J. H. HISSONG.

AUTOMOBILE LOCKING DEVICE.

APPLICATION FILED OCT. 18, 1920.

1,384,697. **Patented July 12, 1921.**

2 SHEETS—SHEET 1.

Fig. 1.

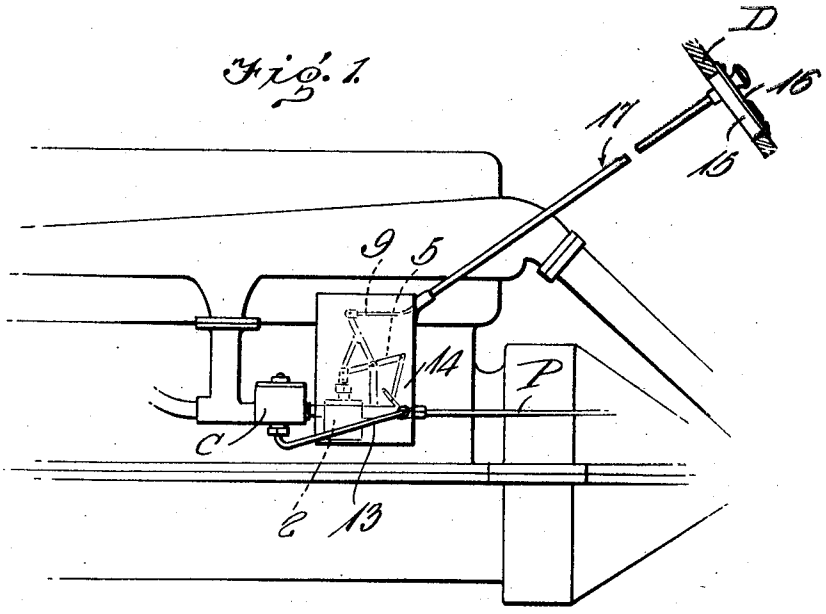
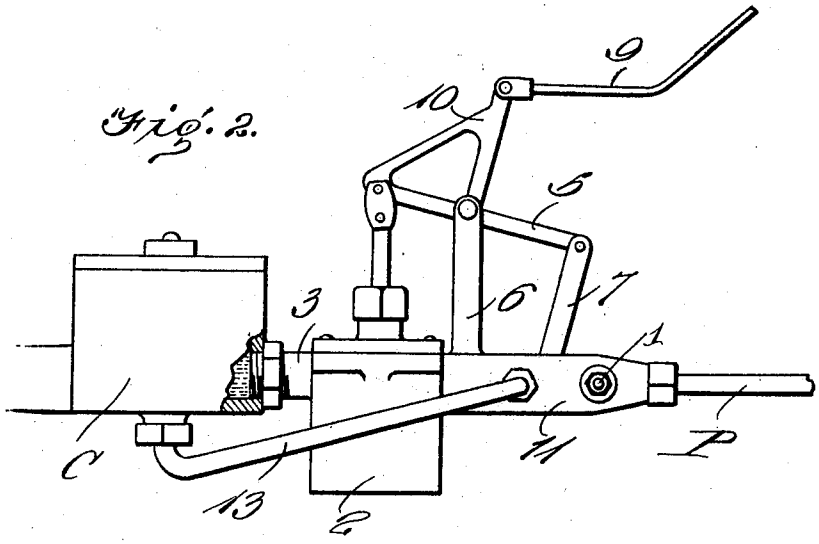


Fig. 2.



J. H. Hissong, INVENTOR.

by F. B. Wilson & Co

ATTORNEYS

J. H. HISSONG.

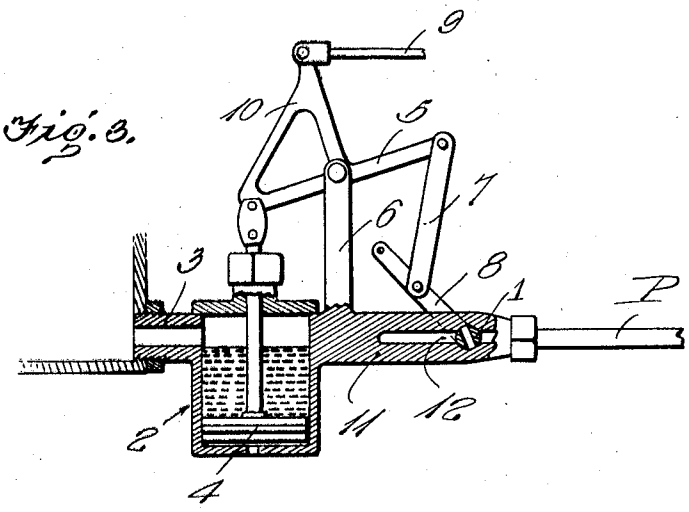
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2 SHEETS—SHEET 2.

Fig. 3.



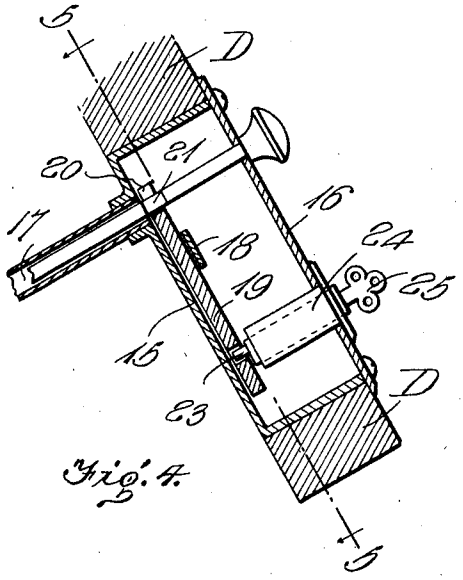
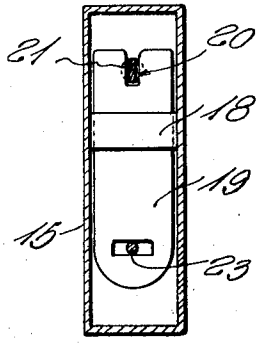


Fig. 4.

Fig. 5.



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by H. B. Wilson & Co

ATTORNEYS

UNITED STATES PATENT OFFICE.

JOSEPH H. HISSONG, OF BARTLESVILLE, OKLAHOMA.

AUTOMOBILE-LOCKING DEVICE.

1,384,697. Specification of Letters Patent. Patented July 12, 1921.

Application filed October 18, 1920. Serial No. 417,831.

To all whom it may concern:

Be it known that I, JOSEPH H. HISSONG, a citizen of the United States, residing at Bartlesville, in the county of Washington and State of Oklahoma, have invented certain new and useful Improvements in Automobile-Locking Devices; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to an improved automobile locking device, of the type wherein the supply of fuel to the carbureter is cut off and the fuel then in the carbureter is drawn out, thus rendering the latter inoperative and making it impossible to start the engine.

One object of the invention is to provide a novel device of the above mentioned type which may be installed on conventional types of automobiles, the same embodying lock-controlled means which is disposed in a convenient position to permit operation by the driver.

Another and important object of the invention is to provide a device of this class embodying a valve for disposition in the gas supply line and means in communication with the carbureter which is such that when the valve is closed, all or practically all of the fuel then in the carbureter will be withdrawn, and as soon as the valve is again opened, fuel will be again permitted to flow into the carbureter.

A further object of the invention is to provide a locking device of the above mentioned class embodying the construction set forth in the last named object, the means for drawing the fuel from the carbureter being such as to permit the entire amount of fuel to be quickly returned to the carbureter.

A still further object of the invention is to provide a device of the above mentioned class in which the parts are simple and inexpensive, and are very easy to repair, there being a casing or housing for inclosing the operating parts of the device, thus making it impossible to tamper with them.

Other objects and advantages of the invention will be apparent during the course of the following description.

In the accompanying drawings forming a part of this specification and in which like numerals are employed to designate like parts throughout the same:

Figure 1 is a side elevational view of a portion of an automobile engine equipped with a locking device constructed in accordance with my invention.

Fig. 2 is an enlarged elevational view of the device with the protector housing removed to more clearly illustrate the construction and arrangement, the parts being shown in the position they assume when the device is ineffective.

Fig. 3 is a similar view, partly in section showing the parts in the position they assume when the automobile is locked.

Fig. 4 is an enlarged sectional view with parts in elevation, of a novel lock which I employ, the same being arranged on the dash-board for convenient operation.

Fig. 5 is a sectional view taken on the plane of the line 5—5 of Fig. 4.

In the drawings, the letter D designates the dash-board, C designates the carbureter and P denotes the supply pipe leading from the usual tank to the carbureter, these parts being referred to because of the fact that my improved locking device is associated with them only.

As before intimated, the device includes a rotary valve 1 which is adapted to cut off the supply of gas through the pipe P to the carbureter C. This valve is to be supported in a manner to be hereinafter described, or, it could be positioned directly in the pipe P, in addition to cutting off the supply of fuel in the pipe P. I also contemplate removing all or practically all of the fuel from the carbureter so that the latter will be rendered absolutely inoperative, and it will be impossible to start the machine. The means for accomplishing this result, as before intimated, permits the fuel to be withdrawn from the carbureter when the valve is closed, and quickly returns it to the carbureter as soon as the valve is opened. This means could, if desired, be such as to return the fuel that it withdraws from the carbureter to the supply tank. However, it is desirable that it be in the form of a chamber 2 having a threaded nipple 3 screwed into an opening in the carbureter to open up communication between the chamber and the carbureter. It is to be noted that the chamber is arranged at a lower elevation than the carbureter so as to insure an effec-

tive draining of the latter. I make use of lock-controlled means for simultaneously closing the valve 1 and operating the means in the chamber 2 which serves to drain the carbureter. This draining means while it could be of some other construction, is preferably in the form of a piston 4, the stem of which is slidable through the top of the chamber and projects beyond the latter. The means for simultaneously operating the piston and valve as shown, comprises a rocking beam 5 which is pivoted between its ends on a vertical support 6. At one end the member 5 has pivotal connection with the extended part of the stem or rod of said piston, while at its opposite end it has pivotal connection with a link 7 which is in turn pivotally connected with a second valve actuating link 8. In order to impart movement to the member 5, an actuating rod 9 is connected with the part 10 with which this member is equipped. The actuating rod 9 extends up and through the dashboard so that it will be in a convenient position to permit it to be operated by the driver, and it is locked against longitudinal movement by a novel and improved lock to be hereinafter described. The casing 2 carries an extension 11 which is provided with a bore 12 which communicates with the supply pipe P. The valve 1, already referred to, is supported by this extension 11 and it is provided with a port which is adapted to register with the bore 12. Furthermore, a by-pass 13 also communicates with this bore 12 and leads to the carbureter C, being adapted to supply liquid to the latter when the valve 1 is opened. In practical use, a housing 14 of any suitable construction will be employed to incase the actuating mechanism for the piston and valve, and this housing will make it impossible for persons to tamper with the device.

The locking mechanism for the actuating lever 9 is better shown in Figs. 4 and 5. By referring to these figures, it will be seen that the same includes a recessed casing 15 fitted in an opening in the dashboard D, and a cover 16 for this casing, both the cover and casing being provided with alined openings to permit passage of the actuating rod therethrough. At this point I may mention that the actuating rod, if desired, may be inclosed in a protector tube 17. The locking mechanism is in the casing and comprises a guide 18 beneath which a slidable plate 19 passes, this plate being provided with a notch 20 which is adapted to straddle a reduced portion 21 of the actuating rod and prevent longitudinal movement of the latter. Near its opposite end, this plate 19 is provided with an opening into which the eccentric lug 23 of a key-controlled locking barrel 24 extends. With this arrangement, it will be seen that when the barrel is rotated by means of a key 25, the eccentric lug 23 will cause longitudinal movement of the locking plate 19 and either engage or disengage it from the reduced shouldered portion of the actuating rod 9, according to the direction of movement of the plate 19.

While I have shown and described the particular locking device for use in connection with my actuating rod, I desire it to be understood that any other suitable lock may well serve the purpose, and for this reason I do not wish to be restricted to the particular construction of lock shown and described.

The operation of the device is as follows: Assuming that the engine has been stopped and it is desired to prevent it from again being started, this may be done by disengaging the locking plate 19 from the actuating rod 9 by simply rotating the key 25 in the manner disclosed, and then pushing the actuating rod forwardly or away from the dashboard. Such movement of the rod will rock the lever 5 from the position shown in Fig. 2 to the position shown in Fig. 3, in which position, the valve 1 is closed and the piston 4 is simultaneously actuated, that is, moved toward the bottom of the cylinder or chamber 2. Ordinarily, the head of the piston is in alinement with the bottom of the connecting nipple 3, and the passage of fuel from the carbureter to this chamber is prevented. However, when the piston is moved downwardly in the manner just described, the passage between the carbureter and chamber is opened, and the fuel will flow by gravity, from the carbureter into the chamber. By draining the carbureter in this manner, it is obvious that it will be impossible to start the engine. Furthermore, by cutting off the supply of fuel from the carbureter, the possibility of starting the engine is even less. A movement of the rod 9 in the opposite direction will impart movement to the rocking beam 5 and cause the latter to assume its normal position. At the same time, the valve 1 and piston 4 will simultaneously be moved to their normal positions and communication between the pipe P and carbureter C will be opened up by means of the by-pass 13.

A careful consideration of the foregoing description taken in connection with the accompanying drawings is thought to be sufficient to enable persons skilled in the art to which this invention relates, to obtain a clear understanding of the same. For this reason, a more lengthy description is deemed unnecessary.

Advantageous and effective results are insured with the construction and arrangement shown and described, and for this reason, this construction and arrangement is taken as the preferred embodiment of my invention. However, I wish it to be understood

that various minor changes in the shape, size, and arrangement of parts may be resorted to without departing from the spirit of the invention or the scope of the subjoined claims.

I claim:

1. In a device of the class described, the combination with a carbureter, of lock-controlled means for simultaneously cutting off the supply of fuel to the carbureter and also rendering the latter inoperative by withdrawing fuel therefrom.

2. In a device of the class described, the combination with a carbureter and its fuel supply pipe; of a lock-controlled valve in said pipe for cutting off the supply of fuel to the carbureter, and means for withdrawing fuel from the carbureter when the valve is closed and permitting the flow of fuel thereto when the valve is open.

3. The combination with a carbureter and its fuel supply pipe; of a valve in the pipe, a chamber communicating with the carbureter, and lock-controlled means in the chamber for withdrawing fuel from the carbureter and returning it to the latter.

4. The structure set forth in claim 3, there being a connection between the said means and valve to cause simultaneous operation thereof.

5. The combination with a carbureter and its fuel supply pipe, of a valve disposed in said pipe, a chamber communicating with the carbureter, and a lock-controlled piston in the chamber for drawing the fuel from the carbureter into the chamber and for later returning it to the carbureter.

6. The combination with the carbureter and its fuel supply pipe, of a valve disposed in the pipe, a chamber communicating with the carbureter, and a lock-controlled valve in the chamber for permitting the carbureter to be drained.

7. The structure of claim 5 with a connection between the valve and piston for causing a simultaneous operation of said valve and piston.

8. The combination with a carbureter and its fuel supply pipe; of a valve for cutting off the supply of fuel through said pipe, a chamber communicating with said carbureter, a piston in said chamber, a lever pivoted intermediate its ends, having pivotal connection at one of its ends with the rod of said piston, and connection at its opposite end with said valve, and a lock-controlled actuating rod having connection with said lever.

9. A device of the class described comprising a body adapted for disposition between a carbureter and one end of the supply pipe of the latter, said body including a bored extension adapted for connection to and communication with the supply pipe, and a chamber provided with a nipple for communication with the carbureter, a valve in said extension for closing said bore, a piston movable in said chamber, a by-pass communicating with the bore of said extension and adapted for connection to said carbureter, a rocking beam pivoted on said body and having pivotal connection at one of its ends to said piston, while at its opposite end it has connection with said valve, and a lock-controlled actuating rod connected with said beam.

In testimony whereof I have hereunto set my hand.

JOSEPH H. HISSONG.