Jan. 16, 1923. 1,442,745

P. J. TIMBERLAKE.

LOCK FOR AUTOMOBILE ROBES AND OTHER ARTICLES.

FILED JULY 13, 1921.

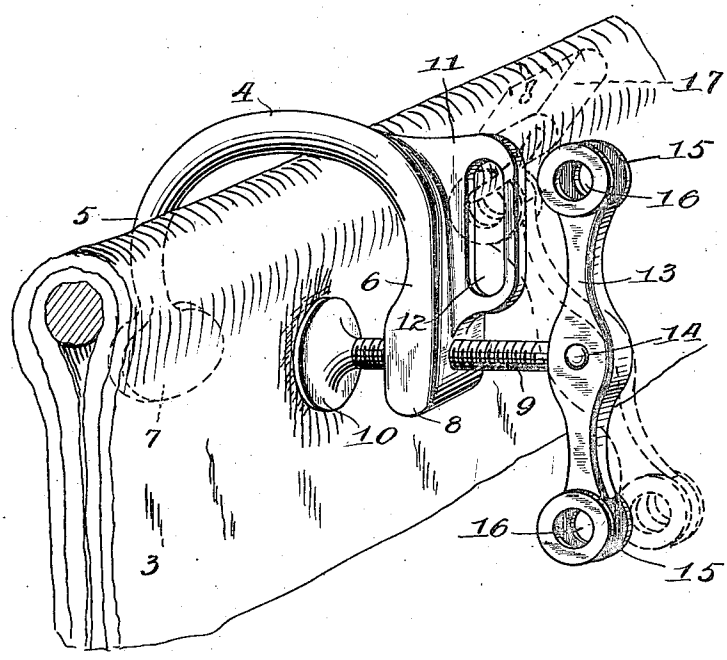


Fig. 1.

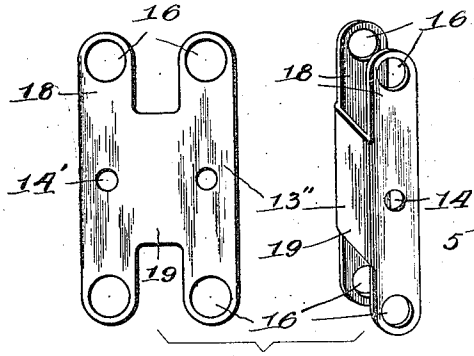


Fig. 3.

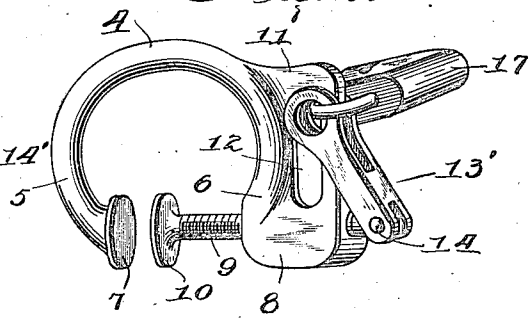


Fig. 2.

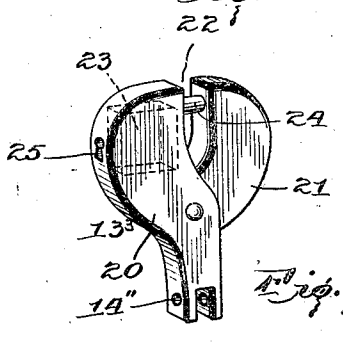


Fig. 4.

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UNITED STATES PATENT OFFICE.

PAUL J. TIMBERLAKE, OF JACKSON, MICHIGAN.

LOCK FOR AUTOMOBILE ROBES AND OTHER ARTICLES.

Application filed July 13, 1921. Serial No. 484,410.

To all whom it may concern:

Be it known that I, PAUL J. TIMBERLAKE, a citizen of the United States, residing at Jackson, in the county of Jackson and State of Michigan, have invented certain new and useful Improvements in Locks for Automobile Robes and Other Articles, of which the following is a specification.

My invention relates to a lock for articles such as automobile robes, rugs, coats, etc., when supported upon the rail commonly provided therefor in automobiles or upon similar supports; and it has for its object to produce a simple and reliable lock that can be cheaply manufactured, easily applied, and is not liable to get out of order.

In the accompanying drawings—

Figure 1 is a perspective view of the preferred form of my invention.

Figs. 2, 3 and 4 illustrate different embodiments of the invention.

In the drawings 2 indicates the robe rail or supporting bar in an automobile on which is represented a robe or rug 3. To hold the latter upon the rail and prevent unauthorized removal thereof I have provided the locking device shown, which comprises a yoke or U-shaped clamp frame 3 having opposite arms 5 and 6. One of the arms is provided with a clamping head 7, and through the other is a screw-threaded aperture 8, in which is seated a screw-threaded rod 9 that carries a clamping head 10, set opposite the rigid clamping head 7. The clamp frame 4 is adapted to straddle the bar 2 as represented in Fig. 1 and to have the heads 7 and 10 engage with the article 3, upon the opposite sides. The head 10 is adjustable toward and from the head 7, by the screw 9, as will be understood, and by these means the clamping heads may be caused to so firmly engage the article 3 that it cannot be removed from the rail 2 until the pressure of the clamp is relieved. In order to manipulate the screw rod 9 and to hold it locked in place after the head 10 has been adjusted to proper clamping position, I provide the rod with an arm 13, united to the outer end thereof, that is, the end opposite the head 10, by a pivot 14. This arm 13 has two similar portions extending in opposite directions from the pivot 14. The outer end of each portion is bifurcated as indicated at 15, and these bifurcated portions are transversely perforated at 16.

11 indicates a lug projecting outwardly from the arm 6 of the clamp frame. Through this lug is formed an elongated slot 12. The arm 13, when brought parallel to the lug 11 and then rocked upon its pivot 14, as indicated in dotted lines Fig. 1, and full lines Fig. 2, is adapted to have its bifurcated end 15 straddle the lug so that the perforations 16 will register with the slot 12. When in this position the hasp of a padlock 17 may be passed through the registering openings 16 and 12 and thus secure the parts of the lock in the positions to which they have been adjusted as just described. When thus locked the arm 13 cannot be moved upon its pivot 14 to disengage from the lug 11, and the latter holds the screw 9 against rotation. It follows that if the clamp heads have been caused to firmly engage with the rug 3, then the latter will be securely held so long as the parts are in the locked positions indicated.

I prefer that the arm 13 should be of the shape indicated in Fig. 1, that is, should have two parts substantially similar in shape extending in opposite directions from the pivot 14 uniting it to the screw, as thereby the arm forms a handle that can be easily grasped to turn the screw and adjust the head thereof into firm clamping position. However, the arm can be shaped as represented at 13′ in Fig. 2 where the portion of the arm to one side of the pivot 14 is not present.

The arm, 13 or 13′, may be formed of cast metal as indicated in Figs. 1 and 2, or may be shaped from sheet metal, as represented at 13″ in Fig. 3, where 18, 18 indicate the parallel side plates of the arm, perforated near their ends, at 16, for the hasp of the padlock and perforated centrally, at 14′, 14′, for the pivot 14. The two parallel side plates of this arm 13″ are united by a back plate 19.

In Fig. 4 I have represented a locking arm for the screw rod 9 of quite different construction from what is shown in the other views, and have designated it 13^3. It consists of two parts, 20, 21, rigidly united to each other and with a slot 22 between them. The outer portion of the part 20 of the arm 13^3 is hollow to receive a lock 23, the bolt, 24, of which is adapted to be shot across the slot 22 and enter a recess provided therefor in the part 21. 25 indicates the key hole through which passes the key

that manipulates the lock 23. When a locking clamp is provided with an arm such as shown in Fig. 4 the movable clamping head is adjusted to clamp the robe or other article in the manner already described, and when this has been attained the arm 13^3 is swung upon its pivot to cause the lug 11 to lie in the recess 22 of the arm. The lock 23 is then manipulated and the bolt 24 shot across the lug 11, through the slot 12, locking the parts of the clamp.

What I claim is:—

1. A locking clamp for automobile robes and other articles, comprising a rigid frame carrying a clamping head, a screw-threaded rod supported in the frame and carrying a clamping head arranged opposite the first mentioned head, this rod being longitudinally adjustable, an arm pivoted to the rod and formed with an opening located distant from its pivotal connection with the rod, the free end of the arm, in which is the opening, being adapted to be brought into juxtaposition to the frame after the rod has been longitudinally adjusted, and locking means arranged to cross the opening in the arm and engage with a part of the rigid frame for locking the arm to the frame and the adjustable rod against longitudinal movement.

2. A locking clamp for automobile robes and other articles, comprising a rigid frame carrying a clamping head, a screw-threaded rod supported in the frame carrying a clamping head arranged opposite the first mentioned head, the rod being longitudinally adjustable by reason of its screw-threaded connection with the frame, an arm pivoted to the outer end of the rod, formed with an opening distant from its pivotal connection with the rod, a lug carried by the frame in which is formed an elongated slot, the free end of the arm, in which is the opening, being arranged to be brought into juxtaposition to the said slotted lug after the rod is longitudinally adjusted, and locking means arranged to cross the opening in the arm and pass through the slot in the lug.

3. A locking clamp for automobile robes and other articles, comprising a U-shaped rigid frame one arm of which carries a clamping head and the other a screw-threaded opening, a screw-threaded rod seated in the opening in the frame and carrying a clamping head arranged opposite the clamping head of the frame, an arm pivoted to the outer end of the rod, formed with an opening near its free end, a lug carried by the frame adjacent to the end in which is formed the screw-threaded opening, the lug having formed in it an elongated slot, the free end of the arm pivoted to the rod being adapted to be brought into juxtaposition to the slotted lug so that the opening at the end thereof and the slot in the lug may register, and locking means for uniting the said free end of the arm to the lug.

4. A locking clamp such as described in claim 3 in which the arm pivoted to the screw-threaded rod has its outer end bifurcated, the bifurcations having openings through them, whereby the arm is adapted to straddle the lug.

5. A locking clamp such as described in claim 3 in which the arm pivoted to the longitudinally adjustable screw-threaded rod has two similar portions extending in opposite directions from its central part, which is pivoted to the rod, either end being adapted to be brought into engagement with and locked to the lug carried by the rigid frame.

PAUL J. TIMBERLAKE.