J. VAN TEKELENBURG.

LOCKING DEVICE FOR AUTOMOBILE STARTING CRANKS.

APPLICATION FILED DEC. 30, 1908.

947,706. Patented Jan. 25, 1910.

Fig. 1.

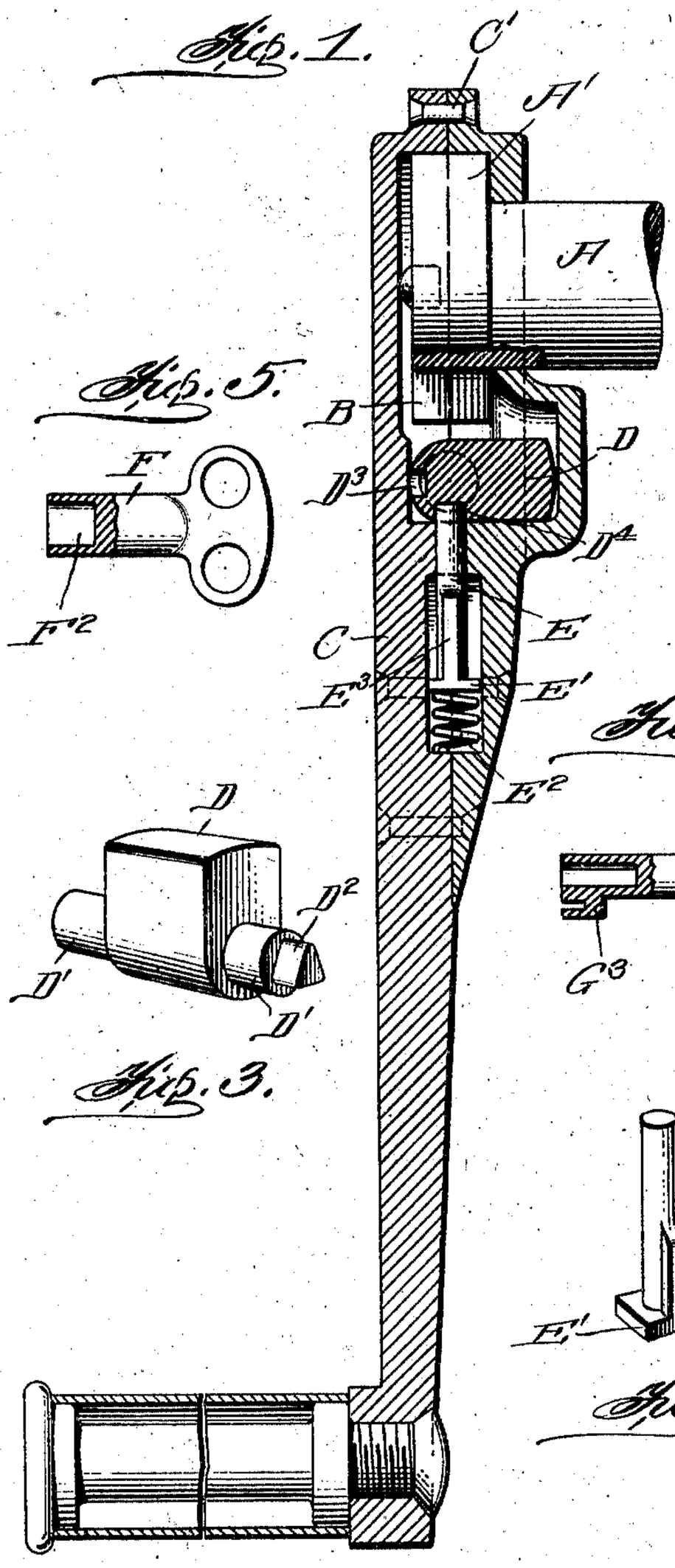

Fig. 2.

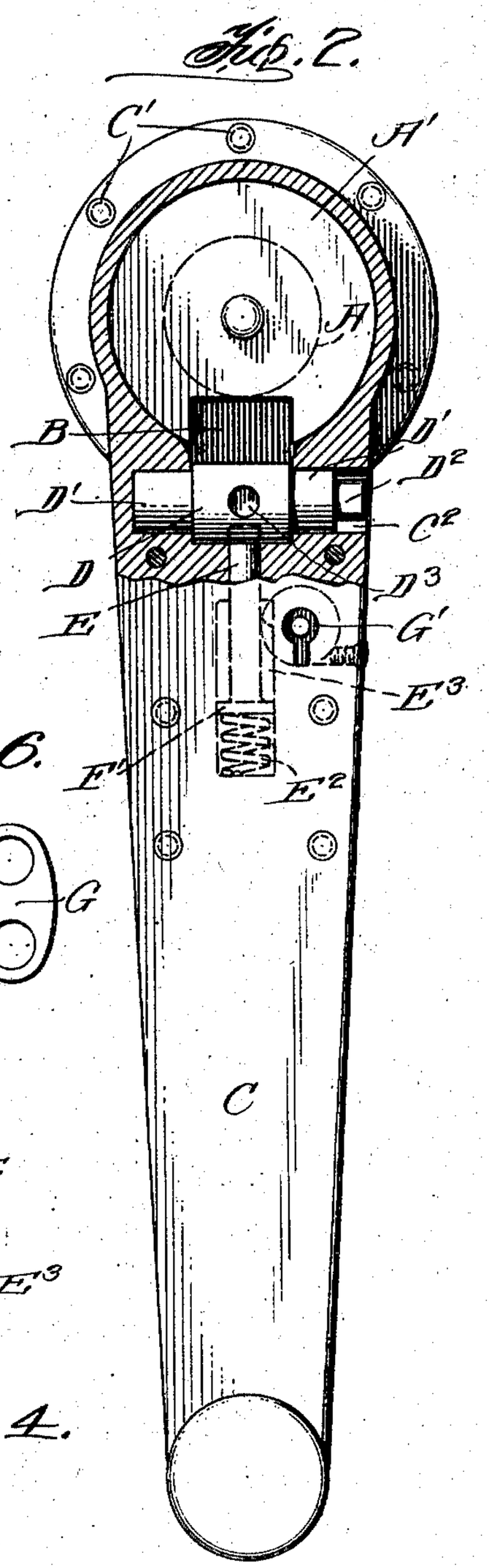

Fig. 5.

Fig. 6.

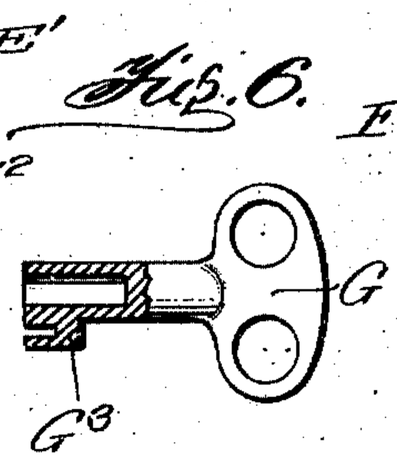

Fig. 3.

Fig. 4.

Witnesses

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UNITED STATES PATENT OFFICE.

JOHN VAN TEKELENBURG, OF LONG ISLAND CITY, NEW YORK, ASSIGNOR OF ONE-THIRD TO ADAM LEIDICH, OF BROOKLYN, NEW YORK, AND ONE-THIRD TO WALTER MULLER, OF NEW YORK, N. Y.

LOCKING DEVICE FOR AUTOMOBILE STARTING-CRANKS.

947,706. Specification of Letters Patent. Patented Jan. 25, 1910.

Application filed December 30, 1908. Serial No. 469,955.

To all whom it may concern:

Be it known that I, JOHN VAN TEKELENBURG, a citizen of the United States, residing in Long Island City, in the county of Queens and State of New York, have invented a new and useful Improvement in Locking Devices for Automobile Starting-Cranks, of which the following is a specification.

This invention has for its object to provide a simple durable and efficient locking means for the starting crank of an automobile, the purpose of said locking mechanism being to prevent the theft or unauthorized use of the automobile, as by means of my device the crank can be securely locked against rotation, thereby rendering it impossible for anyone to start the automobile, unless provided with proper means for releasing the starting crank and connecting it with the shaft of the automobile.

With these various objects in view my invention consists essentially in constructing a starting crank capable of connection to the starting shaft, and adapted to normally turn thereon, said crank being provided with means for engaging the disk or head upon the end of the starting shaft, and said crank being also provided with a locking means for the purpose of holding the engaging means either in or out of engagement with the starting shaft.

The invention consists also in certain details of construction and novelties of combination, hereinafter fully described and pointed out in the claims.

In the drawing forming a part of this specification:—Figure 1 is a vertical sectional view taken through the starting crank, a portion of the shaft being shown in elevation. Fig. 2 is a front elevation partly in section for the purpose of disclosing the engaging means carried by the starting crank. Fig. 3 is a detail perspective view of the engaging mechanism. Fig. 4 is a detail perspective view of the locking bolt. Fig. 5 is a detail view of the key for operating the engaging device, and Fig. 6 is a detail view of the key for operating the locking bolt.

In the drawing A indicates the usual horizontal shaft and A′ the head or disk mounted upon the end thereof, and at the lower side this head or disk is cut out or recessed as shown at B, for a purpose hereinafter described.

C indicates the starting crank, the upper end of which is made of two sections riveted together, as shown at C′ and providing a suitable housing which envelops the head of the shaft and carries the shaft engaging device D and the locking bolt E. The engaging device D is in the nature of a rotary bolt or tumbler and is made of such a size and shape as to fit into the recess B and thereby provide a rigid connection between the crank and shaft. The engaging device D turns upon the integral trunnions D′ and one of said trunnions is reduced as shown at D^2, and is adapted to be engaged by the barrel F^2 of the operating key F, for the purpose of turning the said parts D up or down, as the case may be, the side of the crank being open at that point, as shown at C^2, in order to permit the introduction of the key. Thus it will be seen that when the bolt or tumbler D is turned up to a vertical position, it will engage the recess B in the shaft-head, and connection will be established between the crank and shaft, and now for the purpose of holding the said bolt or tumbler in engagement with said head, I provide the vertically movable spring-actuated bolt E, which is arranged between the crank-sections and is adapted to be projected into a notch D^3 produced in the bottom of the bolt or tumbler D. Another recess D^4 is produced in the side of the bolt or tumbler D, and which the locking bolt E engages when the bolt or tumbler D is turned back to a horizontal position as most clearly shown in Figs. 1 and 2.

The locking bolt E is provided with a flat base E′ which rests upon the coil-spring E^2 and this bolt also has a rib E^3 which is adapted to be engaged by the bit G^3 of the operating key G, which is inserted through the key-hole G′ produced in the front of the crank as shown in Fig. 2, and by means of this key G the bolt E can be withdrawn and then by means of the key F the tumbler D can be moved up or down as desired for the purpose of throwing the crank into or out of engagement with the shaft A and as soon as the tumbler is turned to either one position or the other, the spring actuated bolt will immediately lock the said tumbler in that position.

If desired a name-plate can be arranged upon the face of the crank for the purpose of concealing the key-hole G′, said name-plate being turned or moved to one side whenever it is desired to introduce the key G.

By means of a starting crank constructed in accordance with my invention, it will be impossible for any one not provided with the necessary keys to start up the automobile, because when the crank and all of its parts are in the positions shown in Fig. 1, the said crank can be turned without rotating the shaft, and when it is desired to rotate the shaft, it is first necessary to release or unlock the engaging device and then turn said engaging device up into engagement with the shaft, and as these operations can only be accomplished by means of the proper keys, it is obvious that I provide a simple and efficient means for preventing the unlawful or unauthorized use of the machine.

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

1. The combination with a recessed shaft head, of a recessed crank mounted thereon, a tumbler rotatably arranged in the recess of the crank, means for locking said tumbler, and a key for releasing and a key for rotating said tumbler.

2. The combination with a shaft provided with a recessed head, of a crank mounted upon said shaft and head, a pivoted bolt or tumbler carried by the crank, and a spring actuated bolt arranged in the crank and adapted to engage the bolt or tumbler, together with means for moving the spring actuated bolt and the tumbler.

3. The combination with a shaft having a recessed head, of a crank mounted upon said shaft and head, a tumbler pivoted in the crank and adapted to engage the recessed head, a spring actuated bolt arranged in the crank, and adapted to engage a recess in the tumbler, together with keys for turning the tumbler and releasing the spring actuated bolt, all of said parts being arranged and adapted to operate substantially as shown and described.

JOHN VAN TEKELENBURG.

Witnesses:
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