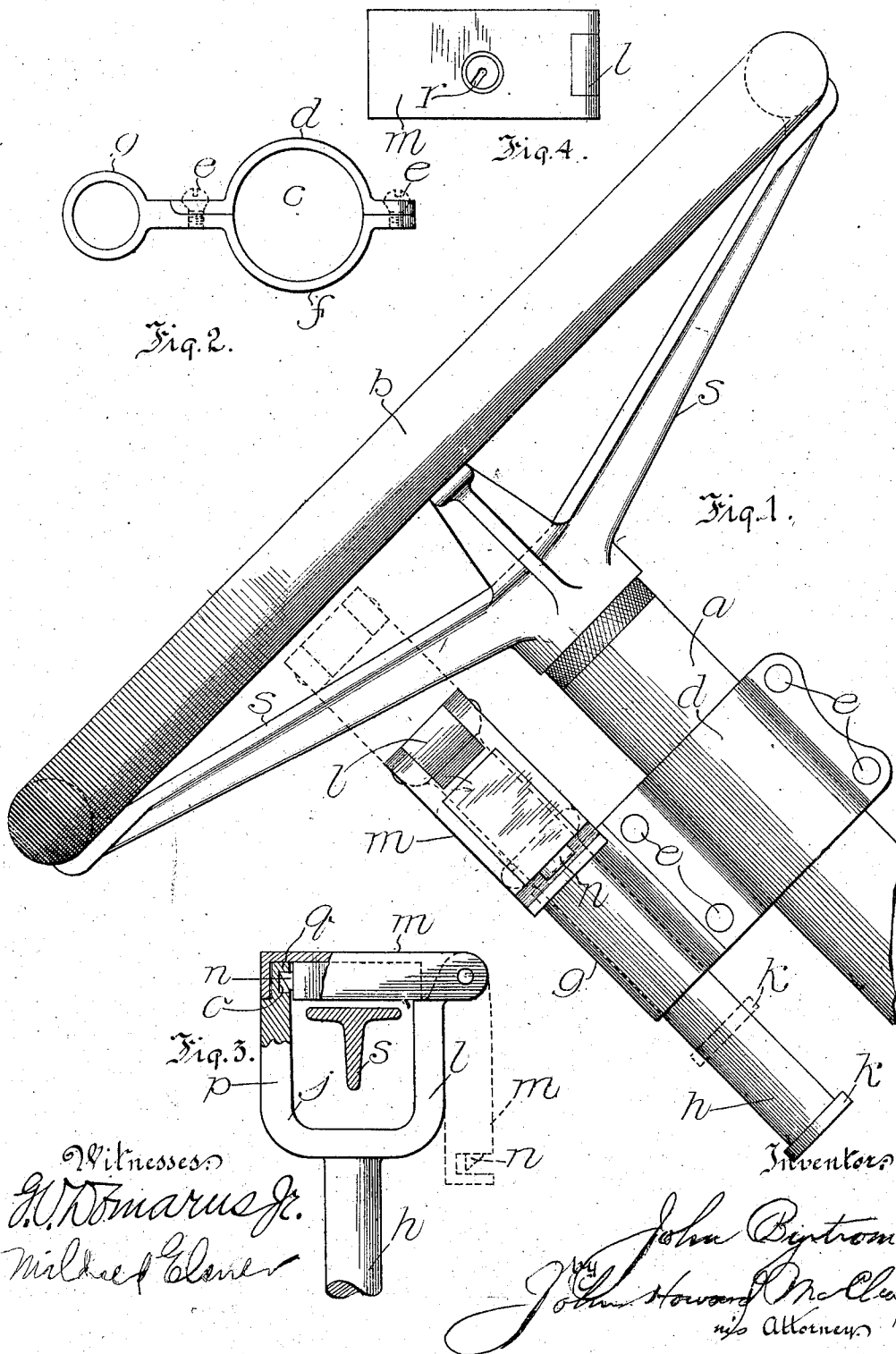


J. BYSTROM.
 LOCKING DEVICE FOR AUTOMOBILES.
 APPLICATION FILED DEC. 28, 1911.

1,037,203.

Patented Sept. 3, 1912.



UNITED STATES PATENT OFFICE.

JOHN BYSTROM, OF CHICAGO, ILLINOIS, ASSIGNOR TO JOHN HOWARD McELROY, OF CHICAGO, ILLINOIS.

LOCKING DEVICE FOR AUTOMOBILES.

1,037,203.

Specification of Letters Patent.

Patented Sept. 3, 1912.

Application filed December 28, 1911. Serial No. 668,386.

To all whom it may concern:

Be it known that I, JOHN BYSTROM, a citizen of the United States, and a resident of Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Locking Devices for Automobiles, of which the following is a full, clear, and exact specification.

My invention is concerned with locks for automobiles, and is designed to produce a simple and effective lock permanently attached to the machine, and so constructed and located that the driver can quickly, and with the minimum of effort, lock the machine so as to prevent its being readily driven away by an unauthorized person not having the key to unlock the machine, and it is further designed so that it can be substantially as readily unlocked and thrown out of action by the possessor of the proper key.

To illustrate my invention, I annex hereto a sheet of drawings, in which the same reference characters are used to designate identical parts in all the figures, of which—

Figure 1 is a side elevation of the steering wheel of an automobile, showing my invention applied thereto; Fig. 2 is a top plan view of the supporting element which is secured to the supporting sleeve of the steering wheel shaft; Fig. 3 is a section through one of the spokes of the steering wheel, showing the locking device in operation; and Fig. 4 is a top plan view of the locking yoke.

In carrying out my invention, I preferably secure to the supporting sleeve *a*, containing the shaft of the steering wheel *b*, the clamping yoke *c*, which is suitably constructed so that it can be clamped firmly upon the sleeve *a*, in such a manner that it cannot readily be displaced or removed without the employment of tools. While I have shown the member *d* as secured by screws *e* with the slotted portions of their heads cut off after it has been clamped in place on the opposed member *f*, I contemplate employing connections which will be even more difficult of separation. In the preferred form of my invention, I associate with this yoke *c*, the supporting sleeve *g*, through which slides freely the supporting rod *h* of the locking yoke *j*, and to prevent the removal of the rod

h, I form on or immovably secure to the lower end thereof the flange or projection *k*, which prevents the rod being drawn upward and out of the sleeve *g*. On the supporting end of the arm *l* of the yoke *j*, I pivot the locking-bar *m*, which is provided with a spring lock on the interior thereof, which has a beveled, preferably spring pressed, locking bolt *n* projecting from the free end thereof and adapted to cooperate with the locking recess *o* formed in the face of the upper end *q* of the other arm *p* of the yoke *j*. This upper end *q* is reduced on three sides (all except the innermost) so that when the locking-bar *m* is swung down and caught by the spring-catch, the reduced upper end *q* is surrounded on all sides by the locking bar *m* so as to prevent access to the spring pressed bolt *n*. Of course, the lock will be provided with the keyhole *r* in the upper end into which the key can be readily inserted and turned to release the lock when it is desired.

The operation of the device will be readily apparent from Fig. 1. When the automobile is in use, the locking-rod and yoke are in the position shown in full lines in Fig. 1, with the locking-bar hanging down, as shown in said Fig. 1, and as illustrated in dotted lines in Fig. 3.

When the user stops the machine, after he has driven up to the curb, he simply raises the locking rod until the yoke embraces the nearest spoke of the steering wheel *b*, which may have to be turned a trifle to bring the spoke into the vertical plane of the yoke. If anybody attempts to drive the automobile away, they are unable to operate the steering wheel, and as machines are usually left with the steering wheels turned, an unauthorized driver could only drive in a curve, which would shortly bring him to grief. Similarly, if by chance the machine should be left with the steering wheels directed to drive straight ahead, it would be impossible for a thief to proceed any distance without getting into trouble of some sort.

While I have shown and described my invention as embodied in the form which I consider best adapted to carry out its purpose, it will be understood that it is capable of modifications, and that I do not desire to

be limited in the interpretation of the following claims, except as may be necessitated by the state of the prior art.

What I claim as new and desire to secure by Letters Patent of the United States is:—

1. In a locking device for automobiles, the combination with a steering wheel, of a yoke, supporting means for the yoke whereby it can be moved from a normal unlocked position beneath the wheel up into the plane of the wheel to embrace the latter to prevent its rotation, and a locking member carried by the top of the yoke and adapted to move to close the yoke to lock the wheel or to open it to permit it to move down out of engagement with the wheel.

2. In a locking device for automobiles, the combination with a steering wheel, of a yoke, supporting means for the yoke whereby it can be moved from a normal unlocked position beneath the wheel up into the plane of the wheel to embrace the latter to prevent its rotation, a locking member carried by the top of the yoke and adapted to move to close the yoke to lock the wheel or to open it to permit it to move down out of engagement with the wheel, and a lock in said locking member adapted to be operated from above to open the yoke.

3. In a locking device for automobiles; the combination with a steering wheel, of a stationary support for the same, a yoke attached to engage the wheel so as to prevent its rotation, a spring lock closing the top of the yoke to prevent its unauthorized removal from the wheel, and a support attached to the stationary support and the yoke, and movable to carry the latter into and out of engaging position.

4. In a locking device for automobiles, the combination with a member adapted to be clamped on the sleeve of the steering wheel shaft of an automobile, a supporting sleeve carried by the said member, a rod free to slide in said sleeve, but not capable of removal therefrom, a yoke carried by the upper end of said sleeve, and a locking bar pivoted on the top of the yoke and adapted to clamp the same to the spoke of a steering wheel.

In witness whereof, I have hereunto set my hand and affixed my seal, this 22nd day of December, A. D. 1911.

JOHN BYSTROM. [L. S.]

Witnesses:

JOHN HOWARD McELROY,
ERIK L. KRAG.

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