March 3, 1936. A. L. BROWN 2,033,104

LATCH

Filed Jan. 15, 1935

Fig. 1.

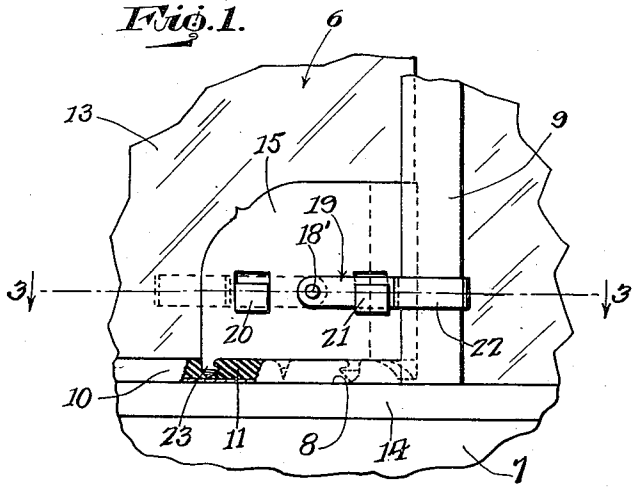
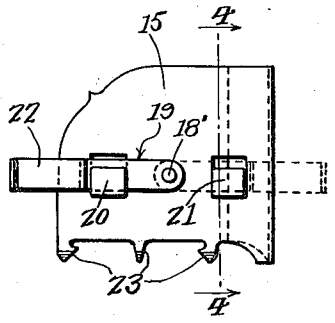


Fig. 2.



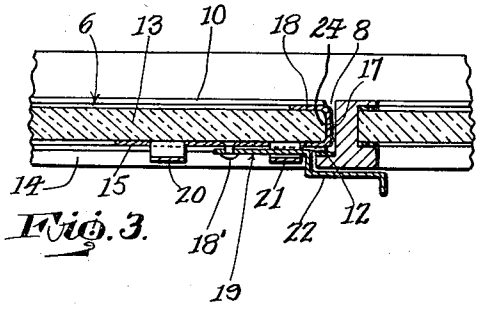


Fig. 3.

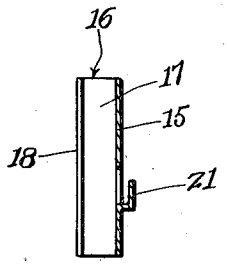


Fig. 4.

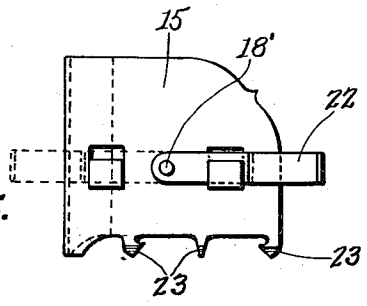


Fig. 5.

Inventor

Allen L. Brown

By Geo. P. Kimmel

Attorney

Patented Mar. 3, 1936 2,033,104

UNITED STATES PATENT OFFICE

2,033,104

LATCH

Allen L. Brown, Sioux City, Iowa, assignor to Wendell Pease, Chicago, Ill.

Application January 15, 1935, Serial No. 1,961

2 Claims. (Cl. 292—202)

This invention relates to a lock designed primarily for use in connection with a no-draft window of an automobile body, but it is to be understood that a latch, in accordance with this invention is for use in any connection for which it may be found applicable.

It is well known that the no-draft window type of cars, when locked, may be entered by simply prying the no-draft window open enough with a knife or screw driver to insert a stiff wire. The latter is then hooked on the handle which is employed to open and close the no-draft window. The handle is then turned until the window is shifted to an extent to form an opening large enough to permit a person to reach in and open the door of the car. To overcome the foregoing objection is the primary aim of this invention, and to this end, the invention consists of providing, in a manner as hereinafter set forth, a latch for fastening a no-draft window of an automobile securely closed to eliminate the existing possibilities of gaining access to a supposedly locked car.

Further objects of the invention are to provide, in a manner as hereinafter set forth, a latch for the purpose referred to which is simple in its construction and arrangement, strong, durable, compact, readily installed in the body of a car, thoroughly efficient in its use and inexpensive to manufacture.

To the above ends essentially and to others which may hereinafter appear, the invention consists of such parts and such combination of parts which fall within the scope of the invention as claimed.

In the drawing:

Figure 1 is a fragmentary view in elevation of a car body, showing the adaptation with the no-draft window of the latter, of a latch in accordance with this invention,

Figure 2 is an elevation looking towards the inner face of the latch for the no-draft window on the right side of the body of the car,

Figure 3 is a section on line 3—3, Figure 1,

Figure 4 is a section on line 4—4, Figure 2, and

Figure 5 is an elevation, looking towards the inner face of the latch, for the no-draft window on the left side of the body of the car.

The adaptation of the latch is shown, by way of example, in connection with the no-draft window 6 on the right side of a car body 7. The window opening is designated 8. One end wall of opening 8 is indicated at 9. The window 6 has a bottom stile 10 of an elastic penetrable material 11, such as rubber. The wall 9 is rabbeted as at 12 for overlapping an end of window 6. The transparent panel or glass of the latter is designated 13. The bottom wall of opening 8 is indicated at 14 and upon which bears the stile 10.

The latch comprises a plate 15 merging at one end into a flange 16 consisting of a leg 17 and a leg 18. The leg 17 is disposed at right angles to plate 15. The leg 18 is disposed at right angles to leg 17 and is arranged in parallel spaced relation to one face of plate 15. The latter has secured thereto, centrally thereof, a headed pivot 18' for the inner end of a shiftable latching bolt 19. The plate 15, between pivot 18' and each end thereof, is formed with a keeper for bolt 19. The keepers are designated 20, 21 and each of which is struck from and offset with respect to the body of plate 15. The keepers align with each other and each is of angle-shape in vertical section.

The bolt 19 includes an angle-shaped outer offset part 22 constituting an abutment and a finger piece. The part 22 provides the latching portion of the member 19. The latter is of a length and so formed as to oppose the end wall 9 of opening 8 when the latch is in position to secure window 6 from being shifted to enable access to the interior of the car. The bottom edge of plate 15 is formed with a plurality of beveled anchoring barbs 23.

When used in connection with the window 6, the plate 15 is positioned against the inner side face of panel 13, at one corner of the latter, and in a manner whereby leg 17 will oppose end edge 24 and leg 18 oppose the outer side face of the panel, or in other words, the plate 15 is arranged in overlapping relation with respect to one end of panel 13. The plate 15 is secured in the position referred to by extending the barbs 23 downwardly into the penetrable material of the stile 10. Now it will be assumed that the bolt 19 is in the position shown in Figure 2. The member 19 is then swung on its pivot to the position shown in Figure 3 to oppose the inner face of end wall 9 of opening 8 whereby the window 6 will be securely locked to prevent it being shifted in a direction to enable one to have access to the interior of the car.

The released position of the latch is as shown in Figures 2 and 5, and the locking position thereof is as shown in Figures 1 and 3. When the latch is in released position the member 19 is supported by keeper 20, and when in latching bolt the bolt 19 is supported in keeper 21.

When the latch is arranged relative to window 6, the plate 15 snugly bears against the inner face of panel 13, leg 17 bears snugly against the edge

24 of panel 13 and leg 18 is positioned in snug relation with respect to the other face of the panel. This arrangement is maintained by the engagement of the barbs 23 in the stile 10.

The plate 15 may have its ends and top edges of any desired contour.

What I claim is:

1. A latch for a shiftable window of that type having a transparent panel and a bottom stile, comprising a plate-like element having means to position said element in a predetermined location in relation to said panel and said stile, a shiftable latch bolt carried by said element, means on said element for supporting said bolt in a predetermined position, and means at the lower portion of said element for securing said element in a fixed position on said stile.

2. A latch for a shiftable window of that type having a transparent panel and a bottom stile, comprising a plate-like element having means carried by said element to position said element in a predetermined location in relation to said panel and said stile, said element being provided with means for supporting a shiftable member carried by said element, said latch bolt in a predetermined position, and a plurality of prong-like members carried by the lower portion of said element and adapted to secure said element to said stile in a fixed position.

ALLEN L. BROWN.