Fig. 4. The knuckle 15 of the hasp is provided with three flattened surfaces 16 17 18 and a leaf spring 19 is riveted to the arm 1 with

its free end bearing against said knuckle. The flattened surfaces are so located that the spring will engage with them respectively when the hasp is closed, half open and wide open, as shown in Fig. 3. In the latter position the hasp is quite out of the path of the movement of the lever 4, so that there is no interference with the full control of the machine.

10 For the better protection of the catch 10 against attempts to open it by the insertion of a knife blade or the like, the plate 8 has a projecting portion 20 which enters a corresponding depression in the arm 1, so that
15 access to the catch is impossible.

In the modification shown in Figs. 7 to 12, the lock is inclosed in a box 21 which is secured to the front of the arm 1, and the hasp has a tongue 22 which shuts through a
20 slot in the arm and enters the box. The preferred means of attaching the box to the arm is by means of a dovetail joint; the front plate 23 of the lock box having beveled edges 24 which engage with the under-
25 cut sides of a shallow groove cut across the arm. When the box has been slid into place a screw 25 is screwed into the front plate 23 in such a position that when the hasp is shut it will cover the head of said screw
30 and prevent its removal. The screws 26 which hold the front plate 23 to the box 21 are of course inaccessible when said box has been slid into the groove in the arm. In this modification, as in the other, the
35 knuckle of the hasp is provided with flattened surfaces engaged by a lead spring to hold said hasp in the three positions illustrated by dotted lines in Fig. 9.

In each modification, the key hole of the
40 lock is shown at 27; the lock being preferably of that type in which a plurality of tumblers are engaged by a flat key provided with notches in its edge.

Having thus described my invention, what
45 I claim is:—

1. A lock comprising a supporting bar having a front face adjacent the plane of movement of a lever to be locked, a U-shaped
50 hasp having one leg hinged to the end of said bar, the axis of the hinge being located in the rear of the front face of said bar, so

that when said hasp is turned back, both of the legs and any parts carried thereby will be back of the plane of the front of said bar, and cooperating locking members upon
55 said U-shaped hasp and said bar.

2. A lock comprising a supporting bar having a front face adjacent the plane of movement of a lever to be locked, a U-shaped
60 hasp having one leg hinged to the end of said bar and locking mechanism carried by the other leg of said hasp and adapted to engage with said bar, the axis of the hinge being located in the rear of the front face
65 of said bar, so that when said hasp is turned back, both of the legs and the locking mechanism will be carried back of the plane of the front of said bar.

3. A lock comprising a support, a U-shaped
70 hasp hinged thereto by one leg, and locking mechanism carried by the other leg and having a catch to engage with said support, a front plate for said locking mechanism, and fastening devices for said front plate
75 which abut against the support and are concealed thereby when said hasp is shut.

4. A lock comprising a support, a U-shaped hasp having one leg hinged thereto and the other leg hollowed out to form a receptacle, locking mechanism in said recep-
80 tacle, having a catch adapted to engage with said support, and a front plate for said receptacle secured by screws whose heads abut against said support when said hasp is
85 closed.

5. A lock comprising a support, a U-shaped hasp having one leg hinged thereto and the other leg provided with a receptacle, locking mechanism in said receptacle
90 having a catch adapted to engage with said support, and a front plate for said receptacle provided with a projecting portion adapted to enter a corresponding depression in said support when said hasp is
95 closed.

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

THADDEUS ZWOLINSKI.

Witnesses:

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J. A. LEWANDOWSKI.