

W. T. PLATT,
 LOCK FOR THE STEERING POSTS OF AUTOMOBILES AND THE LIKE.
 APPLICATION FILED AUG 28, 1916.

1,279,902.

Patented Sept. 24, 1918.

Fig. 1.

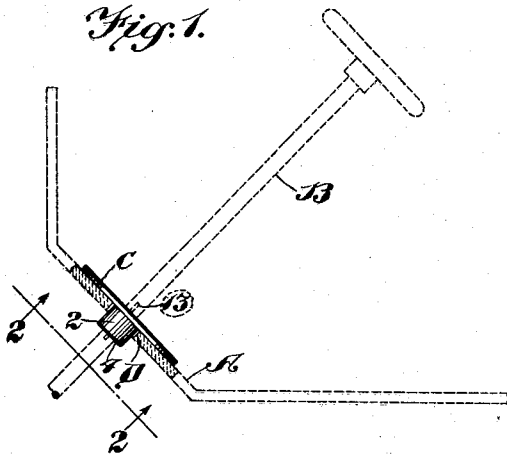


Fig. 2.

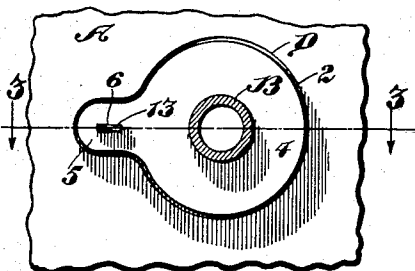


Fig. 3.

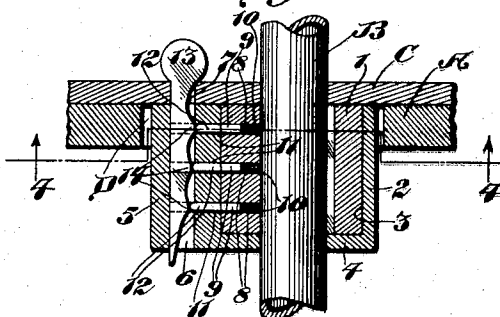


Fig. 4.

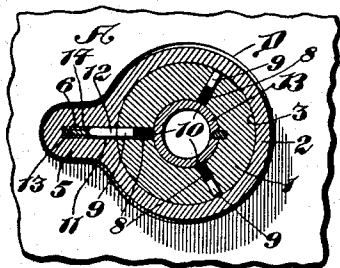
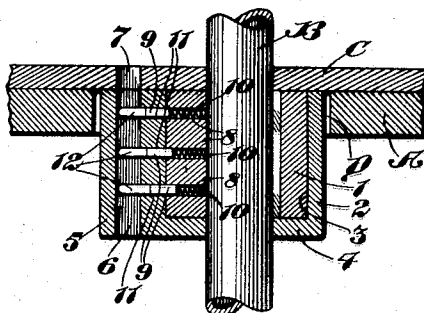


Fig. 5.



WITNESS.

Charles A. Becker.

INVENTOR.

William T. Platt.

BY

Ralph Kalish

HIS ATTORNEY.

UNITED STATES PATENT OFFICE.

WILLIAM T. PLATT, OF ST. LOUIS, MISSOURI.

LOCK FOR THE STEERING-POSTS OF AUTOMOBILES AND THE LIKE.

1,279,902.

Specification of Letters Patent. Patented Sept. 24, 1918.

Application filed August 28, 1916. Serial No. 117,251.

To all whom it may concern:

Be it known that I, WILLIAM T. PLATT, a citizen of the United States, residing at the city of St. Louis, State of Missouri, have invented a certain new and useful Improvement in Locks for the Steering-Posts of Automobiles and the like, of which the following is a specification, reference being had to the accompanying drawing, forming a part thereof.

This invention relates generally to locks and, more particularly, to a certain new and useful improvement in locks for the steering-posts of automobiles and the like, the principal object of my present invention being to provide a simple and inexpensive lock especially adapted for use in connection with automobiles and the like to efficiently lock the steering-post thereof against actuation by unauthorized persons.

With the above and other objects in view, my present invention resides in certain novel features of form, construction, arrangement, and combination of parts, all as will hereinafter be described and afterward pointed out in the claim.

In the accompanying drawing, which illustrates my invention in preferred form,—

Figure 1 is a fragmentary diagrammatic view of an automobile equipped with a steering-post lock embodying my invention;

Fig. 2 is a transverse sectional view through the steering-post on approximately the line 2—2, Fig. 1, looking in the direction of the arrows;

Fig. 3 is a sectional view through the lock on approximately the line 3—3, Fig. 2, the key of the lock being in its seat and the steering-post being free to be rotarily actuated;

Fig. 4 is a transverse sectional view through the lock on approximately the line 4—4, Fig. 3; and

Fig. 5 is a sectional view through the lock approximately similar to Fig. 3, the key of the lock, however, being removed from its seat and the steering-post being locked against actuation.

Referring to the said drawing, in which like reference characters refer to like parts throughout the several views, A represents a portion of the frame or chassis, and B the steering-post, of an automobile of any general or approved construction. Bolted or otherwise rigidly fixed to the frame or chassis A is a steering-post supporting-plate or

bearing C, through which the steering-post loosely projects, as is usual, the frame or foot-boards thereof being suitably apertured, as at D, beneath plate C to freely accommodate the post B.

Keyed or otherwise rigidly fixed on post B and located preferably directly beneath plate C, is a cylindrical member or tumbler 1, as I shall designate it.

2 indicates an approximately cylindrical casing or housing having an approximately cylindrical chamber 3 to neatly accommodate the tumbler 1, the housing or casing 2 being welded or otherwise rigidly fixed to, and upon the under side of, plate C and enclosing or housing the tumbler 1, as seen particularly in Figs. 3 and 5, and being provided in its end wall 4 with a suitable aperture to freely accommodate the post B. Casing or housing 2 is provided preferably integrally with a lateral enlargement 5 cut away or slotted longitudinally to provide a keyway, as at 6, the plate C being provided with a suitable aperture, as at 7, registering with, and forming substantially a part of, the keyway 6.

The tumbler 1 is provided longitudinally with a plurality or series of parallel pin-ways 8, each pin-way 8 extending from the periphery of the tumbler a suitable distance inwardly and preferably to the post B, as seen in Figs. 3, 4, and 5. Loosely fitting in the pin-ways 8 are locking-pins 9, all preferably of the same length; and interposed in the pin-ways 8 between the inner ends thereof and the inner ends of the pins 9, are coiled springs or the like 10, under the normal tension of which the pins 9 are adapted to project outwardly of their said pin-ways 8. The springs 10 are of such length that, when under compression, the outer end-faces of the pins 9 will be approximately flush with the periphery of the tumbler 1.

Housing or casing 2 is also provided longitudinally with a corresponding plurality or series of parallel pin-ways 11, with which pin-ways 11 the pin-ways 8 of the tumbler 1 are adapted to register. Each pin-way 11 extends, as seen in Figs. 3 and 5, through the side wall of the housing from said slot or key-way 6 to the surface of the wall of the housing-chamber 3. Loosely slidable in the pin-ways 11 are pins 12 of varying length.

Adapted to removably fit in the keyway

6, is a suitable key 13 provided longitudinally upon one side with a series of projections or elevations, as at 14, of varying height to cooperate with the several respective pins 12 of varying length, the projections or elevations 14 being respectively of such height that, when the key 13 is inserted into its keyway 6, the several pins 12 will be forced such a distance inwardly that their inner end faces will be approximately flush with the surface of the wall of the housing-chamber 3.

Thus, in use or operation, with key 13 in its seat, and it will be seen that the key may be conveniently inserted into its keyway by one seated in the automobile equipped with my new lock, the post B with tumbler 1 may be freely rotarily actuated as may be required in steering operations. On key 13 being removed from its seat or keyway, however, as soon as the tumbler pinways 8 are on the rotary movement of post B and its tumbler 1, brought into registration with the housing or fixed pinways 11, the locking-pins 9, under the tension of their springs 10, will be projected into said fixed pinways 11 and the steering-post B thereby locked against further rotary movement, the pins 12 being projected, in such movement of the locking-pins 9, into the positions thereof illustrated in Fig. 5. On key 13 being again inserted into its keyway 6, the several pins 12 will be forced inwardly by the cooperating elevations 14 of the key and pins 9 correspondingly forced out of the pinways 11, when the post B and its tumbler 1 may again be freely rotarily actuated.

As illustrated in Fig. 4, I preferably provide the tumbler 1 with a plurality of such series of parallel pinways 8 and spring-pressed pins 9, the several series being located preferably equidistantly apart around the tumbler 1 and each of such additional series of pins 9 being adapted as described to cooperate with the fixed pinways 11 and their pins 12, whereby, whenever it is desired to lock the post B against rotary movement, a relatively short rotary movement thereof is required to bring one or the other of said series of pinways 8 into registration with the series of pinways 11, and whereby also the post B and the front wheels (not shown) of the car may be locked in various positions relatively to the body of the car.

My new lock is comparatively simple and

inexpensive, may be conveniently and cheaply installed upon the automobile or other machine, is most efficient in operation, and requires the use of a special key to cooperate with the varying length pins 12 to actuate the same to unlocking position. The pins 12 being of varying length as described, and the length of each pin 12 being known only to the manufacturer or other authorized person, it will be evident that the production of a suitable key to actuate the several unlocking pins 12 to innermost position is a matter if not impossible of accomplishment, one of extreme difficulty.

The several parts of my new lock being preferably of some strong metal, it will be evident that the same will withstand considerable hard usage without breakage.

I am aware that minor changes in the form, construction, arrangement, and combination of the several parts of my new lock may be made and substituted for those herein shown and described without departing from the nature and principle of my invention.

Having thus described my invention, what I claim and desire to secure by Letters Patent is:

A lock for automobile steering-posts comprising, in combination with the automobile, its steering-post and dash, an open-end chambered casing fixed to and beneath the outer face of the dash, the dash providing a wall for and closing the open end of the casing, the dash and opposite end wall of the casing being apertured to accommodate the steering-post, which is disposed axially of the casing, a tumbler disposed within the casing and keyed to the steering-post, the casing and tumbler having a plurality of locking-pin ways, yieldable locking-pins disposed in the ways of the tumbler and adapted to lockingly project into the ways of the casing, a key-slotted enlargement on the casing, the dash having a key-opening communicating with the slot of the enlargement, and means including a key adapted for insertion through said dash-opening into the slot of said enlargement to actuate the pins to unlocking position.

In testimony whereof, I have signed my name to this specification.

WILLIAM T. PLATT.