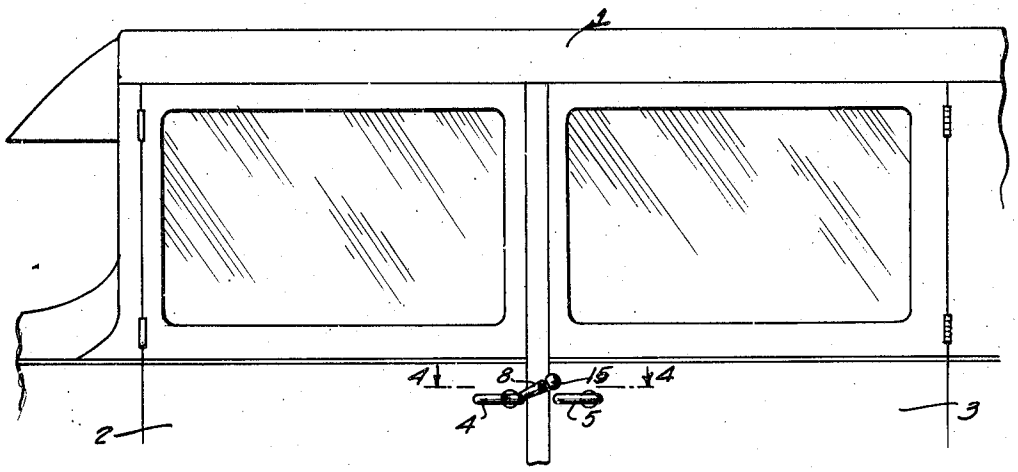
June 17, 1930. A. P. YOUNG 1,764,487

SUPPLEMENTAL LOCK FOR MOTOR CAR DOORS

Filed Aug. 6, 1929

FIG. 1.



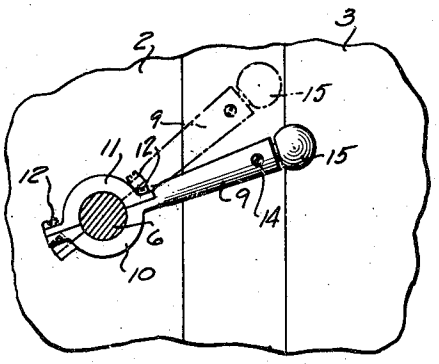


FIG. 2.

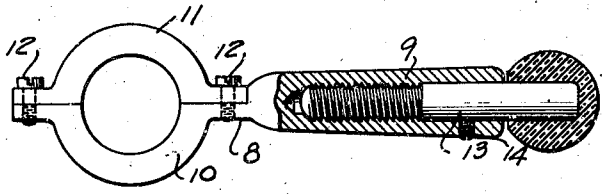
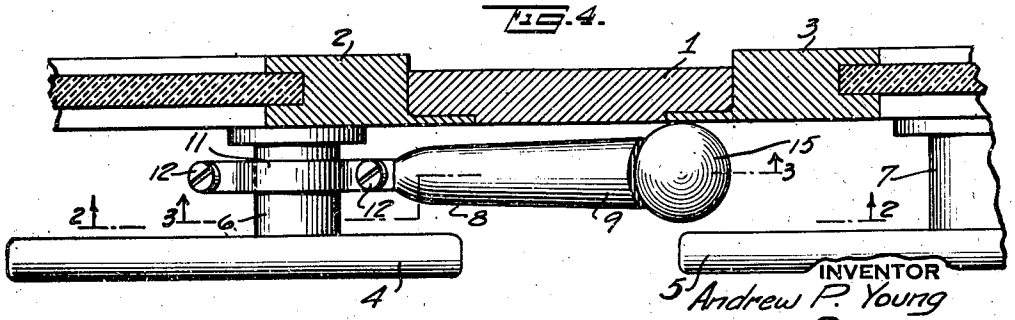


FIG. 3.

FIG. 4.



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UNITED STATES PATENT OFFICE

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SUPPLEMENTAL LOCK FOR MOTOR-CAR DOORS

Application filed August 6, 1929. Serial No. 383,811.

This invention relates generally to devices for locking one of a pair of adjacent doors by means of a projecting member carried by one of said doors and adapted to engage the edge of the adjacent door when the first door is in closed position, whereby the opening of said second door is, in part at least, controlled by the position of the first door. More specifically the invention comprises an adjustable, laterally projecting member adapted to be clamped on the latch handle of a motor car door and so designed and arranged for operation that when the said door is latched in closed position said projecting member will overlap the adjacent edge of the other door on the same side of the car and so prevent its opening until the latch on the first door is moved to releasing position, whereupon the second door is then free to be opened when its latch is released. The best form of apparatus at present known to me embodying the invention is illustrated in the accompanying sheet of drawings in which

Fig. 1 is a side view of a motor car closed body with the invention applied thereto, parts being broken away;

Fig. 2 is an enlarged detail view of the door locking attachment, being a section on a vertical plane on line 2—2 of Fig. 4;

Fig. 3 is an enlarged detail, sectional view of a door locking attachment on line 3—3 of Fig. 4; and

Fig. 4 is a detail enlarged horizontal section on line 4—4 of Fig. 1.

Throughout the drawings like reference characters indicate like parts. 1 represents the closed body of a motor car of conventional type having a front door 2 and a rear door 3 on the same side of the car, both being hinged to swing outwardly, with their free edges adjacent when closed. Each door has the usual latch, controlled by rotatable handle 4 mounted on a revoluble shaft 6 in the case of the front door, and handle 5 mounted on shaft 7 in the case of the rear door.

The present invention involves the idea of mounting on one of said handles a projecting member, represented generally in the drawings at 8, which is so designed as to overlap the adjacent edge of the other door when the first handle is in latching position, as best shown in Figs. 2 and 4, in full lines, but to clear said door edge when the latch handle carrying it is swung into unlatching position, as shown in broken lines in Fig. 2. Usually an attachment 8 would be mounted on each of the front door handles so that the driver or other person on the front seat could control the resultant locking of the rear doors. Such attachment could be mounted in operative position at any time when desirable, as for instance when there are small children in the rear portion of the car, who might open one of the rear doors and tumble out, unless it is provided with the supplemental lock here shown.

Preferably the member 8 would be easily removable or shiftable so that it could be taken off or swung into inoperative position when the car is being used by persons whose egress therefrom is not to be thus controlled.

The preferred construction of the attachment is best shown in Figs. 3 and 4, where it is illustrated as being composed of a cored body 9 provided at its closed end with a clamp adapted to frictionally grasp one of the latch shafts, as 6. This clamp is (as here shown) composed of the semicircular member 10 integral with body 9, and removable section 11, held to section 10 by screws 12 so as to enable the two portions 10 and 11 to be forced toward one another and tightly clamp the intervening shaft 6. An extension member 13 screws into the cored body member and can be fixed in any position of adjustment, by set screw 14. Thus the effective length of the attachment 8 can be varied. Preferably the outer end of the extension member 13 is provided with the ball 15 of rubber or other soft material which will not mar the finish of the door or of other parts of the body with which it may come in contact.

In operation the chauffeur when taking small children out for an airing or other purpose in the car will clamp an attachment 8 to the latch shaft of each front door in such position, and after adjustment to

such length, that neither rear door can be opened when the front door on that side is latched shut, but when the handle on a front door is swung into unlatching position, the rear door on that side will be left free to open as soon as it also has been unlatched.

When the children, or other passengers whose liberty is to be thus temporarily restrained, are no longer being transported, the doors are returned to normal condition by loosening screws 12 and either removing the locking attachment, or swinging it around and re-clamping it in some inoperative position.

Having described my invention, I claim:

In a motor car body having front and rear doors hinged to swing outwardly with their free edges adjacent when closed and provided with latches engaging said body controlled by revoluble handles, the combination, with said above described structure, of a supplemental locking device mounted on the handle of one of said doors and adapted to overlap and engage the edge of the other door when both doors are closed and the handle of the first door is in normal position for holding it latched in such closed position.

ANDREW P. YOUNG.