

C. L. THOMAS.
 MEANS FOR OPERATING THE GASOLINE TANK VALVES OF MOTOR CARS.
 APPLICATION FILED SEPT. 6, 1910.

1,012,933.

Patented Dec. 26, 1911.

Fig. 1.

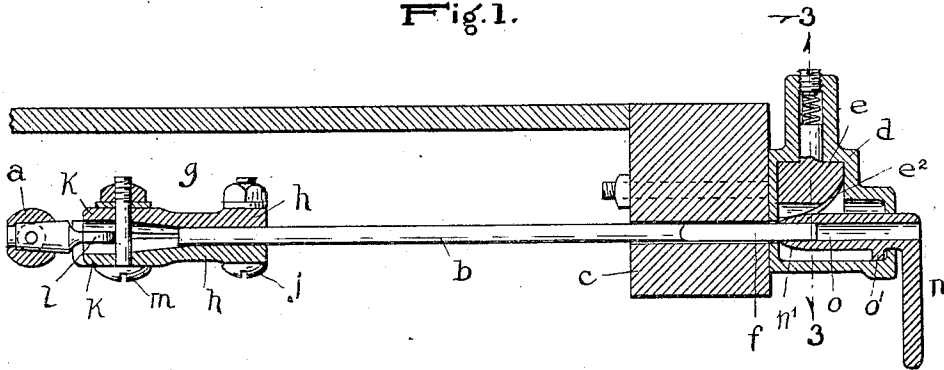


Fig. 2.

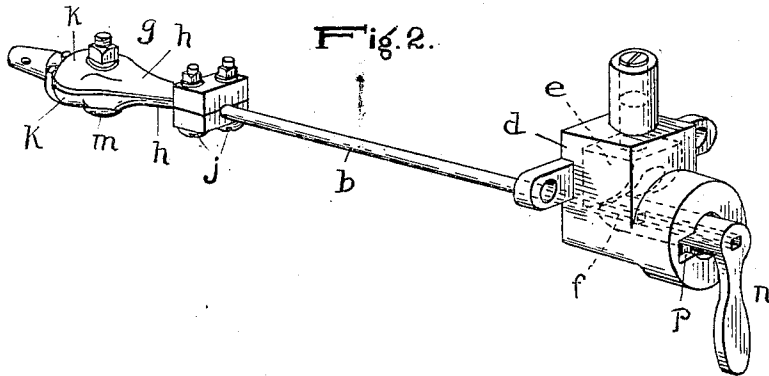


Fig. 3.

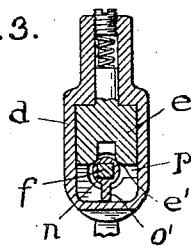


Fig. 6.

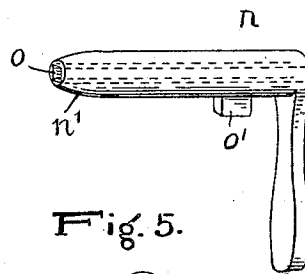


Fig. 4.

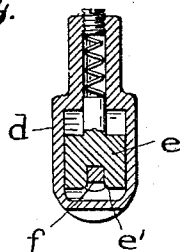
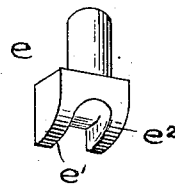


Fig. 5.



Witnesses

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UNITED STATES PATENT OFFICE.

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MEANS FOR OPERATING THE GASOLENE-TANK VALVES OF MOTOR-CARS.

1,012,933.

Specification of Letters Patent.

Patented Dec. 26, 1911.

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To all whom it may concern:

Be it known that I, CHARLES LEE THOMAS, a citizen of the United States, resident of Canisteo, in the county of Steuben and State of New York, have made a certain new and useful Invention in Means for Operating the Gasolene-Tank Valves of Motor-Cars; and I declare the following to be a full, clear, and exact description of the same, such as will enable others skilled in the art to which it appertains to make and use the invention, reference being had to the accompanying drawings, and to letters or figures of reference marked thereon, which form a part of this specification.

The invention has relation to means for conveniently operating the gasolene tank valve of an automobile, having for its object to prevent the mischievous or other interference with the car, and to prevent unnecessary and dangerous escape of the gasolene from the tank.

The invention consists in the novel construction and combinations of parts, as hereinafter set forth.

In the accompanying drawings, illustrating the invention Figure 1 is a longitudinal central vertical section of the invention as applied; Fig. 2 is a perspective view of the invention; Fig. 3 is a section on the line 3—3 Fig. 1; showing the bolt of the lock as in raised position; Fig. 4 is a similar view showing the bolt dropped into engagement with the operating rod; Fig. 5 is a detail perspective view of the bolt of the lock; and Fig. 6 is a detail perspective view of the key.

In these drawings, the letter *a*, designates the gasolene tank valve of the motor car, and *b*, is an operating rod therefor extending outward at the side of the car through the bottom sill *c*, thereof and partially through a casting or lock casing *d*, bolted to said sill, as shown, a spring bolt *e*, having a squared branched free end *e'*, acting in connection with a squared end portion *f*, of said rod to lock the rod against movement.

In order to make connection between the tank valve and its operating rod, I provide a clutch head *g*, upon the end of the rod, consisting as shown of two members *h*, *h*, bolted to the rod at *j*, and having jaws *k*, *k*, which embrace the handle *l*, of the valve, a clamp bolt *m*, being employed to secure such engagement.

A detachable key *n*, having a squared seat *o*, for the squared end of the operating rod

is designed for insertion into the aperture of the casting over said rod end. When the key is inserted, the spring bolt is raised by engagement of the beveled or cam end *n'*, of the key with the cam end *e'*, of the bolt, putting the spring of the bolt under tension, and the end of the bolt being thereby firmly pressed against the shank of the key to hold it against such movement as might be caused through vibration of the parts to accidentally turn the valve. The key is usually in place within the casting in engagement with the valve operating rod, but may be removed when the driver leaves the car by turning one quarter around when a radial lug *o* thereof comes in line with a radial slot *p* in the outer end wall of the casting. When the key is removed, the valve operating rod and valve are locked against movement with the valve closed, and danger of accident through escape of gasolene or of interference with the car is done away with. In case the car should be set afire from the gasolene escape, the feed may be turned off in a second of time, shutting off all gasolene excepting the small amount in the carbureter which can do little damage.

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

1. Means for operating the gasolene tank valve of a motor car, having in combination a hollow casing provided with a key hole, a rotatable operating rod having at one end a clutch head capable of detachable engagement with the handle of said valve and at its opposite end portion a bolt seat and a wrench seat, and a movable bolt working in said casing and having releasable engagement with said bolt seat, said bolt having a cam-beveled outer face, and a key having a beveled end capable of engagement with the cam outer face of said bolt to release the same, and a recess capable of engagement with the wrench seat of said rod to turn the same.

2. Means for operating the gasolene tank valve of a motor car, having in combination a hollow casing having an inner end wall provided with an aperture and an outer end wall provided with a key hole, a rotatable operating rod having at one end a clutch head capable of detachable engagement with the handle of said valve and at its opposite end a bolt seat and a wrench seat portion of angular form in cross section engaging said

aperture, and a spring bolt working in said casing and having releasable engagement with the angular end portion of said rod to prevent turning thereof and of said valve.

5 3. Means for operating the gasoline tank valve of a motor car, having in combination a hollow casing provided with a key hole, a
10 rotatable operating rod having at one end a clutch head capable of detachable engagement with the handle of said valve and at its
15 opposite end a bolt seat and wrench seat portion of angular form in cross section, and a movable bolt working in said casing and provided with a forked lower end having releasable engagement with the angular portion of said rod, said forked lower end having a cam-beveled outer face.

4. Means for operating the gasoline tank valve of a motor car, having in combination
20 a hollow casing provided with a key hole, a rotatable operating rod having at one end a

clutch head capable of detachable engagement with the handle of said valve and at its opposite end a bolt seat and wrench seat portion of angular form in cross section, and
25 a movable bolt working in said casing and provided with a forked lower end having releasable engagement with the angular portion of said rod, said forked lower end having a cam-beveled outer face, and a key having a beveled end capable of engagement
30 with the beveled face of said bolt to release the same, and a recess capable of engagement with the wrench seat of said rod to turn the same. 35

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

CHARLES LEE THOMAS.

Witnesses:

HERMAN E. BUCK,
M. E. BURRELL.

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