

No. 693,201.

Patented Feb. 11, 1902.

J. F. WILSON.
AUTOMOBILE LOCK.

(Application filed June 11, 1901.)

(No Model.)

2 Sheets—Sheet 1.

Fig. 1.

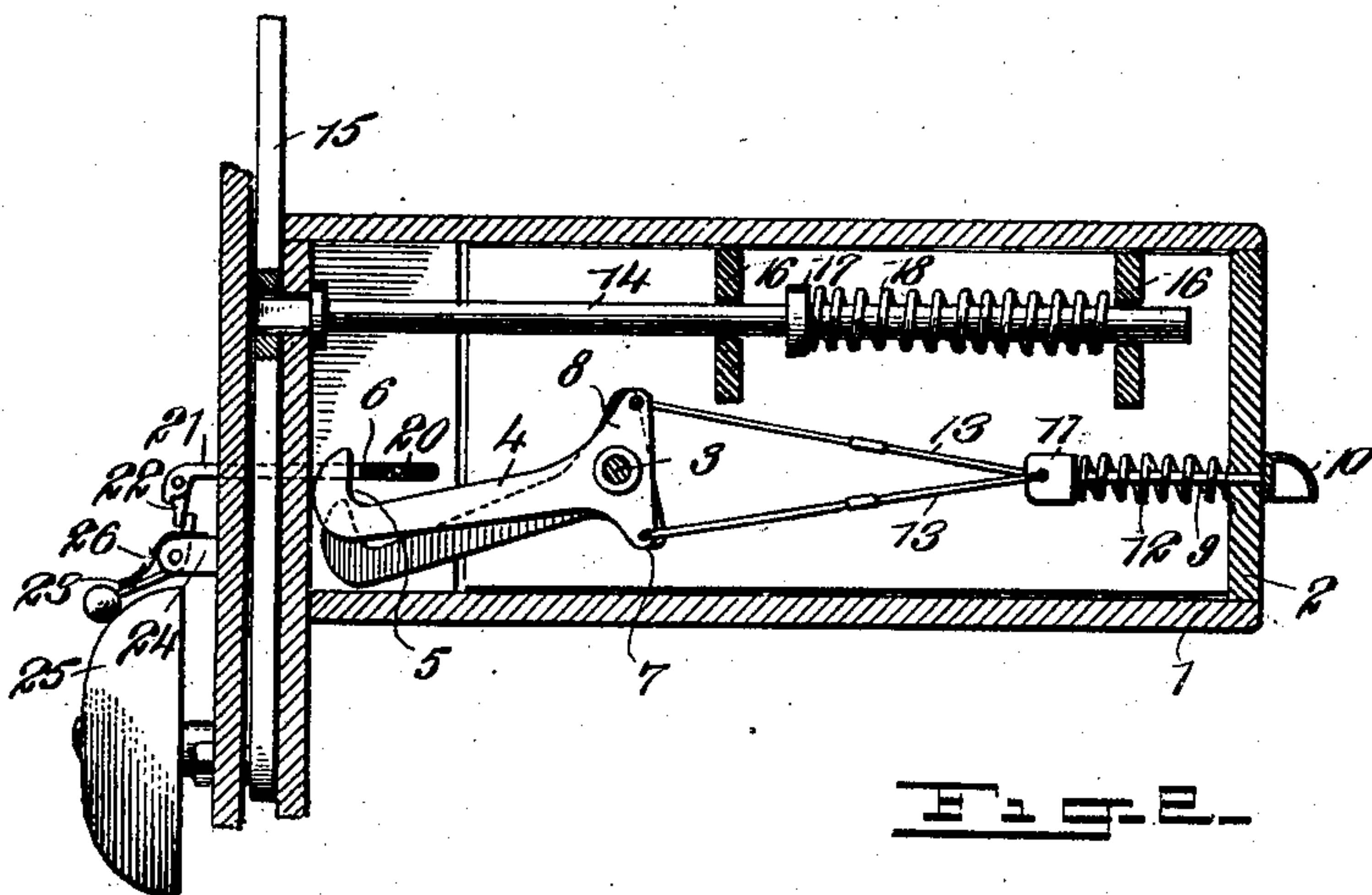


Fig. 2.

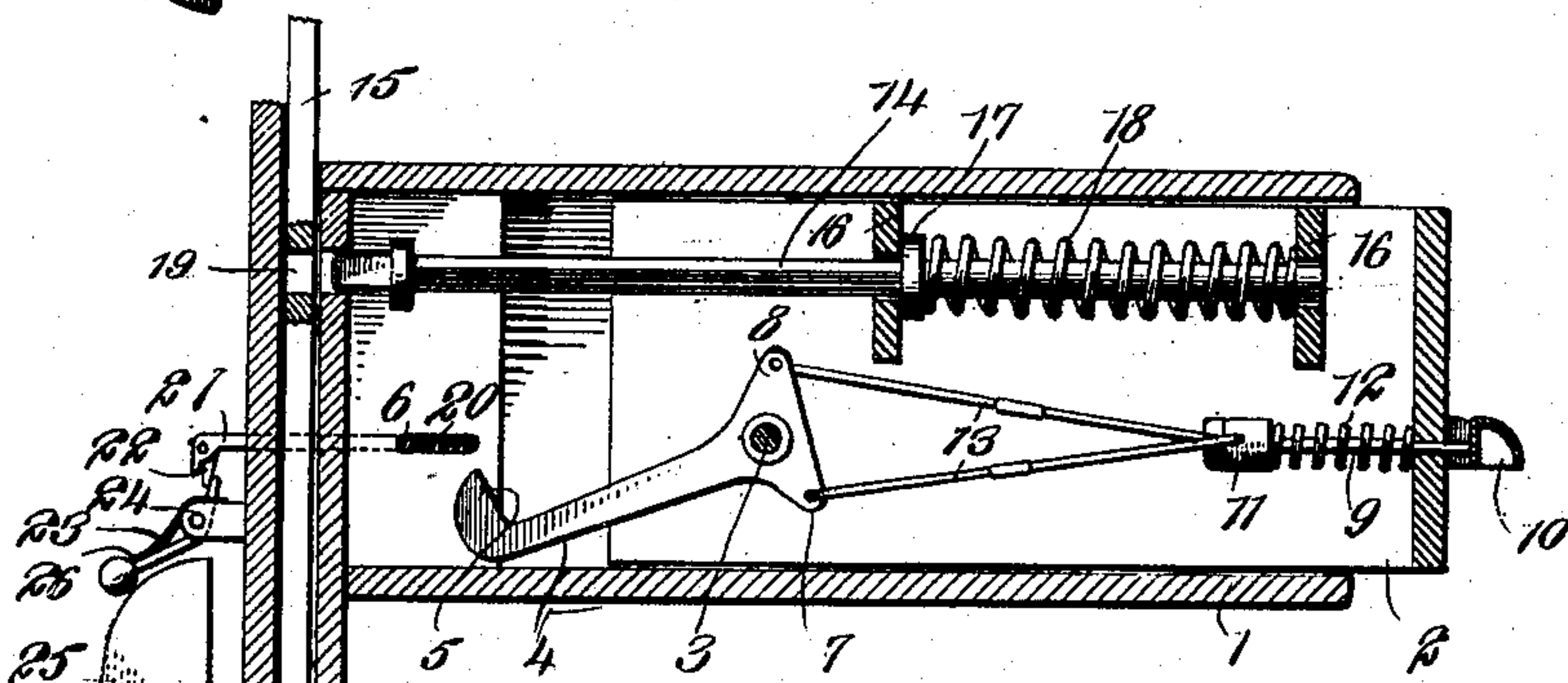
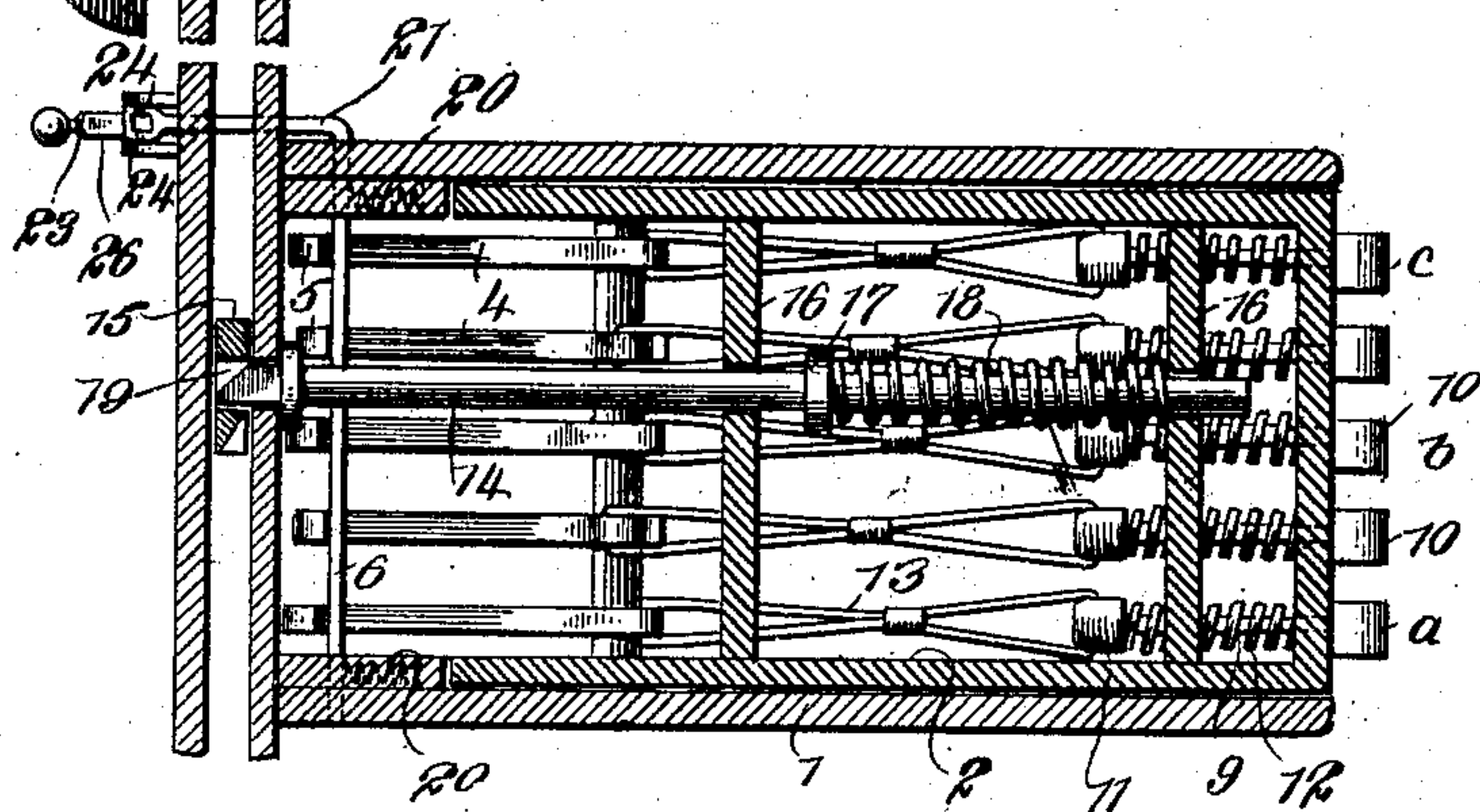


Fig. 3.



WITNESSES:

Geo. W. Maylor
C. R. Ferguson

INVENTOR

John F. Wilson

BY

Mauzy
ATTORNEYS

No. 693,201.

Patented Feb. 11, 1902.

J. F. WILSON.
AUTOMOBILE LOCK.

(Application filed June 11, 1901.)

(No Model.)

2 Sheets—Sheet 2.

Fig. 5.

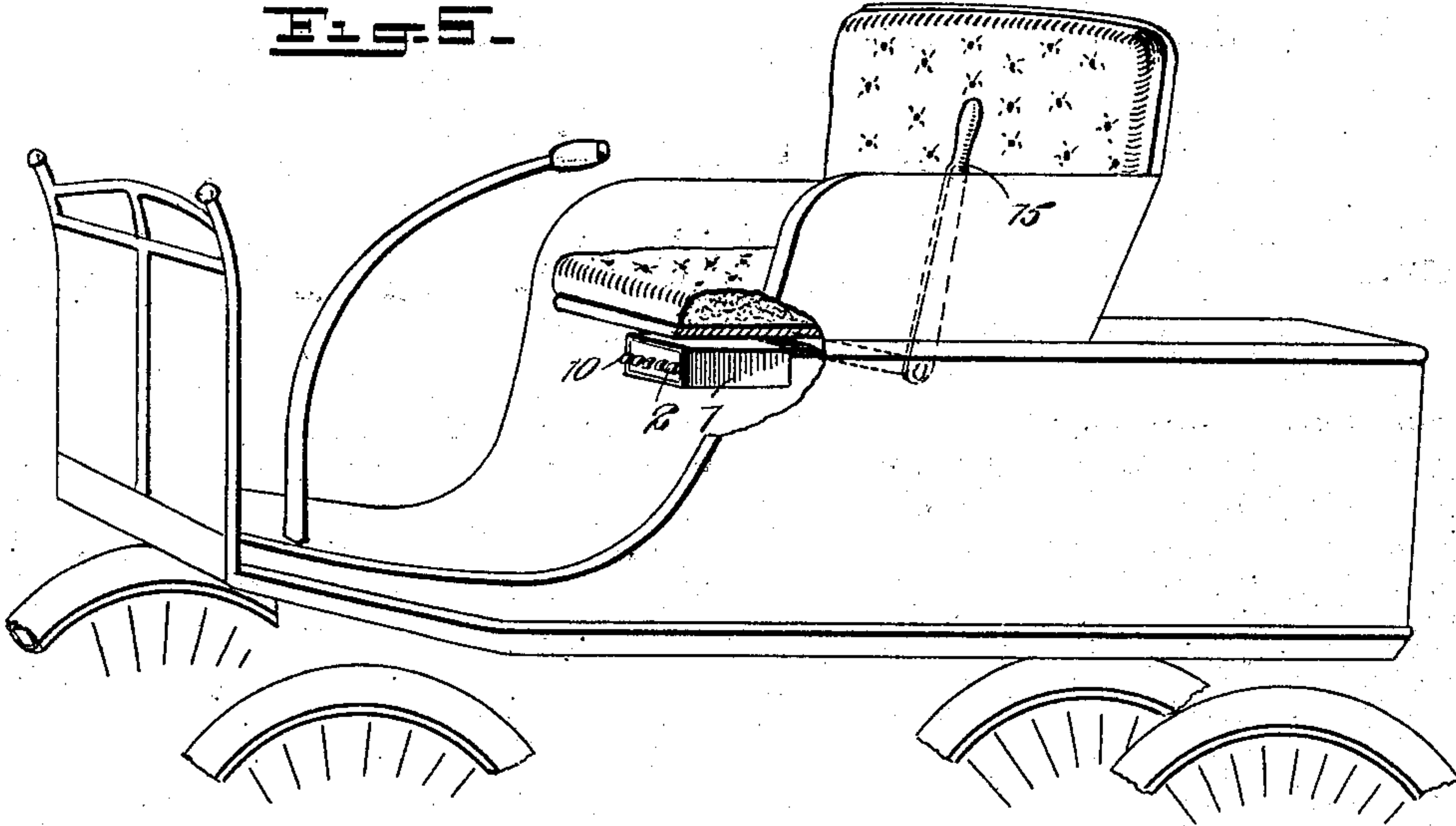
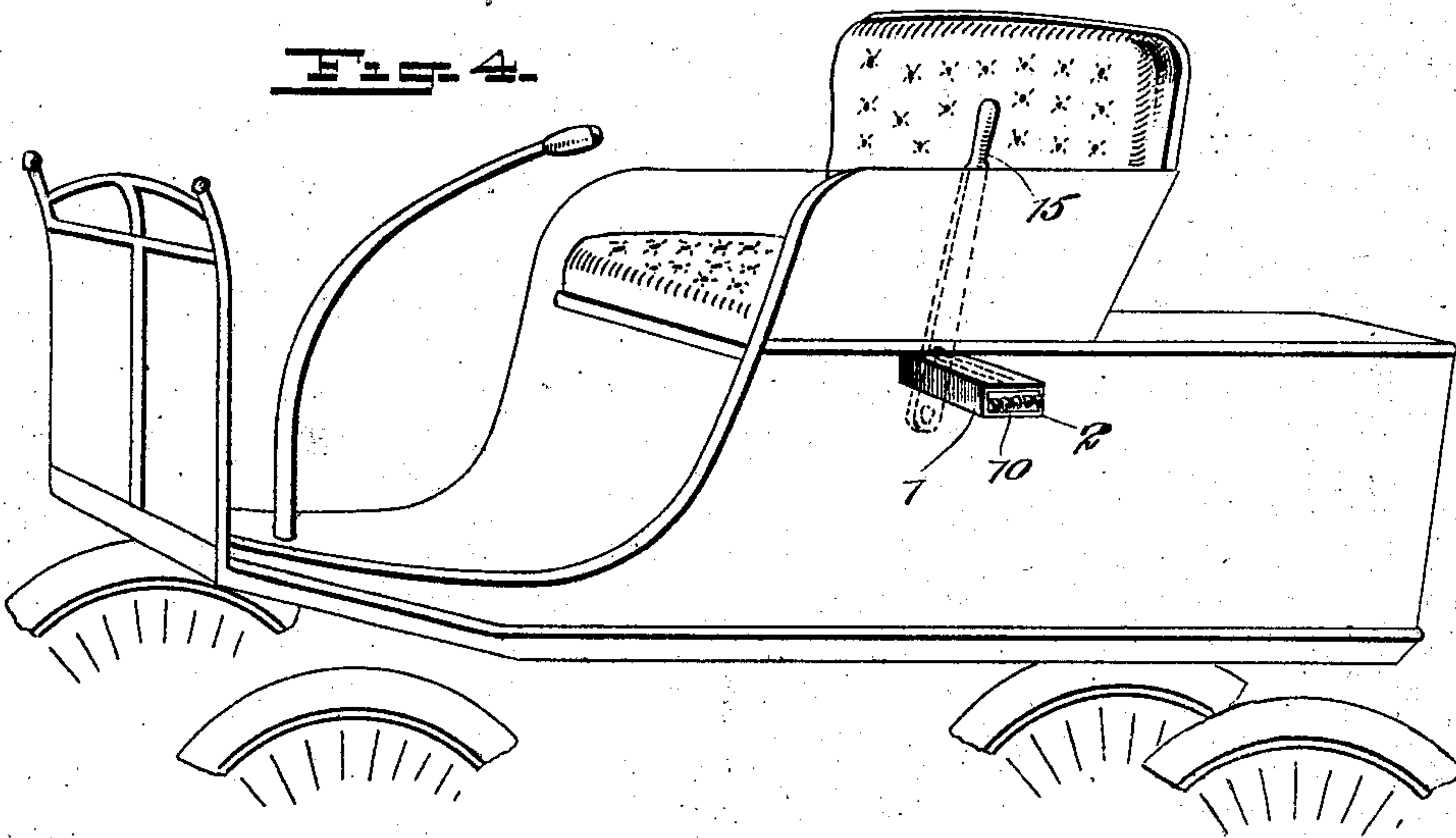


Fig. 4.



WITNESSES:

Geo. W. Maydon
C. R. Ferguson

INVENTOR

John F. Wilson

BY

Mumford

ATTORNEYS

UNITED STATES PATENT OFFICE.

JOHN FAY WILSON, OF JETMORE, KANSAS.

AUTOMOBILE-LOCK.

SPECIFICATION forming part of Letters Patent No. 693,201, dated February 11, 1902.

Application filed June 11, 1901. Serial No. 64,067. (No model.)

To all whom it may concern:

Be it known that I, JOHN FAY WILSON, a citizen of the United States, and a resident of Jetmore, in the county of Hodgeman and State of Kansas, have invented a new and Improved Automobile-Lock, of which the following is a full, clear, and exact description.

This invention relates to improvements in devices for locking the controlling-lever of an automobile-motor; and the object is to provide a lock of simple construction that can be operated only by the person to whom the combination at which it is set is known, thus preventing the starting of the vehicle by a malicious or unauthorized person; and another object is to provide an alarm connection that will be sounded should an attempt be made to open the lock without releasing the proper latches.

I will describe an automobile-lock embodying my invention and then point out the novel features in the appended claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the figures.

Figure 1 is a sectional elevation of a lock embodying my invention and showing the controlling-lever in locked position. Fig. 2 is a similar section, but showing the lever released. Fig. 3 is a sectional plan view of the lock. Fig. 4 is a perspective view of a vehicle-body, showing the lock as arranged at one side; and Fig. 5 is a similar view, but showing the lock as located under the seat at the front.

The lock comprises a casing 1, designed to be arranged in the vehicle in any desired position. I have here shown it in Fig. 4 as arranged underneath the seat at one side of the body. In Fig. 5, however, it is shown as arranged underneath the seat at the front. The location is merely a matter of convenience. Mounted to slide outward and inward in the casing 1 is a frame 2, in the inner portion of which is arranged a cross-rod 3, upon which latches 4 are mounted to swing. These latches have hook ends 5, designed to engage with a locking-bar 6, supported in the inner portion of the casing 1. These latches are here shown as five in number; but a greater or less number may be employed without departing from

the spirit of my invention. A sufficient number should be employed, however, to provide for a considerable number of changes in the combinations. Each latch at its outer end or at the end connecting with the cross-rod 3 has a downwardly-extended arm 7 and an upwardly-extended arm 8. A draw-rod 9 for each latch is mounted to slide through the end wall of the frame 2, and at the outer end each draw-rod is provided with a recessed or chambered finger-piece 10. On the inner end of each draw-rod is an enlargement 11, and between this enlargement and the end of the frame is a spring 12, designed to force the draw-rod inward. The draw-rods are designed to be connected with their latches, either with the lower arm 7 or with the upper arm 8, depending upon which latches are to be used in the combination. The connections consist of links 13. I have here shown links connecting with the arms 7 of the first, third, and fifth of the series of latches—that is, the latches connecting with the finger-pieces *a*, *b*, and *c*—and when in locking position the hook ends 5 of these latches in the set combination will engage with the rod 6, while the other latches of the series will have the links connected to their upper arms 8, and the hook ends thereof will be normally below the locking bar or rod 6.

Carried in the frame 2 is a locking-bolt 14 for engaging with the controlling-lever 15. The end of this bolt 14 is designed to pass through an opening in the end wall of the casing 1 and to engage in an opening in said lever 15 to hold it in locked position. The bolt is supported to move in cross-bars 16 in the sliding frame, and between the outer cross-bars 16 and a collar 17 on the bolt is a coiled spring 18. By this construction after the lever shall have been released and moved to one side and the frame again pushed inward the end of the bolt 14 will pass across the line of movement of the lever; but at the side upon which the lever moves the end of said bolt is beveled, as indicated clearly in Fig. 3, so that when it is desired to lock the lever it is only necessary to draw it to its vertical position, when the bolt will be first slid back, and then when the opening 19 in the lever comes in line with the bolt the spring 18 will force the bolt into said opening. When it is desired

to release the lever, the latches in engagement with the locking-bar 6 are to be released therefrom by drawing outward their draw-rods. Then the frame carrying the latches
 5 will be moved outward, consequently moving the bolt 14 out of engagement with the controlling-lever, when, as before stated, the frame carrying the latches is to be returned to its inner position, so that the latches will
 10 again engage with the bar 6.

Should any other of the latches be manipulated by drawing outward their draw-rods, they will be moved upward into engagement with the locking-bar 6, and therefore the
 15 frame cannot be moved outward to release the bolt from the lever.

It may be desired to sound an alarm should an unauthorized person attempt to unlock or release the lever. For this purpose I have
 20 shown the locking bar or rod 6 as having a slight sliding movement against the resistance of springs 20, and one end 21 of this bar 6 is extended outward through an opening in the body of the vehicle or in the front board
 25 of the seat-support and has pivoted to it a tongue 22, designed to engage with an upwardly-extended portion of the clapper-arm 23, the said arm 23 being pivoted between lugs 24 and moved downward to strike its hammer
 30 against the gong 25 by means of a spring 26.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

1. A locking device for the controlling-lever of a motor, comprising a bolt adapted for
 35 engagement with said lever, a sliding frame carrying said bolt, a series of locking-latches carried by the frame, a rod with which said latches are designed to engage, and means for
 40 causing a swinging movement of the latches, substantially as specified.

2. A lock for the controlling-lever of a motor for an automobile or the like, comprising
 45 a casing, a frame mounted to slide in said casing, a locking-bolt carried by said frame and adapted for engagement with the lever, a series of swinging latches carried in said frame, a bar mounted in the casing with which
 50 said latches are designed to engage, and draw-rods extended through the front wall of the frame and having connection with the latches, substantially as specified.

3. A lock for the lever of an automobile, comprising a fixed casing, a frame mounted
 55 to slide in said casing, a shaft extended across

said frame, a series of latches mounted to swing on said shaft and having hook ends and having arms extended upward and downward relatively to the shaft, draw-rods, link connections between said draw-rods and arms of
 60 the latches, a bar mounted in the casing with which the latches are designed to engage, and a bolt carried by the frame and adapted for engagement with the lever, substantially as specified.

4. In an automobile, a lock for the controlling-lever, comprising a casing, a frame mounted to slide in the casing, a series of latches mounted to swing in the frame, draw-rods having
 70 link connection with said latches, springs for forcing the draw-rods inward, a bar mounted in the casing and adapted for engagement with said latches, and a spring-pressed locking-bar for the lever carried by said frame, substantially as specified.

5. In an automobile, a locking device for the motor-controlling lever, comprising a casing, a frame mounted to slide in the casing, a series of latches mounted to swing in the casing and having hook ends, draw-rods having
 80 link connections with said latches, a locking-bar carried by the frame and adapted for engagement with the controlling-lever, and an alarm actuated by a movement of the bar supported in the casing, substantially as specified.

6. In a lock, a sliding frame, a series of locking-latches mounted to rock in said frame, one independently of another, each of said latches having an upwardly-extending arm and a
 90 downwardly-extending arm, a draw-rod for each latch, a link having connection with the draw-rod and adapted for connection with either one of the arms of its latch, a locking-bar with which latches may be engaged, and
 95 a locking-bolt carried by the frame, substantially as specified.

7. A lock, comprising a sliding frame, a spring-yielding locking-bolt carried by the frame, locking-latches carried by the frame, a
 100 fixed part with which the latches are adapted to engage, and means for releasing the latches from said fixed part.

In testimony whereof I have signed my name to this specification in the presence of
 105 two subscribing witnesses.

JOHN FAY WILSON.

Witnesses:

H. B. BARKER,
 P. H. HAND.