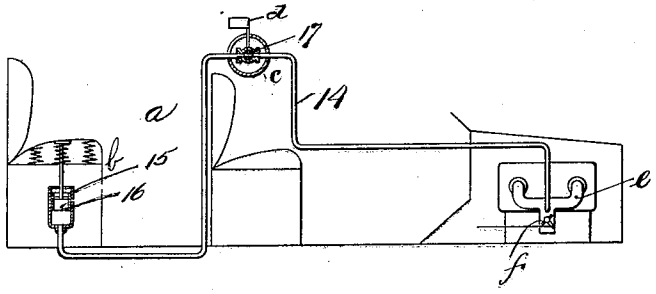
June 9, 1925. 1,541,541

A. WEISS

ATTACHMENT FOR TAXIMETER VEHICLES

Filed June 25, 1923



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UNITED STATES PATENT OFFICE.

ABRAHAM WEISS, OF NEW YORK, N. Y.

ATTACHMENT FOR TAXIMETER VEHICLES.

Application filed June 25, 1923. Serial No. 647,432.

To all whom it may concern:

Be it known that I, ABRAHAM WEISS, a citizen of the United States, residing at New York, in the county of New York and State of New York, have invented certain new and useful Improvements in Attachments for Taximeter Vehicles, of which the following is a specification.

This application is a continuation in part of the applications Serial No. 614,363, filed January 23, 1923, Serial No. 623,080, filed March 6, 1923 and Serial No. 635,181, filed April 28, 1923.

This invention relates to vehicles having flag controlled taximeters and has for its object to provide means, whereby the occupancy of the passenger compartment will affect the driving of the vehicle, unless the flag is lowered or set into "occupied" position.

This object can be accomplished by various methods, of which a few embodiments are illustrated in the accompanying drawing.

The drawing shows a diagrammatic view of a taximeter vehicle whose motor feed is controlled automatically from the passenger compartment and manually through the fare register.

In the drawing, *a* denotes a taximeter vehicle of usual construction, *b* the seat in the passenger compartment thereof, *c* the fare register, *d* the flag, *e* the intake manifold and *f* the so-called butterfly valve therein.

An air pipe 14 terminating into the intake manifold *e* of the motor leads from an air chamber 15 controlled by a suction valve 16 in form of a plunger adapted to be operated by pressure, when the seat *b* is occupied. This air pipe has a valve or cock 17, which is operated through the medium of the flag *d*. Normally, that is, when the flag is in "vacant" position, this valve or cock 17 is adapted to be open, and when the passenger compartment is unoccupied, the valve 16 is adapted to be closed. When the valve 16 is depressed and the motor started, air, during the suction action of the latter, will be drawn into the air chamber and thence through the pipe 14 into the intake manifold to mix with the fuel entering through the butterfly valve *f*, as a result of which the motor will be either "choked" or caused to race as the case may be, thereby rendering the driving of the vehicle either impossible or difficult until the flag controlled valve 17 is closed by the setting of the flag to "occupied" position.

It is, of course, understood that various other modifications may be made without departing from the principle of my invention, and I, therefore, do not wish to limit myself to those shown and described.

What I claim is:—

1. In a motor vehicle having a flag controlled taximeter, the combination with the feeding mechanism of the motor, of pneumatic means automatically operated by the occupant of the passenger compartment and adapted to control said feed and a flag operated valve for controlling said pneumatic means.

2. In a motor vehicle having a flag controlled taximeter, the combination with the intake manifold, of an air feed leading into said manifold and automatically operated by the occupant of the passenger compartment, and a flag operated valve controlling said air feed and adapted while the flag is in "vacant" position to be open and permit air to pass into said manifold to affect the drive of the vehicle.

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

ABRAHAM WEISS.

Witnesses:
MAX G. ORDMANN,
JOSEPH T. MCMAHON.