

L. SCHAFFERT & S. G. CONKLING.
 GASOLINE AND CLUTCH LOCK FOR AUTOMOBILES.
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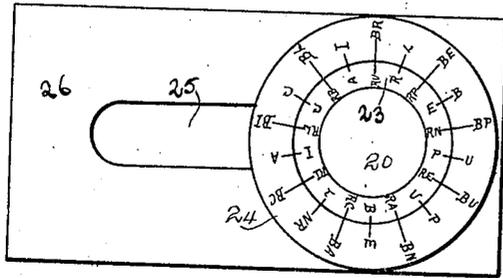


Fig 1

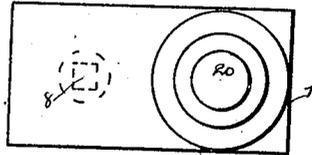


Fig 4

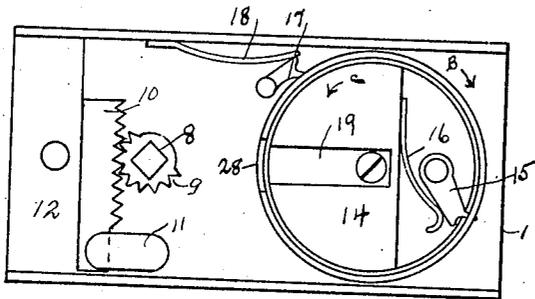


Fig 2

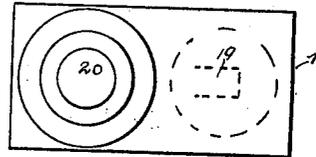


Fig 5

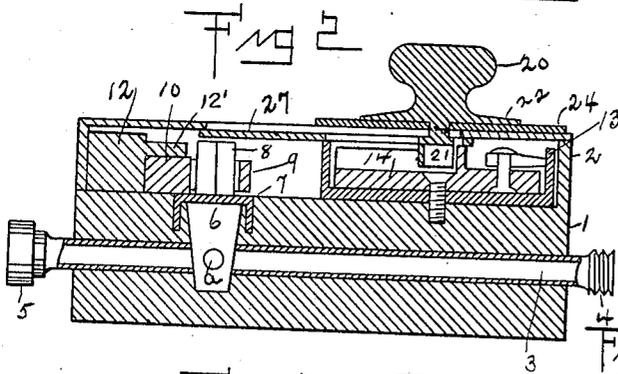


Fig 3

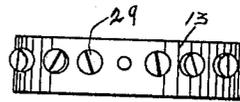


Fig 6

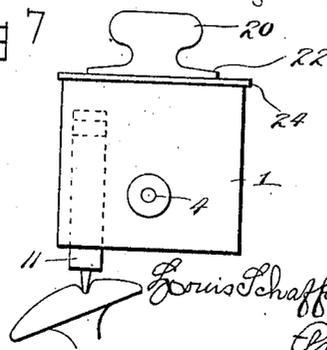


Fig 7

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GASOLENE AND CLUTCH LOCK FOR AUTOMOBILES.

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Specification of Letters Patent.

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To all whom it may concern:

Be it known that we, LOUIS SCHAFFERT and SAMUEL G. CONKLING, citizens of the United States, and residents of the borough of Brooklyn, county of Kings, city and State of New York, have invented certain new and useful Improvements in Gasolene and Clutch Locks for Automobiles, of which the following is a specification.

As indicated by the title the device, the subject of this invention, is intended as a means for locking a clutch lever of an automobile in a pre-determined position, and also for locking a valve which will control the flow of gasolene from a supply tank to the cylinders of the engine.

This device is a combination or keyless lock, and although of simple construction is efficient for the purpose designed.

The lock has a means for releasing the clutch, and for turning on or off the gasolene supply, and when the locking of the supply and clutch members has been accomplished, the locking means is drawn out of position, and therefore, an unlocking of the locking means would not serve to release the mechanical parts. This is considered important as it provides a double lock and multiple security against improper use.

The construction of the device and the advantages to be gained from this operation will be set forth as the specification progresses.

The following is what we consider a good means of carrying out the invention and the accompanying drawings should be considered for a complete understanding of the specification which follows.

In the drawings:—

Figure 1 is a plan view of the lock completely assembled.

Fig. 2 is a plan view with the combination and top cover removed.

Fig. 3 is a central longitudinal sectional view. A view of the parts are here in elevation.

Figs. 4 and 5 are diagrams showing the different positions of the combination.

Fig. 6 is an elevation of one of the combination cylinders.

Fig. 7 is an end elevation of our lock and shows a clutch pedal secured by the lock.

Similar reference numerals indicate like parts in all of the figures where they appear.

The body of the lock consists of a block 1, having an upward projection 2, and a longitudinal passage through the body of the block, into and through which a tube 3 is passed.

As the block, 1, may be formed of iron, we prefer to insert a copper tube 3, in the gasolene passage, and this tube is provided with male and female fittings 4 and 5, by which connections may be readily made with the gasolene passage.

In the gasolene passage we arrange a valve plug 6, which is tapered, and the passage in which the plug 6 is received is also tapered. Over the plug 6, we place a shield 7, to prevent seepage of the gasolene upward into the body of the locking mechanism, and the plug 6 has formed integral a squared shank 8, which will receive a socketed key, which operates the valve 6.

Upon the squared portion 8 is a pinion 9 in mesh with the teeth of a bar 10, and this bar is adapted to be reciprocated into and out of a notch in a second bar 11, which passes through the body of the lock and engages the clutch pedal.

Over the bar 10, we arrange a projection 12, which retains the bar in proper alignment and which provides a way in which the bar 10 may be moved.

It will be noted that the valve 6, the locking bar 11, and the parts connected thereto are arranged at one end of the block 1, at the other end of this block we place a cup shaped combination cylinder 13, and in this cylinder we arrange a disk 14. On the disk 14 is a dog 15, which engages by means of a spring 16, any one of a series of perforations in the cup 13, and upon the body of the block 1, we arrange a second dog 17, urged inward by a spring 18, and which engages a notch or recess in the outer face of the cylinder 13.

In the disk 14 we also provide a way or recess 19, for a purpose that shall appear later.

The member which we may term a key consists of a knob 20, secured to the lower end of which is a member 21, having a squared recess, one side of which is open, on the projection 22 from the knob 20 we provide a plurality of subdivisions or indica-

tions as shown at 23. Adjacent to and under the key 20 is a second subdivided plate 24, and upon which the first plate or projection 22 rotates. It is noted that the disk 14 and cup 13 rotate independently of each other.

The key 20 is adapted to be moved from one end of the block 1, to the other in a slot 25, in the top plate 26, and under the slot 25 is a second plate 27 which closes the slot when the key is moved in either direction.

The operation of the device is as follows:

The members 6, 8 and 10 being in the position shown in Fig. 2, the projection 21 from the key 20 is in the recess 19, and may be moved toward and into engagement with the projection 8 of the valve 6, and when engaging with this member the bar 10 may be withdrawn from engagement with the bar 11, and by the same movement the valve 6 is rotated until its passage *a* communicates with the passages through the tube 3, and in this position the clutch will be free, and the gasoline may flow through the tube 3. To lock the gasoline and clutch the plug 8, is rotated to the position shown in Figs. 2 and 3, this will move the member 10 into the slot in the bar 11, and then the key is moved away from the plug 8, over and into the groove or recess 19. The disk 14 is then rotated in the direction of the arrow B, until the dog 17 engages in a second groove at any other point on the cylinder 13, and thereafter the disk 14 is rotated in the direction of the arrow C, until the dog 15 engages with another perforation in the cylinder 13. It will be understood that the second recess in the exterior of the member 13 should be so arranged that the opening 28, in the cylinder 13, will be out of alinement with the slot 25, and that when turned to a locking position the recess 19 will be out of alinement with the opening 28. In this position the key 20 is locked in the position shown in Figs. 1 and 3, or in the position shown in Fig. 4, and cannot, therefore, be moved toward the valve stem 8.

A reverse of the locking motion will release the key by placing the recess 19 in line with the opening 28, and in longitudinal alinement with the aperture 25, at which time the key may be moved toward and into engagement with the valve stem or projection 8, and the clutch lock released, and the gasoline turned on.

The combination shown on the disks 23 and 24 is built upon a word, but it obvious that any other word or series of numerals may be employed.

In the cylindrical member 13 we provide a plurality of screws 29, which may be re-

moved, and reinserted in the other perforations to change the combination, the number of grooves is equal to the number of subdivisions upon the disk.

The shape of the locking bar 11 after it leaves the body block 1, may be changed at will so as to allow the lock to be placed in any convenient location upon the car, and other modifications may be made within the scope of the appended claims without departing from the principle or sacrificing the advantages of the invention.

Having carefully and fully described our invention what we claim and desire to secure by Letters Patent is:—

1. A lock having a valve and locking bar, and a combination controlled key adapted to be moved into and secured out of engagement with said valve and bar to operate said valve and bar.

2. A lock having a valve and locking bar, a rotatable key for operating said valve and bar, and means independent of said valve and bar for locking said key into said lock to retain it out of engagement with valve and bar.

3. A lock having a valve and locking bar and a disk and cup isolated therefrom, and a key adapted to operate said valve and bar, and to be locked into said disk and cup to prevent the operation of said valve and bar.

4. A lock having a body member, a longitudinal passage therethrough a valve for controlling said passage, a bar extending through said body member and a locking bar operating with said first mentioned bar and adapted to secure a member independent of said lock, a key having a projection adapted to operate said valve and means upon said valve for operating said locking bar, and means for locking said key in a position away from said valve and bar.

5. A lock having a block provided with a passage therethrough, a valve in said passage, a squared stem upon said valve, a shield over said valve to prevent seepage above said valve, a pinion upon said stem, and a locking bar provided with a rack in engagement with said pinion and adapted to be moved by the rotation of said valve and a bar secured by said locking bar and adapted to engage a clutch pedal.

Signed at New York city, county and State of New York, this 14th day of June, 1917.

LOUIS SCHAFFERT.
SAMUEL G. CONKLING.

Witnesses:

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ARTHUR PHELPS MARR.