C. E. P. GREIFF & C. F. SCHREIBER.

AUTOMOBILE SAFETY LOCK.

APPLICATION FILED FEB. 20, 1914.

1,124,014. Patented Jan. 5, 1915.

Fig. 1.

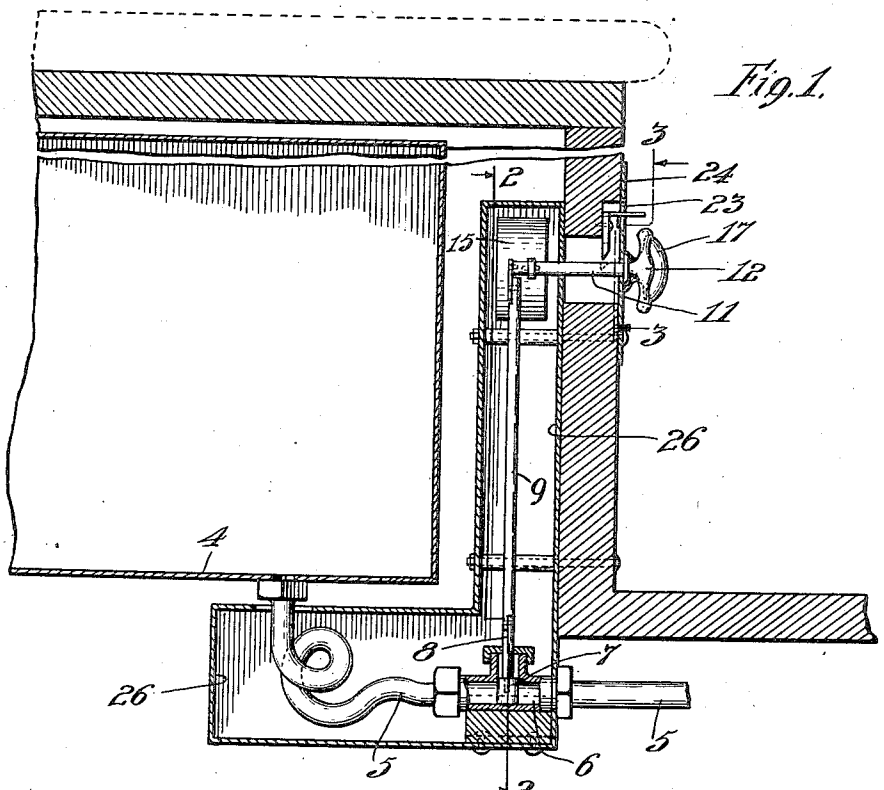
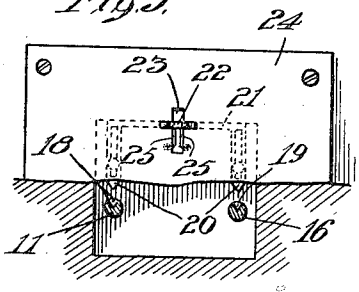


Fig. 3.



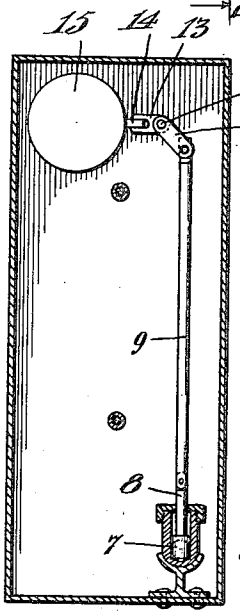


Fig. 2.

Witnesses:
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Their Attorneys.

UNITED STATES PATENT OFFICE.

CHRISTIAN E. P. GREIFF AND CHARLES F. SCHREIBER, OF CHICAGO, ILLINOIS, ASSIGNORS OF ONE-THIRD TO CARL J. KLEIN, OF CHICAGO, ILLINOIS.

AUTOMOBILE SAFETY-LOCK.

1,124,014. Specification of Letters Patent. Patented Jan. 5, 1915.

Application filed February 20, 1914. Serial No. 819,911.

To all whom it may concern:

Be it known that we, CHRISTIAN E. P. GREIFF and CHARLES F. SCHREIBER, former subjects of the Emperor of Germany, who have declared our intention of becoming citizens of the United States, and residents of the city of Chicago, county of Cook, and State of Illinois, have invented certain new and useful Improvements in Automobile Safety-Locks, of which the following is a specification.

Our invention relates to improvements in safety locks especially adapted for use on automobiles, and has for its object the provision of a simple arrangement of this character which is highly efficient in use.

Our invention consists in the combinations and arrangements of parts hereinafter described and claimed.

The invention will be best understood by reference to the accompanying drawing forming a part of this specification, and in which—

Figure 1 is a sectional view illustrating locking mechanism embodying our invention, Fig. 2, a section taken on line 2—2 of Fig. 1, and Fig. 3, an enlarged section taken on line 3—3 of Fig. 1.

The preferred form of construction as illustrated in the drawing comprises a gasolene tank 4 having a discharge pipe 5 leading therefrom. A valve casing 6 is interposed in pipe 5 and a valve 7 is arranged in said casing to open or close the passage therethrough. Valve 7 is controlled by a valve stem 8 connected by a link 9 with an operating arm 10 on an operating shaft 11 as shown. Shaft 11 is provided with an operating handle 12 which is positioned on the forward side of the seat of the automobile. Shaft 11 also carries a notched arm 13 adapted to be engaged by a bolt 14 from an ordinary combination lock 15. The combination lock 15 is operated by a stem 16 arranged parallel with shaft 11 and having a knob 17 for manipulating the same arranged adjacent said shaft. By this arrangement, it will be observed that the shaft 11 may be readily manipulated to open or close the passage through valve casing 6 and thus control the passage of gasolene through discharge pipe 5, said discharge pipe 5 being the pipe which leads to the ordinary carbureter of the engine.

Shaft 11 is provided with a locking notch 18 and stem 16 is provided with a similar notch 19 coöperating with slidable dogs 20 which are adapted to enter said notches and prevent rotation of said valve and stem. Dogs 20 are connected at their upper ends by means of a bar 21 carrying an operating finger 22 projecting outwardly through a slot 23 in a plate 24 fixed to the forward side of the seat of the automobile, as shown. Inwardly bowed springs 25 are secured to the rear of plate 24 in position to hold finger 22 and consequently dogs 20 either in engagement with notches 18 and 19, or out of engagement therewith. By this arrangement, it will be observed that when valve 7 is shifted to open position, dogs 20 may be depressed to engage notches 18 and 19 and thus prevent closing of the valve 7 through jarring of the machine. Valve casing 6, link 9, shaft 11 and combination lock 15 are inclosed in a casing 26 which protects these parts from tampering.

By the arrangement above set forth, it will be observed, that the owner of the automobile may readily close valve 7 and lock the same in closed position by manipulating combination lock 7 to throw bolt 14 in engagement with an arm 13 and that no one not knowing the combination of lock 15 can then start the car. The specific form and arrangement of parts is a simple and efficient one for the purpose.

While we have illustrated and described the preferred form of construction for carrying our invention into effect, this is capable of variation and modification without departing from the spirit of the invention. We, therefore, do not wish to be limited to the precise details of construction set forth, but desire to avail ourselves of such variations and modifications as come within the scope of the appended claims.

Having described our invention what we claim as new and desire to secure by Letters Patent is:

1. The combination with a tank, of a discharge pipe therefor; a valve in said pipe; a casing surrounding said valve; an operating shaft; an operative connection between said shaft and said valve; a combination lock arranged to lock said shaft against rotation; a stem for operating said lock; and means for locking said shaft and stem against rotation, substantially as described.

2. The combination with a tank; of a dis-

charge pipe therefor; a valve in said pipe; a casing surrounding said valve; an operating shaft; an operative connection between said shaft and said valve; a combination lock arranged to lock said shaft against rotation; a stem for operating said lock; and means for simultaneously locking said shaft and stem against rotation, substantially as described.

3. The combination with a tank, of a discharge pipe therefor; a valve in said pipe; a casing surrounding said valve; an operating shaft having a notch therein; an operative connection between said shaft and said valve; a combination lock arranged to lock said shaft against rotation; a notched stem for operating said lock; locking dogs adapted to engage the notches in said shaft and said stem; a bar connecting said dogs; an operating finger on said bar; and oppositely disposed bowed springs arranged on opposite sides of said finger and adapted to maintain the same either in locking or non-locking position, substantially as described.

In testimony whereof we have signed our names to this specification in the presence of two subscribing witnesses.

CHRISTIAN E. P. GREIFF.
CHARLES F. SCHREIBER.

Witnesses:
JOSHUA R. H. POTTS,
HELEN F. LILLIS.