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W. F. FIPPS

AUTOMOBILE LOCK

Filed Feb. 9 1925

Fig. 1.

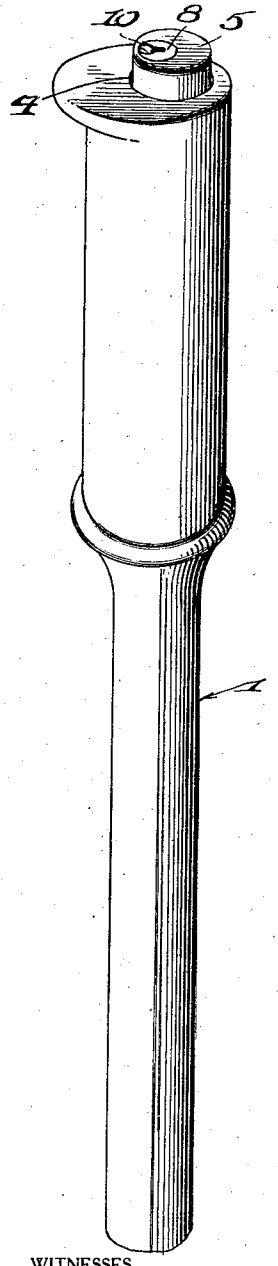


Fig. 2.

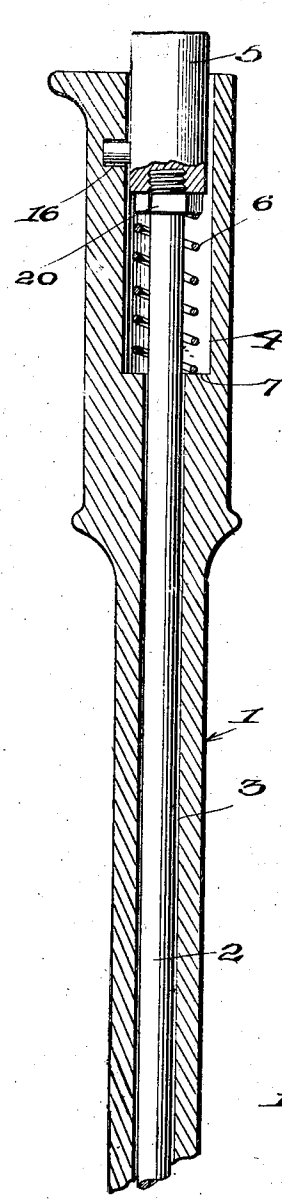
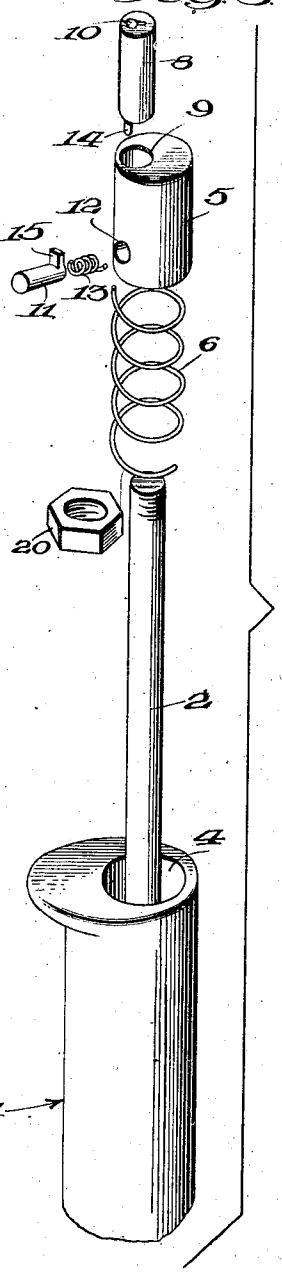


Fig. 3.



WITNESSES

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UNITED STATES PATENT OFFICE.

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AUTOMOBILE LOCK.

Application filed February 9, 1925. Serial No. 7,994.

This invention relates to an automobile lock especially designed for use on the hand brakes of automobiles.

The object of the invention is to provide a lock of this character which is organized with the hand lever and latch rod of a hand brake in such manner as to be adapted to secure the latch rod against movement to prevent release of the hand brake and consequently to prevent movement of the car by an unauthorized person.

A further object is the provision of a lock of this character and having these advantages and which is of simple and durable construction, and reliable and effective in operation, which does not detract from the appearance of the car, and which is easy and comparatively inexpensive to manufacture and apply.

Other objects and advantages reside in certain novel features of the construction, arrangement and combination of parts which will be hereinafter more fully described and particularly pointed out in the appended claim, reference being had to the accompanying drawings forming a part of this specification, and in which:

Figure 1 is a perspective view showing an embodiment of the invention,

Figure 2 is a view partly in section and partly in elevation of the arrangement shown in Figure 1, and

Figure 3 is a group view in perspective of the parts of the lock prior to assembly.

Referring to the drawings, the numeral 1 designates generally a hand lever of a hand brake of the type used on automobiles. As is well known these hand levers are latched in position on a quadrant (not shown) by means of a detent (not shown) which is operated from a latch rod 2. The latch rod 2 is fitted in a lengthwise opening 3 formed in the hand lever 1. Adjacent the upper end of the hand lever the opening 3 is enlarged, as at 4.

A combined operating member and lock casing 5 is threadedly connected with the upper end of the latch rod 2 and is fitted for free sliding and rotary movement in the enlarged portion 4 of the opening of the lever. Preferably the element 5 and the portion 4 of the lever opening are of cylindrical form. A coil spring 6 encircles the upper end of the latch rod 2 and abuts the inner end of the element 5 at its one end and a shoulder 7 on the lever 1 at its other end.

A lock casing 5 houses a cylindrical lock which may be of any suitable or conventional type and which includes a rotatable barrel 8 fitted in an opening 9 in the lock casing and having a slot 10 designed to accommodate the key. Tumblers (not shown) of the conventional type co-act with the barrel 8 in the usual way and preferably two sets of tumblers are provided so that the bolt hereinafter described may be held in locked or released position. A laterally projectable bolt 11 is mounted for sliding movement in a transverse opening 12 of the lock casing, the opening 12 communicating with the opening 9. A coil spring 13 tends to project the bolt 11 but the movement of the bolt is controlled from the barrel 8 by means of an eccentric pin 14 carried by the barrel and engageable with a lug 15 provided on the bolt.

The bolt 11 when projected is engaged in a lateral or transverse recess 16 formed in the hand lever 1 adjacent the enlarged end 4 of the opening 3 of the hand lever. The recess 16 provides a seat or keeper for the bolt.

With this arrangement when the car is left parked a key may be inserted in the slot 10 and the barrel 8 rotated to permit the bolt 11 to be projected, by the action of the spring 13, into the seat 16. This locks the combination operating member and lock casing 5 against movement. As it is necessary to depress the combination operating member and lock casing 5 to release the hand brake and, of course, the same has been set before the bolt 11 is projected, the car is effectively locked against movement by any unauthorized person. The owner or person authorized to operate the car may insert the key in the slot 10 of the barrel 8 and rotate the barrel so as to cause the pin 14 to co-act with the lug 15 to retract the bolt. When the bolt has been retracted the key may be withdrawn and the bolt is held retracted by means of a set of tumblers in accordance with the ordinary practice. Since the bolt 11 is held retracted the emergency brake may be freely operated by the owner or authorized driver unless he locks the same.

A lock nut 20 is threaded on the latch rod 2 and engages the combination operating member and lock casing 5 to hold the same in position whereby proper alignment of the bolt 11 with its recess 16 is insured.

I claim:

An automobile lock for use on hand brakes including a hand lever provided with a lengthwise bore enlarged at its upper end, a latch rod snugly though slidably fitted in said bore, and comprising a combined operating member and lock casing, the casing being threadedly connected to the latch rod and slidably and rotatably though snugly fitted in the enlarged upper end of the bore of the lever, a key operated lock in said casing having a radially sliding bolt, said hand lever having a radial opening communicating with the enlarged portion of its bore and in which the projected portion of the bolt is adapted to be snugly fitted to positively lock and hold the rod against both rotating and sliding movement and to prevent the rod from being sprung to disengage the bolt from said radial opening.

WILLIAM FREDRICK FIPPS.