M. FARAH.

LOCK FOR MOTOR VEHICLES.

APPLICATION FILED NOV. 20, 1919.

1,362,685. Patented Dec. 21, 1920.

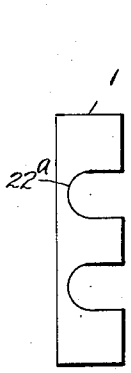


Fig. 6.

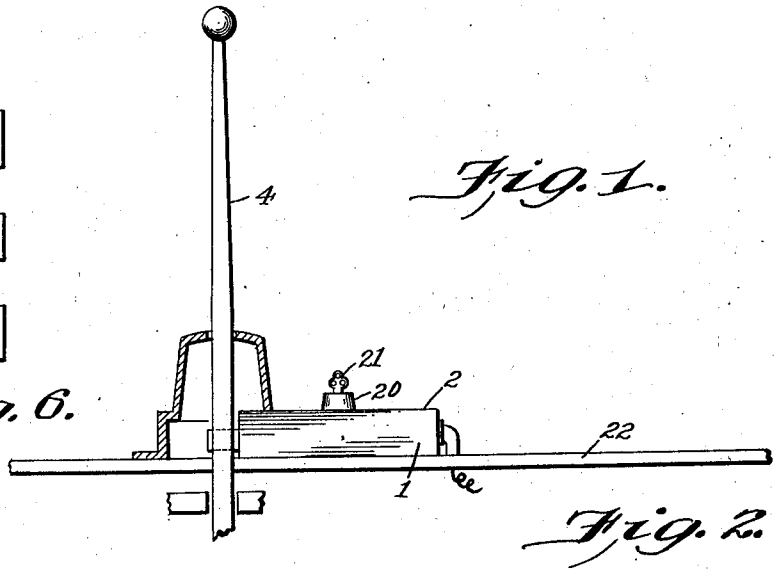
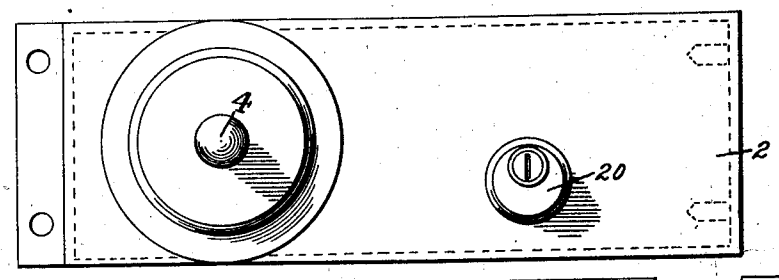


Fig. 1.

Fig. 2.



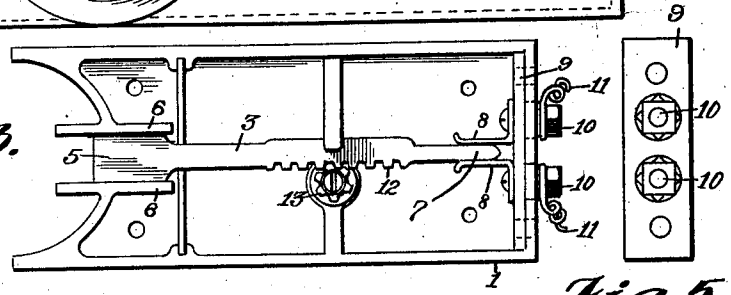


Fig. 3.

Fig. 5.

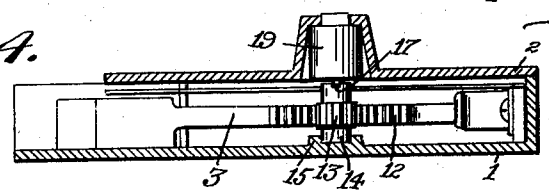


Fig. 4.

WITNESSES

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LOCK FOR MOTOR-VEHICLES.

1,362,685. Specification of Letters Patent. **Patented Dec. 21, 1920.**

Application filed November 20, 1919. Serial No. 339,495.

To all whom it may concern:

Be it known that I, MANSOUR FARAH, a citizen of the United States, and a resident of Las Cruces, in the county of Dona Ana and State of New Mexico, have invented certain new and useful Improvements in Locks for Motor-Vehicles, of which the following is a specification.

My invention is an improvement in locks for motor vehicles, and has for its object to provide a device of the character specified, suitable for use with motor vehicles of any character, for simultaneously locking the gear shift lever from movement and for breaking the ignition circuit.

In the drawings:

Figure 1 is a side view of the improved lock with parts in section,

Fig. 2 is a top plan view,

Fig. 3 is a similar view with the cover removed,

Fig. 4 is a longitudinal section,

Fig. 5 is a top plan view of the insulating base,

Fig. 6 is a similar view of the end of the casing.

The present embodiment of the invention comprises a lock having a casing consisting of a body portion 1, and a cover plate 2 which is held upon the body in any suitable or desired manner, and within the body is arranged a longitudinally movable bolt 3, the said bolt having guided movement in the casing. This casing is arranged adjacent to the gear shift lever 4 and at the end adjacent to the lever, the bolt has a head 5 which moves between guides 6 in the casing or housing 1—2.

At the other end the bolt has a switch arm 7 which is adapted to be engaged between contact plates 8 secured to an insulated base 9, which is connected to the end of the casing. These angle plates 8 and the base are connected to the casing by binding posts 10, and the terminals of the ignition circuit 11 are connected with the binding posts.

Rack teeth 12 are provided on one side edge of the bolt, and these teeth mesh with a pinion 13 whose hub 14 is journaled in a step bearing 15 on the bottom of the housing. The upper end of the hub has a slot, which is adapted to be engaged by a depending lug 17 on the bottom of the barrel 19 of a lock.

This barrel is arranged in an extension 20 from the housing 1—2, and a key-hole is provided as shown in Fig. 2, for the insertion of a key 21. The arrangement is such that when the barrel is turned in one direction by the key, the bolt 3 will be moved toward the gear shift lever to abut the same, to prevent movement thereof, and at the same time the switch arm 7 will be moved out from between the contact plates 8 to break the ignition circuit. When the bolt is moved in the opposite direction, the gear shift lever is released, and the circuit 11 is closed.

The casing is secured to the gear box indicated at 22 in any suitable or desired manner, in proper position to engage the gear shift lever, and the binding posts 10 are interposed in the ignition circuit.

In operation, when it is desired to lock the car, the key is inserted and the bolt 3 is turned until the head 5 engages the gear shift lever 4. The same movement of the bolt opens the ignition circuit, and it will be obvious that no one can use the car until the circuit is closed and the gear shift lever is released.

It will be noticed referring to Figs. 5 and 6 that the binding posts 10 are connected with the insulating base 9, and that the end of the casing 1 has notches or recesses 22^a for receiving these binding posts.

I claim:—

In a motor vehicle, a locking device comprising the combination with the gear shift lever and the ignition circuit, of a casing secured upon the floor boards adjacent said lever, a horizontal bolt slidable within said casing and formed on one side with rack teeth, one end of said bolt being adapted to engage said lever and the other end being formed with a reduced extension having a point, a pair of spaced contacts within the casing at the end remote from the lever, said contacts being interposed in the ignition circuit and adapted to be bridged by said extension entering between them, an upturned projection on the top of the casing, a key operated lock barrel within said projection, a vertical shaft journaled within the casing and turnable by movement of said barrel, and a pinion on said shaft meshing with said rack teeth.

MANSOUR FARAH.