O. HINES.

LOCK FOR GASOLENE SUPPLY MEANS.

APPLICATION FILED AUG. 19, 1915.

1,179,628. Patented Apr. 18, 1916.

Fig. 1.

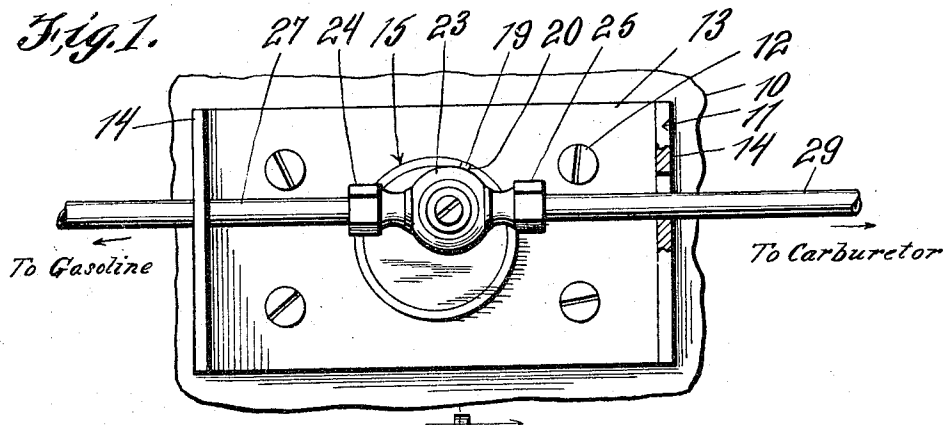


Fig. 2.

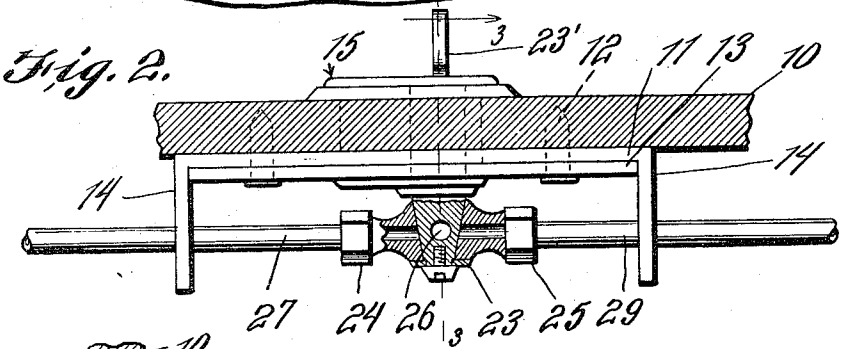
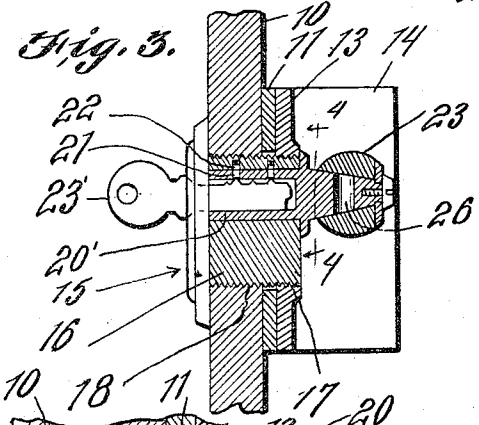


Fig. 3.



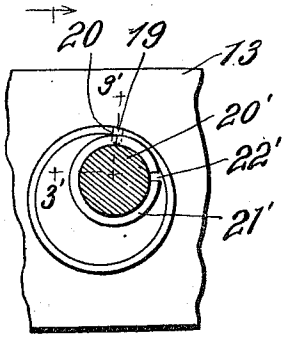


Fig. 4.

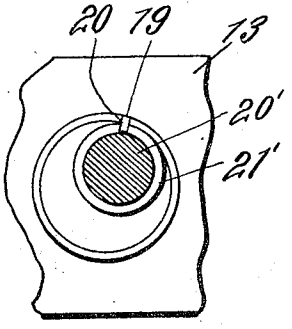


Fig. 5.

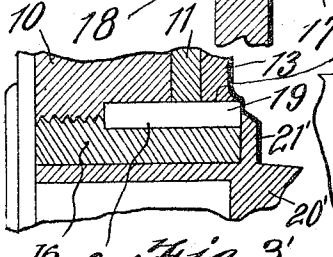


Fig. 3'.

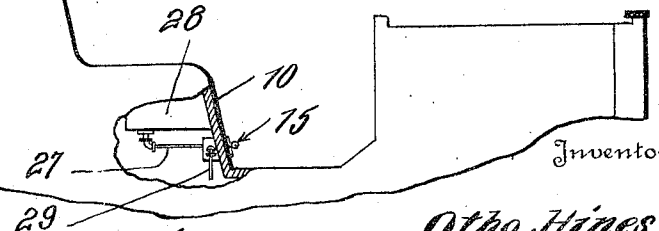


Fig. 6.

Witnesses

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LOCK FOR GASOLENE-SUPPLY MEANS.

1,179,628. Specification of Letters Patent. Patented Apr. 18, 1916.

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To all whom it may concern:

Be it known that I, OTHO HINES, a citizen of the United States, residing at Memphis, in the county of Shelby and State of Tennessee, have invented certain new and useful Improvements in Locks for Gasolene-Supply Means, of which the following is a specification.

My invention relates to improvements in locking devices for fuel supply means of internal combustion engines.

An important object of the invention is to provide apparatus of the above mentioned character, which is simple in construction, inexpensive to manufacture, convenient in use, strong and durable.

A further object of the invention is to provide a bracket having means to hold the lock member in place and for supporting pipes which connect with a valve structure operated by the lock member.

Other objects and advantages of this invention will be apparent during the course of the following description.

In the accompanying drawings forming a part of this specification and in which like numerals are employed to designate like parts throughout the same, Figure 1 is a side elevation of apparatus embodying the invention, Fig. 2 is a plan view of the same, parts being in section, Fig. 3 is a transverse sectional view taken on line 3—3 of Fig. 2, Fig. 3′ is an enlarged detail section taken on line 3′—3′ of Fig. 4, Fig. 4 is a detail section taken on line 4—4 of Fig. 3, with the valve stem in a position to prevent the removal of the key which holds the lock casing in place, Fig. 5 is a similar view showing the valve stem moved to the position to permit of the removal of such key, and, Fig. 6 is a side elevation showing the device in place in an automobile.

In the drawings, wherein for the purpose of illustration is shown a preferred embodiment of my invention, the numeral 10 designates a portion of the body of an automobile, disposed below the front seat thereof, as shown.

The numeral 11 designates a bracket which is preferably arranged upon the inner side of this portion 10, and attached thereto by means of screws 12 or the like, also passing through a plate 13, held in place thereby. This bracket 11 embodies apertured ears 14, as shown.

The numeral 15 designates a lock as a whole, preferably of the "Yale" type, embodying an outer cylindrical tubular casing 16, having screw-threaded engagement within a screw-threaded opening 17, formed in the plate 13. This casing also projects into an opening 18, extending through the portion 10. The casing 16 is held or locked against accidental rotation by a key 19, fitting in registering grooves 20, formed in the plate 13, plate 11, and portion 10 and the casing 16. This key is held against accidental displacement in a longitudinal direction by means to be described.

Rotatably mounted within the tubular casing 16 is a cylinder or drum 20′, provided upon its inner end with an annular flange 21′, serving to partly cover the key 19 and prevent its rearward longitudinal movement, while the grooves 20 do not extend entirely through the casing 16 and cylinder 20′ and have a closed forward end to prevent longitudinal movement of the key in that direction. This annular flange 21′ is provided with an opening 22′, adapted to be moved into registration with the groove or grooves 19, whereby the key 20 may be removed, when it is desired to turn the casing 16 for unscrewing or removing it.

The cylinder 20′ is provided with openings for receiving tumblers 21, coacting with tumblers 22, arranged within openings in the casing 16, as shown. The cylinder 20′ is provided with a key-hole, for receiving a key 23′. The tumblers normally serve to prevent rotation of the cylinder 20′ with respect to the casing 16, and upon the insertion of the key 23′, such tumblers are operated to permit of the rotation of the case of the cylinder 20′ with respect to the casing. As the construction of locks of this general type is well known in the art, no further detailed description will be given.

The numeral 23 designates a valve casing, having tubular extensions or couplings 24 and 25. Arranged within the casing 23 is a rotatable valve 26, adapted to establish communication between the couplings 24 and 25, and to break such communication. The valve 26 is fixedly connected with the cylinder 20′ to rotate therewith.

Connected with the tubular coupling 24 is a pipe 27, passing through the aperture in one ear 14, to be supported thereby, and extending upwardly for connection with a fuel holding tank 28, as shown in Fig. 6. A pipe 29 is connected with the other tu-

bular coupling 25, and extends through the aperture in the other ear 14, to be supported thereby. This pipe leads to the carbureter of the engine (not shown).

In operation, when the cylinder 20′ is turned to the starting position to permit of the removal of the key 23′, the valve 26 will be closed for cutting off communication between the tubular couplings 24 and 25 and hence the supply of fuel to the carbureter will be cut off. The tumblers now hold the cylinder 20′ against rotation. When the key 23′ is inserted within the cylinder 20′, the tumblers release the cylinder and it may be rotated by turning the key, whereby the valve 26 is moved to the opening position and communication established between tubular couplings 24 and 25, for supplying fuel to the carbureter.

It is to be understood that the form of my invention herewith shown and described is to be taken as a preferred example of the same, and that various changes in the shape, size and arrangement of parts may be resorted to without departing from the spirit of the invention or the scope of the subjoined claims.

Having described my invention, what I claim is:

1. In apparatus of the character described, the combination with a bracket provided with a screw-threaded opening and having a groove, of an exteriorly screw-threaded casing arranged adjacent the bracket to engage within the screw-threaded opening of the bracket and having a groove adapted for registration with the first named groove, a key adapted to be inserted within the grooves when in registration for preventing turning movement of the casing, a cylinder mounted to turn within the casing and having a key-hole and provided at one end with an annular flange to cover the groove or grooves and having an opening adapted to be moved into registration therewith, means to control the rotation of the cylinder, a valve casing arranged near the cylinder, and a movable valve mounted within the valve casing and connected with the cylinder to turn therewith.

2. In apparatus of the character described, the combination with a bracket to be attached to a support and having a screw-threaded opening and provided at its end with apertured ears, an exteriorly screw-threaded casing arranged within the screw-threaded opening, an element to prevent rotation of the casing, a cylinder mounted to turn within the casing and having a flange to prevent longitudinal movement of the element in one direction and an opening to permit of such movement of the element, lock means to control the rotation of the cylinder, a valve casing arranged adjacent the inner end of the cylinder and having tubular couplings, pipes connected with the couplings and passing through the apertured ears of the bracket to be supported thereby, and a valve movably mounted within the casing and connected with the cylinder to be turned thereby.

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

OTHO HINES.

Witnesses:
J. C. McCallen,
W. R. Kendall.