

1,247,512.

Patented Nov. 20, 1917.

Fig. 1.

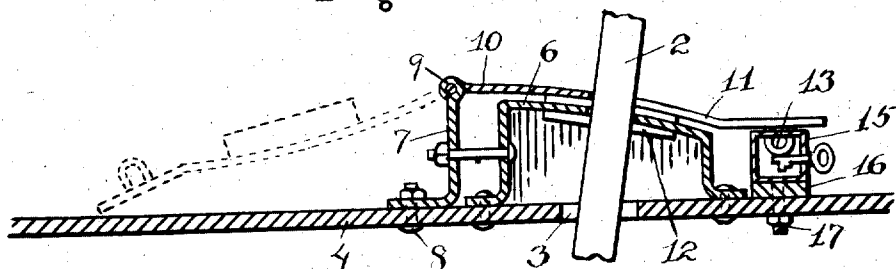


Fig.2.

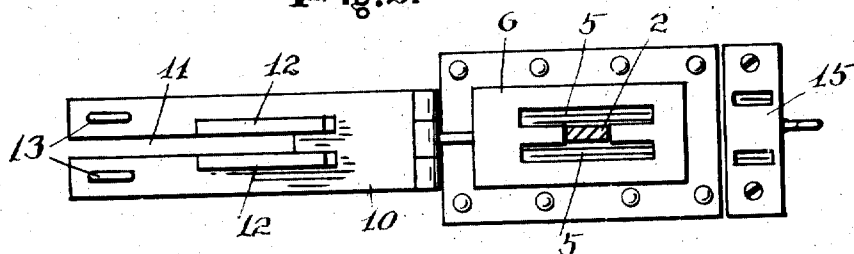


Fig.3.

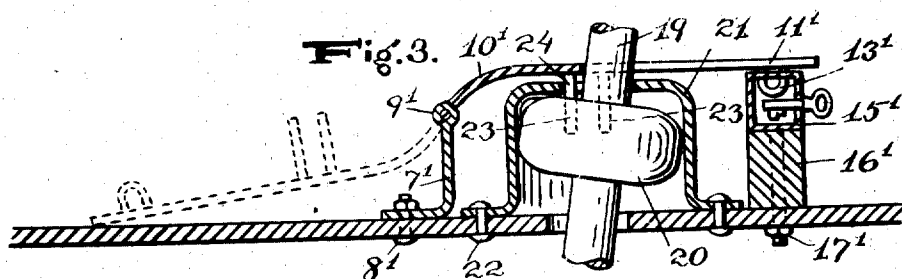
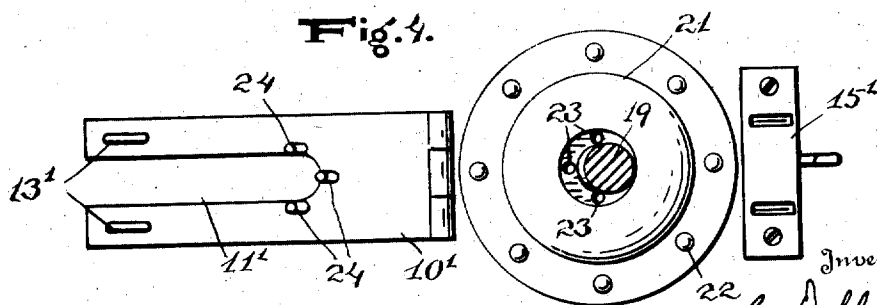


Fig. 4.



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LOCK ATTACHMENT FOR AUTOMOBILES.

1,247,512.

Specification of Letters Patent.

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Application filed April 19, 1917. Serial No. 163,232.

To all whom it may concern:

Be it known that I, JOSEPH G. DOBLER, a subject of the Emperor of Austria, resident of Galveston, in the county of Galveston and State of Texas, have made a certain new and useful Invention in Lock Attachments for Automobiles; 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.

Figure 1 is a central longitudinal section of the invention as applied.

Fig. 2 is a plan view of the invention with the hasp thrown back.

Fig. 3 is a view similar to Fig. 1, showing a modification.

Fig. 4 is a plan view of the same with the hasp thrown back.

The invention has relation to locks for the gear-shift levers of motor cars, having for its object to prevent unlicensed interference with or stealing of the car, and it consists in the novel construction and combinations of parts, as hereinafter set forth.

In the accompanying drawings, illustrating the invention, the numeral 2 designates the gear shift lever, pivoted at its lower end and projecting upwardly through an opening or slot 3 of the floor or foot-board 4, said lever having engagement with the branches 5 of the H-form slot of the clutch quadrant 6, it being designed to lock the lever in midway position, or when located in the transverse neck of the slot, between said branches, as shown in Fig. 1 of the drawings.

To this end, the foot-board or floor is provided with a standard 7, bolted thereto at 8, and at its upper end having a hinge-eye 9, wherein is pivoted one end of a hasp 10, said hasp having a central longitudinal open-end slot 11, adapted for engagement with the lever, and depending blocks 12, engaging and filling the branch slots 5 at the sides of the lever and preventing the movement of the lever from midway position into either of said branches, as required to effect the clutch and operate the car. The hasp is also provided at its free end with means, preferably staples 13, adapted to engage and be secured by a lock 15, of stationary type

as shown, secured upon an upright block 16, said block suitably bolted at 17 to the floor or foot-board, to secure the hasp in position with the lever locked.

In Fig. 4 of the drawings a modification of the invention is shown, wherein the invention is shown as applied to another type of gear-shift lever, 19, having an intermediate rounded enlargement 20, seated and fulcrumed in a recess of a sleeve or bracket 21, bolted to the floor or foot-board at 22, other parts of the device being designated with similar reference characters to those of the main form of the invention, differentiated by the exponent 1.

In this form of the invention, the enlargement 20 is provided with one or more upper recesses or seats 23, engaged by downward projections 24 of the hasp in the intermediate or inactive position of the lever, which is thereby locked in such position, until the lock 15' is operated and the hasp is raised to disengage the projections thereof from said seats.

I claim:

1. The combination with the gear-shift lever of a motor car, of a locking member secured to the car, a standard secured to the car, a hasp member pivoted to said standard and having a longitudinal open-end slot engaging the gear-shift lever and lateral branches provided with depending extensions having locking engagement with said lever, said branches also provided at their free ends with elements engaging and cooperating with said locking member.

2. The combination with the gear-shift lever of a motor car, having an intermediate rounded fulcrum enlargement provided with recess seats, of a locking member secured to the car, a standard secured to the car, a hasp member pivoted to said standard and having a longitudinal open-end slot engaging the gear-shift lever, and lateral branches provided with depending pins fitting in the recess seats of said fulcrum enlargement, said branches also provided at their free ends with elements engaging and cooperating with said locking member.

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

JOSEPH G. DOBLER.

Witnesses:

P. L. MALITZ,

L. MCCARTHY BARRY.