Oct. 17, 1933. O. D. BRODERICK 1,931,342

GASOLINE THIEFPROOF APPLIANCE

Filed May 9, 1932

Fig-1

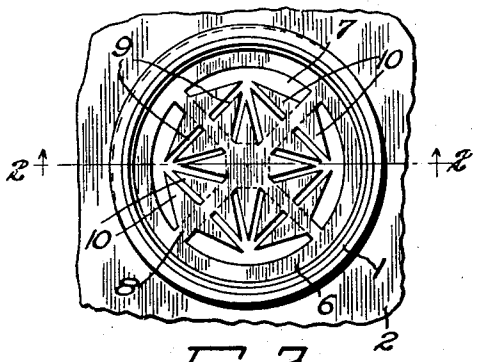


Fig-4

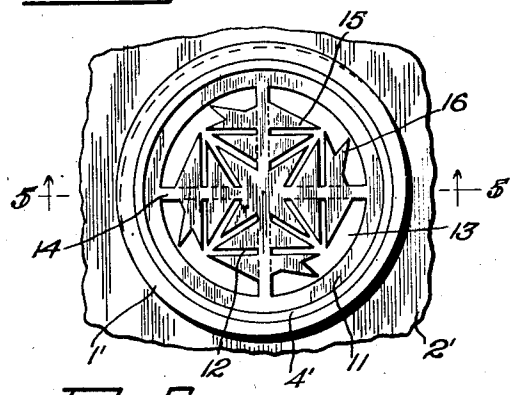


Fig-2

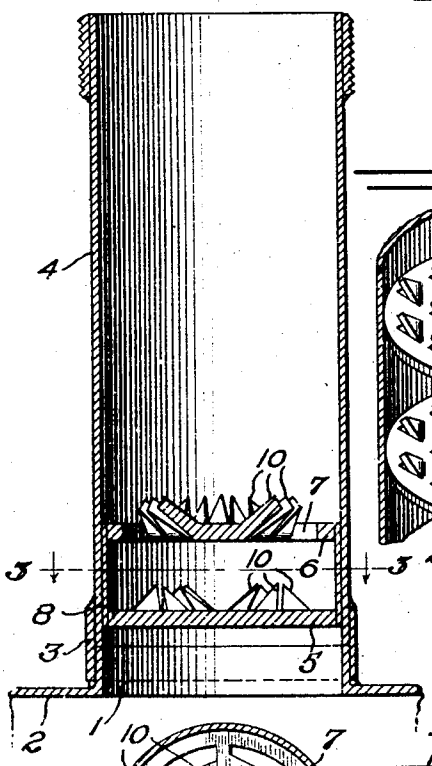


Fig-5

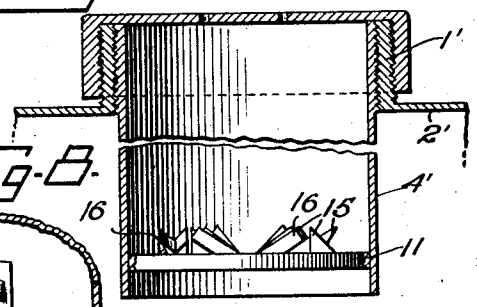


Fig-8

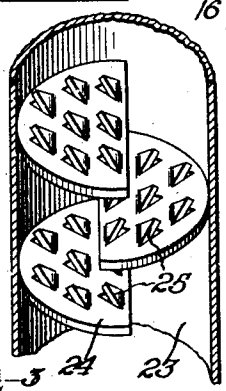


Fig-6

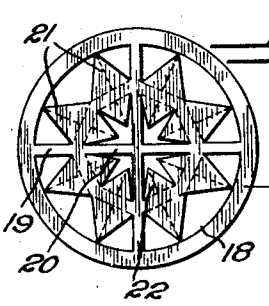
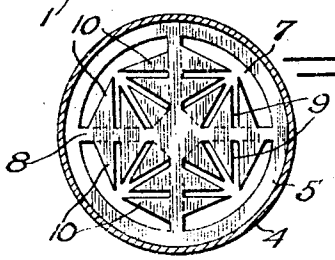


Fig-7



Fig-3



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GASOLINE THIEFPROOF APPLIANCE

Oliver D. Broderick, New Orleans, La.

Application May 9, 1932. Serial No. 610,271

2 Claims. (Cl. 220—86)

The object of this, my present invention, is the provision of simple but very efficient means which is designed to be attached to the filler spout for the gas tank of an automobile and which is of such construction as to prevent the siphoning or the withdrawal in any other manner of the gasoline from the tank without interfering with the free flow of the gasoline into the tank, whereby to render the gasoline in the tank thief proof.

To the attainment of the foregoing the invention consists in the improvement hereinafter described and definitely claimed.

In the drawing:

Figure 1 is a top plan view of one form of the improvement.

Figure 2 is a sectional view approximately on the line 2—2 of Figure 1.

Figure 3 is a horizontal sectional view approximately on the line 3—3 of Figure 2.

Figure 4 is a top plan view showing a slightly different form of the improvement.

Figure 5 is a sectional view approximately on the line 5—5 of Figure 4, the closure cap for the filler spout being in position.

Figure 6 is a plan view illustrating another form of the improvement.

Figure 7 is an edge view thereof.

Figure 8 is a sectional perspective view to illustrate still another form of the improvement.

When the filler spout 1, of a gasoline supply tank 2, is short I weld, solder, bolt or otherwise rigidly secure therearound a ring 3 secured to and extending from the lower end of a tube 4. On its outer end the tube is thickened preferably by having a ring member swaged, welded or otherwise secured thereon and the said thickened portion is exteriorly threaded for the reception of the flanged closure. In the tube 4, adjacent to the inner or lower end thereof, there are secured metal discs 5 and 6, respectively. The discs are each provided with arcuate slots 7, adjacent to their periphery and the inner walls afforded by these slots are cut at opposite angles. The slots are four in number and provide therebetween connecting elements which, for the sake of convenience, I will refer to as arms 8. The arms 8 on the respective discs 5 and 6 are disposed at angles with respect to each other, or in other words, the arms 8 of one of the discs are arranged approximately centrally between the arms 8 of the adjacent disc. The discs are arranged in close proximity, and the mentioned angle walls provided by the slots 7 are cut or notched toward the arms 8, or rather the portions of the discs in a line with the said arms 8, as indicated by the dotted lines in Figures 3 and 4 of the drawings. The metal provided between these angle notches 9 is bent upwardly to afford substantially V-shaped baffle elements 10, and the baffle elements on the discs are disposed away from each other because of the angle relation of the parts comprising the arms 8 of the said discs. These substantially V-shaped baffle elements or prongs 10 being arranged at an angle over the openings afforded by the bending of the said prongs prevent the passage of a hose or any other device through the tube and into the tank 2 so that the gasoline cannot be siphoned or otherwise surreptitiously withdrawn from the tank while the arrangement of parts is such as to not interfere with the free flow of the gasoline into the tank when the latter is to be filled or replenished.

In Figures 4 and 5 the tube 4' is screwed in the filler spout 1' for the tank 2'. In these views I have illustrated only one disc, but obviously any desired number of closely related and superimposed discs may be employed. The disc 11 is provided with arcuate slots 12, adjacent the periphery thereof, the inner walls afforded by the slots being disposed at opposite angles, and the division walls or what I have termed arms between the slots are indicated by the numeral 14. The body of the disc, from points in a line with the plane of the arms 14, is notched to afford a plurality of prongs 15 that are bent at upward angles, the prongs projecting from the opposite edges of the arms 14 being bent at opposite angles, and one of each of the outer angle prongs is formed with an additional and short angle prong 16. The prongs afford baffle elements to prevent the insertion of a hose or the like into the tank 2' but the said prongs do not interfere with the free flow of the gasoline into the tank.

In Figures 6 and 7 the construction slightly differs. The disc 17 is provided, from adjacent its periphery, with substantially V-shaped cutaway portions 18 and with right-angularly arranged arms 19 between the said cutaway portions 18. In this instance the arms are formed with inner extensions which are centrally connected and which extensions are indicated for distinction by the numeral 20. The body of the disc, at the cutaway portions 18, is provided with V-shaped notches and afford therebetween substantially V-shaped bendable prongs 21, and the body of the disc between the arm exten-

sions 20 and the base of the prongs 21 is cut-away to provide other and inner V-shaped bendable prongs 22. The inner and outer series of prongs 22 and 21 are bent at opposite angles and likewise these prongs are centrally bent upon themselves so that the same are not only V-shaped in plan but are likewise substantially V-shaped in cross section. These prongs afford baffles to prevent the entrance of a hose or the like into the tank, but the construction is such as to not interfere with the free flow of gasoline into the tank.

In Figure 8 the tube 23, which is secured to the filler spout, has arranged therein a plurality of closely related but superimposed discs 24. The discs are oppositely directed, that is, the intermediate disc has its straight edge disposed between the straight edges of the outer discs, and all of these discs are formed with series of substantially V-shaped slots, the metal bounded thereby being bent to afford the same with substantially V-shaped baffle prongs 25. The baffle prongs 25 on the outer discs are directed toward one side of the tube 23, while the baffle prongs on the intermediate disc are directed toward the opposite side of the tube.

In all forms of my improvement it will be noted that the free flow of the gasoline into the tank is not in any ways interfered with and, as a matter-of-fact, the discs tend to prevent the splashing of the gasoline delivered into the tank. The construction renders the tank positively theft proof and it is thought that when the foregoing has been carefully read in connection with the accompanying drawing the construction and advantages of my improved device will be understood and appreciated by those skilled in the art without further detailed description.

Having described the invention, I claim:

1. A tube providing a gasoline inlet for the gasoline tank of an automobile or the like and designed to be closed by a cap, superimposed discs fixedly secured in the tube adjacent to the bottom thereof, said discs having series of angularly related substantially V-shaped slots and the metal bounded by the slots bent at upward angles to overlie the openings therebelow, and to afford baffle prongs and the baffle prongs on the respective discs being arranged out of a line with each other.

2. A tube providing a gasoline inlet for the gasoline tank of an automobile or the like and designed to be closed by a cap, superimposed discs fixedly secured in the tube adjacent to the bottom thereof, said discs having series of angularly related substantially V-shaped slots and the metal bounded by the slots bent at upward angles to overlie the openings therebelow, and to afford baffle prongs and the baffle prongs on the respective discs being arranged out of a line with each other and said baffle discs being both V-shaped in plan and in cross section.

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