W. C. MELTON.

AUTO LOCK.

APPLICATION FILED MAY 15, 1918.

1,310,362. Patented July 15, 1919.

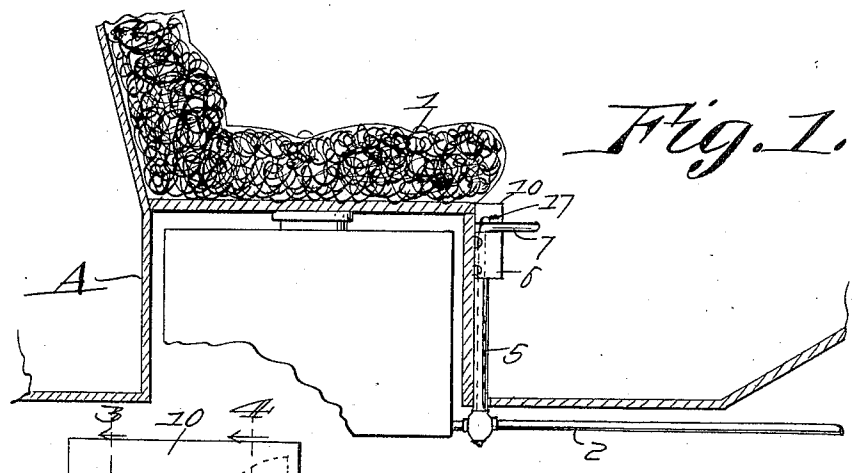


Fig. 1.

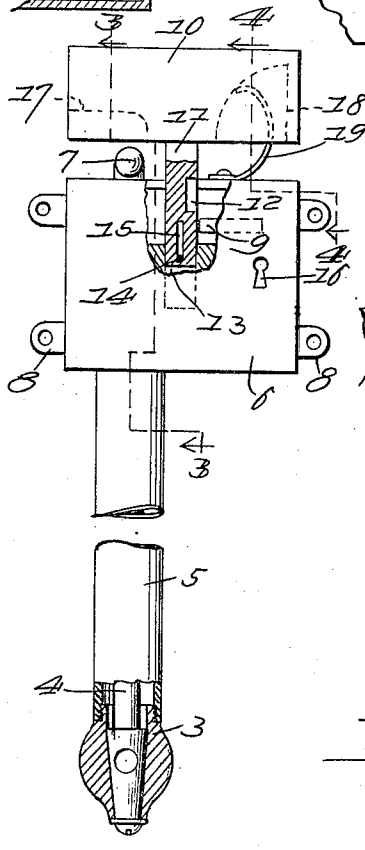


Fig. 2.

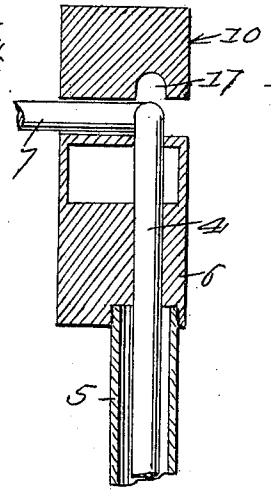


Fig. 3.

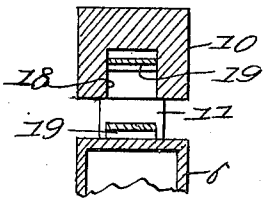


Fig. 4.

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AUTO-LOCK.

1,310,362. Specification of Letters Patent. Patented July 15, 1919.

Application filed May 15, 1918. Serial No. 234,605.

To all whom it may concern:

Be it known that I, WILLIAM C. MELTON, a citizen of the United States, residing at Sherman, in the county of Grayson and State of Texas, have invented new and useful Improvements in Auto-Locks, of which the following is a specification.

The invention relates in general to attachments for auto vehicles and is particularly a valve locking device by means of which the fuel supply pipe from the tank to the motor of the vehicle may be cut off, and a valve which is inserted in said pipe locked in the cut off position.

Another purpose of the invention is to provide a device of this character which is simple in construction, durable and effective in operation, inexpensive to manufacture and easy of application to various makes of auto vehicles.

Still further and other purposes appear as the invention is set forth in detail in the description which follows.

To the exact construction in which it is shown, and described, the invention is not to be restricted. The right is reserved to make such changes or alterations as the actual reduction to practice may suggest, in so far as such changes or alterations may be comprehended in spirit by the annexed claim.

In the accompanying drawings:

Figure 1 is a view in section of a portion of an auto vehicle body showing the invention applied thereto,

Fig. 2 is a view in elevation showing the invention *per se*, and showing the valve in the unlocked position,

Fig. 3 is a section on the line 3—3 of Fig. 2,

Fig. 4 is a section on the line 4—4 of Fig. 2.

Referring to the drawings, there is shown, that portion of an auto vehicle body A whereon the front seat 1 is mounted, and beneath which there passes the fuel supply pipe, the section 2 of which is shown. The valve casing 3 is inserted in the supply pipe and the stem 4 by which the valve is operated rises upwardly from the valve and passes through the floor of the body A in front of the seat 1. The valve casing 3 is designed to receive by threaded engagement with it, the tubular member 5 in which the stem 4 is designed to be inclosed. The tubular member 5 also passes through the floor of the body A and connects at its upper end with a quadrangular block 6, its connection with the block being on the bottom edge of the latter and accomplished by means of threads formed externally on the tubular member and internally in the block. The block 6 is bored vertically near one side to permit the stem 4 to pass loosely therethrough, the stem being designed to terminate a sufficient distance above the upper edge of the block to permit it to receive the detachable operating handle 7.

The block 6 is designed for attachment on the front of the seat 1, and to that end is provided with ears 8 through which suitable screws are inserted to effect the attachment of the block.

The block 6 carries on its interior, a locking bolt 9 (shown in dotted lines in Fig. 2), which is designed to be operated by any of the conventional means, the lock being designed along plans usual for bolt lock construction.

Coöperating with the block 6 which constitutes the lock, there is a keeper 10 corresponding in cross sectional dimensions to the dimensions of the block. This keeper carries on its under face, a medially disposed bar 11 in which an eye 12 is formed. The bar 11 slidably enters an aperture 13 formed in the block 6 and opening on the upper edge of the latter, but extending downwardly thereinto toward the bottom. When the keeper 10 is set down on the block 6, the bar 11 extends to the bottom of the aperture 13, but when the keeper is raised, as it is when in unlocked position, the bar 11 is partially withdrawn from the aperture, but is prevented from complete withdrawal therefrom because of a pin 14 inserted transversely through the block 6 and through the bar 11, the pin 14 however, loosely engaging the bar since it passes through an elongated slot 15 formed in the latter.

When the keeper 10 is down on the block 6, the eye 12 registers with the locking bolt 9, and the latter may be made to engage in the eye by the operation of a suitable key which is first inserted through the key-hole 16 formed in the block on its front face. The keeper 10 however cannot be moved down into contact with the block 6 until the valve 3 is turned off, this turned off position of the valve requiring that the handle 7 be turned into a plane parallel with the plane of the front face of the block, when a recess

17 formed longitudinally in the under face of the keeper is engaged by the handle.

On that side of the keeper opposite the keeper 17, there is another but much deeper recess 18 formed in the under edge, this recess operating to inclose a flat bowed spring 19, one end of which is secured on the upper edge of the block 6 and the other end of which bears against one wall of the recess 18. When the locking bar 9 is disengaged from the eye 12 in the bar 11, this spring 19 operates to raise the keeper 10 to a position where the pin 14 engages in the bottom of the elongated slot 15. The handle 7 may then be turned around to a position at right angles with the forward face of the block 6, when the stem 4 being given a corresponding angular movement operates to open the valve in valve casing 3, thus opening the pipe which the valve controls and permitting the passage of the fuel from the supply tank to the motor of the vehicle on which the device is attached. When it is desired to close the valve (thus shutting off the fuel supply), the turning of the handle 7 to its former position effects this closing of the valve, and the valve may be locked in this closed position by forcing the keeper down upon the block 6 when the handle 7 will engage in the recess 17 and when the eye 12 may be engaged by the locking bolt 9 to secure the keeper in this position against the pressure of the spring 19.

The lock may be readily applied to an auto vehicle by cutting the tube 5 off at the upper end and thereafter threading it, so that the block 6 will stand at the proper position on the seat of the vehicle when the device is attached. The stem 4 may then be cut off at its upper end to leave only sufficient stock to permit the attachment of the handle 7 in order that the latter may stand close to the block 6 on the upper edge thereof.

The provision of the tubular member 5 around the stem 4 will prevent the opening or closing of the valve by means of a Stilson wrench or other tool when the valve is locked in the closed position. To provide for the convenience in mounting, it is not intended to have the handle 7 positively connected with the stem 4, since it would require a great deal more work to effect the attachment of the handle after the stem were cut off, if the stem is required to be reshaped thereafter to provide for such positive connection with the handle. Therefore, were it not for the tubular member 5, it might be possible to manipulate the valve by a Stilson wrench or other tool, causing the stem to turn in the handle when the handle is in locked position.

The invention having been described, what is claimed as new and useful is:

A device of the kind set forth comprising a valve for insertion in the fuel supply pipe of an auto vehicle engine, an operating stem for said valve, a locking block having means for attachment to the front of the seat of an auto vehicle, the block having an aperture extending through from the top to the bottom near the edge in which aperture the stem loosely engages, an operating handle detachably secured to the upper end of the stem, a keeper designed for locking engagement with the block, the keeper having a recess to receive the said handle, and a centrally disposed bar on its lower surface and the block having an aperture therein to loosely receive said bar, a spring tending normally to raise the keeper from the block, and means to limit the said bar in its movement whereby the keeper is permitted to move a sufficient distance to effect its disengagement with the said operating handle.

In testimony whereof I affix my signature.

WILLIAM C. MELTON.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."