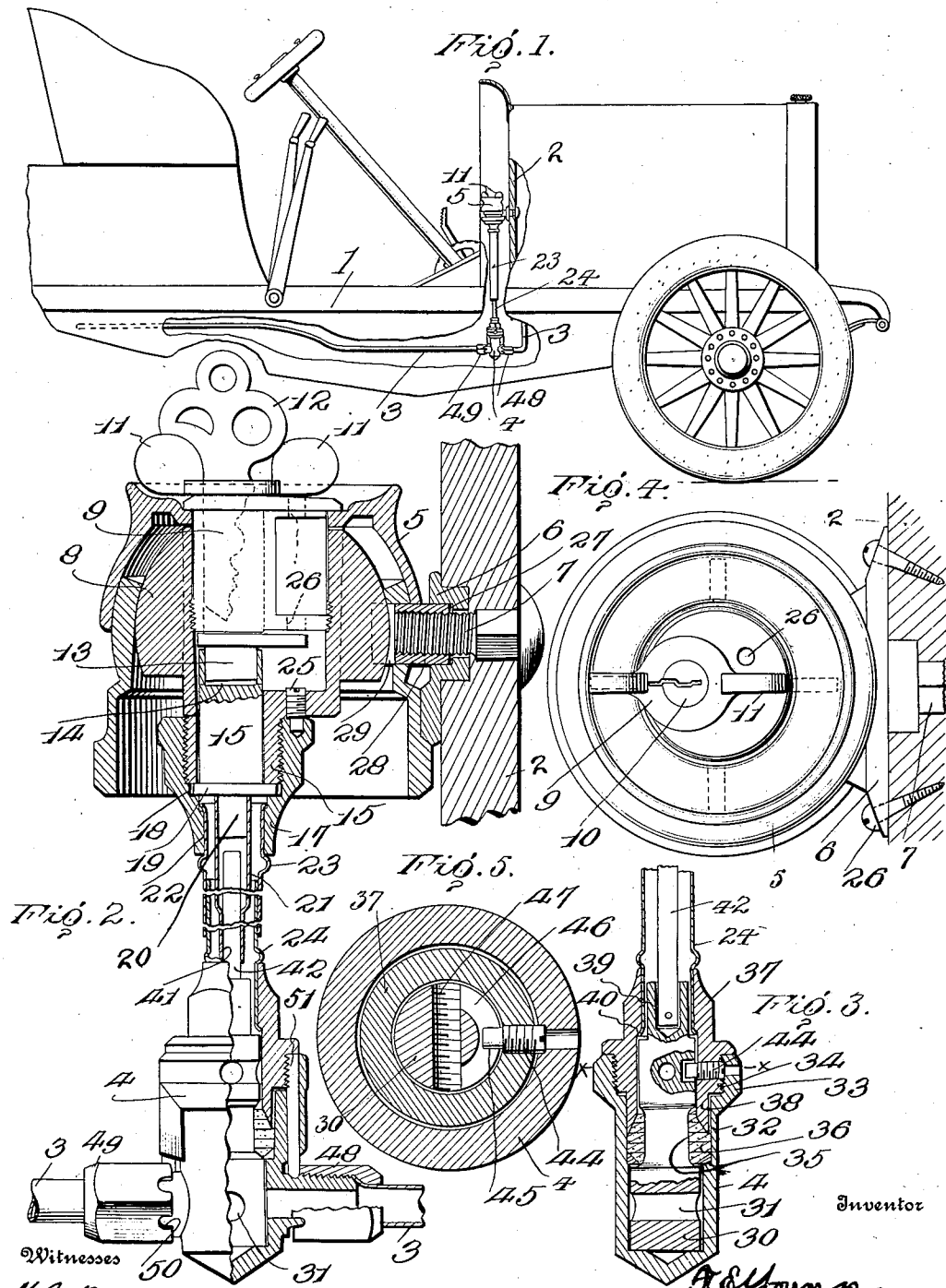


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 LOCKING AND CONTROLLING MEANS FOR TURNING PLUGS.  
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# UNITED STATES PATENT OFFICE.

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LOCKING AND CONTROLLING MEANS FOR TURNING PLUGS.

1,025,105.

Specification of Letters Patent.

Patented Apr. 30, 1912.

Application filed July 8, 1908. Serial No. 442,543.

*To all whom it may concern:*

Be it known that I, FRED E. YOUNGS, a citizen of the United States, residing at Detroit, in the county of Wayne and State of Michigan, have invented certain new and useful Improvements in Locking and Controlling Means for Turning Plugs, of which the following is a specification, reference being had therein to the accompanying drawing.

My invention relates to improvements in locking and controlling means for turning plugs.

The object of my invention is to provide a device of this character, which is adapted to be readily attached to an automobile, whereby the valve controlling the supply of fuel oil from the tank is locked, the object of which is to prevent any one from using the automobile.

In automobiles, the oil supply generally runs from the back of the machine to the front beneath the hood, and by my improved device this valve operating device or lock is secured to the dash-board, whereby the same is in reach of the operator.

Another object of my invention is to provide a lock and operating mechanism of this character which can be readily attached to any ordinary automobile, and the parts so adjusted that it can be set at an angle or extended as the case might require.

A still further object of my invention is to provide a more simple, cheap and effective device of this character.

In the accompanying drawings, Figure 1, is a vertical sectional view of the forward part of an automobile, showing my device applied thereto. Fig. 2, is a vertical, sectional view of the device. Fig. 3, is a vertical, sectional view taken on a line at right angles to Fig. 2. Fig. 4, is a top plan view of Fig. 1. Fig. 5 is a cross section on line  $x-x$  Fig. 3.

Referring now to the drawings, 1 represents the floor of an automobile, and 2 the dash-board, all of which are varied in machines of different characters.

3 represents the oil supply pipe leading from the oil tank, to the engine, and which is always provided with a cock or turning

plug whereby the supply of oil may be shut off from the tank and is in ready reach of the operator of the machine. The cock or turning plug is designated by 4, and is of the usual form for controlling the supply through a pipe, although the exterior is changed to suit certain conditions hereinafter more fully described.

My improved attachment consists of a housing 5 to which is attached the plate or bracket 6 by means of the screw-bolt 7, which passes through the dash-board 2, as will be hereinafter more fully described. Within the housing 5 is the lock carrying case 8 which is of a spherical form whereby it may be moved within the housing 5 for setting it at the desired angle. Within the case is a rotatable cylinder 9 locked within the housing by the lock 10, and the lock employed would be of the character known as the "pin tumbler cylinder lock", and the operation and construction of which need not be further described. The upper end of the cylinder 9 is provided with the wings 11 by means of which the same may be rotated or turned when released by the lock through the medium of a suitable key such as is shown at 12. The lower end of the cylinder 9 is lengthened out and flattened as indicated at 13, and adapted to fit within a correspondingly shaped recess 14 in the upper end of the block 15. The lower end of the lock housing is drawn inwardly and has the externally screw-threaded boss 15 upon which is screwed the socket 17. The said socket is provided with a recess 18 below the lower end of the boss 16 and into which loosely fits an annular flange 19 carried by the block. The block 15 below the flange is provided with a reduced extension 20 to which is rigidly attached the tubular valve operating member 21. The socket at its lower end is provided with an opening 22 through which the tubular member 21 passes, and said opening is of a size considerably larger than the member 21. Secured within said opening 22 is a downwardly-extending tubular telescoping guard member 23 which passes over a tubular member 24 carried by the turning plug 4, and this protects the valve stem and other operative

parts which will be hereinafter more fully described. To prevent the socket 17 from being unscrewed from the lock housing 8, I provide a set screw 25 which is operated from the inside through the opening 26, registering with the screw when the lock or cylinder is turned or opened, and thus prevents the parts being separated by a screw driver when the valve is locked in a closed position, and positively prevents the removal of the lock in order to operate the valve without first unlocking the barrel cylinder. By this construction, it will be seen that when the cylinder 9 is released by the key the same is turned by the wings 11, which in turn operate the block 15 carrying the tube 21 and said tube operates the valve stem of the valve, whereby the oil supply is opened or cut off, as desired.

In order to adjustably hold the locking casing or housing within the housing 5, I provide the bracket 5 which is screwed to the dash-board, as indicated at 26. The bracket 6 is provided with a recess 27 into which fits the nut 28, and said nut extends through a hole in the housing 5, and the inner end has a slot 29 across the same, and through which the web of the lock housing passes. This prevents the unscrewing of the nut. The bolt 7 has a round head on the outside of the dash-board, whereby the bolt cannot be unscrewed by a wrench.

The cock or turning plug 4 has the valve proper 30 therein, and has the passage-way 31 therethrough through which the oil passes when it is turned to register with the oil supply pipe 3. The housing 4 is extended upwardly, as indicated at 32, and is provided with an off-set portion 33 internally screw-threaded at 34. The plug proper 30 of the cock is provided with a recess 35 into which fits the packing 36. Screwed within the screw-threaded off-set 33 is a cap 37 which has a downwardly-extended portion 38 adapted to compress the packing 36. The plug 30 has its upper end reduced at 39, and the cap 37 has an inwardly-extending portion 40 whereby the plug is further held within the casing. Secured within the upper end of the plug is the stem 42 which is of an angular form, and by means of which the plug is turned. The lower end of the tube 21 is drawn inwardly and is made of an angular form, as indicated at 41, whereby the stem is rotated with the tube 21. The upper end of the cap is provided with the tube 24 which telescopes with the tube 23, and the two form a guard for the valve stem.

In order to prevent the cap 37 from being unscrewed from the valve casing, except when the valve is open, I provide a screw 44 screwed into the valve casing from the inside, and removable only from the inside.

The said screw extends through the cap 37 and has a smooth inner end 45 working in a peripheral groove 46 in the plug. The plug 30 also has an opening 47 communicating with one end of the groove, and said opening is adapted to register with the screw 44 when the plug is in an open position. The screw is of such a length that it can be screwed inwardly into the opening 47 and its outer end will be inwardly extended beyond the inner edge of the casing, whereby the cap can be unscrewed.

From the foregoing description it will be seen that I have provided an attachment for an automobile which can be readily adjusted to fit any automobile, and at the same time providing such a lock for the oil supply in which the several parts are so locked together that they cannot be separated when the valve is closed.

In order to prevent the couplings 48 and 49 from being uncoupled from the pipe line, I provide the inner edges thereof with the notches 50, and the plug or casing 4 is provided with the pins 51 which extend downwardly and enter said notches, and prevent the couplings from being unscrewed until after the parts held together by the screw 44 are removed, which allows the pins to be moved vertically as clearly shown in Fig. 2 of the drawings.

Having thus described my invention, what I claim and desire to secure by Letters Patent, is:—

1. The combination with an automobile having an oil supply pipe from the tank to the engine, controlling means in said pipe, a lock carried by the dash-board of the automobile, and operating means connected to the pipe controlling means and locked by the said lock.

2. The combination with an automobile having an oil supply pipe from the tank to the engine, a valve in said pipe, a valve operating mechanism, a lock-carrying housing secured to the dash-board of the automobile and adapted to control the valve operating mechanism.

3. The combination with an automobile having an oil supply pipe from the tank to the engine, a valve in said pipe, of a housing adjustably secured to the automobile, an extensible valve operating connection between the bushing and the valve, and a lock within the housing and controlling the extensible valve operating connection.

4. The combination with an automobile having an oil supply pipe from the tank to the engine, a valve in said pipe, of a housing secured to the dash-board of the automobile, means carried by the housing for operating the valve in the oil supply pipe, and a lock within the housing and controlling the valve operating means.

5. The combination with an automobile having an oil supply pipe from the tank to the engine, of an adjustable housing secured to the automobile, a rotatable cylinder within the housing, a valve in the oil supply pipe, a valve stem carried by the valve and an extensible connection between the cylinder and the valve stem, and a lock controlling said cylinder.
6. The combination with an automobile, of an adjustable housing secured to the dash-board thereof, a rotatable cylinder within the housing, a lock controlling the rotation of said cylinder, means whereby the cylinder may be rotated, a downwardly-extending tube rotated by the cylinder, and the lower end of the tube adjustably connected to the valve stem of the valve controlling the oil supply in the pipe leading from the tank.
7. The combination with an automobile, of an adjustable housing secured to the dash-board thereof, a rotatable cylinder within the housing, a lock controlling the rotation of said cylinder, means extending above the housing for rotating the cylinder, a downwardly-extending tube carried by the lower end of the cylinder and the lower end of the tube drawn inwardly into an angular form, a valve in the oil supply pipe below the floor of the automobile, a valve stem extending upwardly through the floor and of an angular form and telescoping within the angular lower end of the tube.
8. The combination with an automobile, of an adjustable housing secured to the dash-board thereof, a rotatable cylinder within the housing, a lock controlling the rotation of said cylinder, means extending from the cylinder for rotating the cylinder, a downwardly-extending guard tube carried by the housing, a downwardly-extending tube connected with the cylinder within the guard tube, and rotated thereby, and having its lower end drawn inwardly into an angular form, a valve in the oil supply pipe below the floor of the automobile, a guard tube carried by the valve and telescoping with the tube carried by the housing, and a valve stem extending upwardly through the guard tube and extending within the angular lower end of the tube carried by the cylinder.
9. The combination with an automobile, of a housing having a universal connection with the dash-board of the automobile, a rotatable cylinder within the housing, a lock for controlling the rotation of said cylinder, a cap screwed to the lower end of the housing, a set screw within the housing for locking the cap and housing together against separation, means carried by the lock for preventing said screw from being removed when the lock is in its locked position, a turning plug carried by the oil supply pipe below the floor of the automobile, a valve stem extending upwardly and telescoping with a tube carried by the cylinder, and a set screw within the plug for preventing the separation of the several parts of the plug when the plug is in its closed position.
10. The combination with an automobile, of a housing secured to the dash-board thereof, a lock casing swiveled in said housing, a rotatable cylinder within the case, a lock for locking said cylinder in the case, a rotatable member within the case, and interlocking with the cylinder, a tube carried by the lower end of said rotatable member, a valve below the floor of the automobile and controlling the supply of oil from the tank, a valve stem extending upwardly through the floor and entering said tube, and adapted to telescope therewith whereby the distance between the valve and lock-casing can be varied.
11. The combination with an automobile, of a housing detachably secured to the dash-board of an automobile, a lock case swiveled in the housing, a rotatable cylinder in said casing, a rotatable member in the casing and interlocking with the cylinder, a lock for holding the cylinder against rotation, a downwardly-extending guard tube carried by the lower end of the casing, a tube carried by the lower end of the rotatable member and extending through the first mentioned tube, a valve below the floor of the automobile, a valve stem extending upward and entering the tube carried by the rotatable member, a second tube carried by the valve casing and telescoping within the tube carried by the lower end of the lock case, substantially as described.
12. The combination of an automobile having an oil supply pipe from the tank to the engine, controlling means in said pipe, a lock secured on the automobile, and operating means connected to the pipe controlling means and locked by said lock.
13. The combination with an automobile, of a housing removably supported by the dash-board, a lock casing swiveled in the housing, a rotatable cylinder in the casing, a lock for locking the cylinder against rotation, a rotatable member within the casing and interlocking with the cylinder, a cap screwed upon the lower end of the casing and holding the rotatable member therein, a set screw for locking the cap against removal and exposed only when the lock is unlocked, a tube carried by the lower end of the rotatable member, a tube carried by the lower end of the cap and surrounding the first mentioned tube, a valve in the oil supply pipe below the floor of the automobile, a valve stem extending upwardly and longitudinally movable in the tube carried

by the rotatable member, yet held against rotation therein, an upwardly-extending tube carried by the valve casing and entering the tube carried by the lock casing, a set  
5 screw for locking the valve in the casing and released only when the valve is open, and pins carried by the valve casing for locking the coupling of the pipe against re-

moval until the before mentioned securing screw is released, substantially as described. 10

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

FRED ELLIOTT YOUNGS.

Witnesses:

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