F. H. HART.

LOCK FOR VEHICLE DOORS.

APPLICATION FILED APR. 5, 1920.

1,351,568. **Patented Aug. 31, 1920.**

Fig. 1.

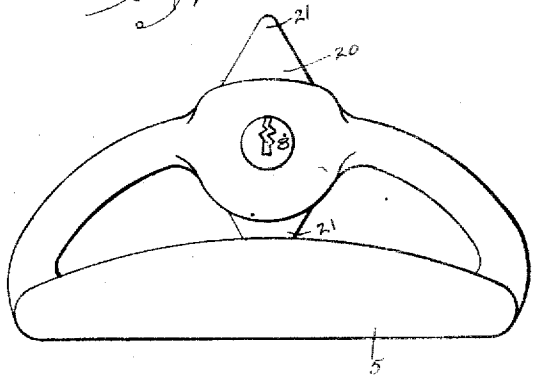


Fig. 2.

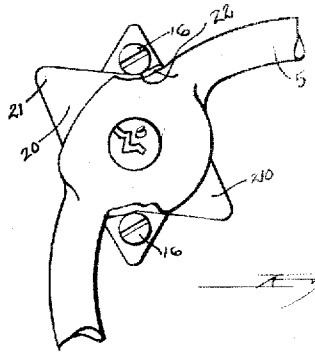


Fig. 4.

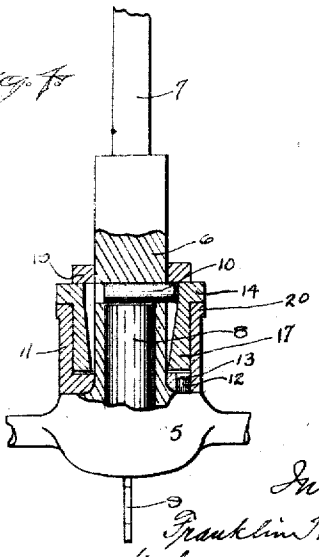
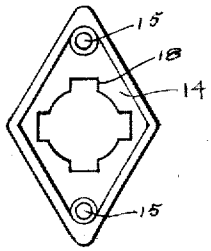


Fig. 3.



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LOCK FOR VEHICLE-DOORS.

1,351,568. Specification of Letters Patent. Patented Aug. 31, 1920.

Application filed April 5, 1920. Serial No. 371,226.

To all whom it may concern:

Be it known that I, FRANKLIN H. HART, a citizen of the United States, residing at New Haven, in the county of New Haven and State of Connecticut, have invented a new and useful Improvement in Locks for Vehicle-Doors; and I do hereby declare the following, when taken in connection with the accompanying drawings and the characters of reference marked thereon, to be a full, clear, and exact description of the same, and which said drawings constitute part of this application, and represent, in—

Figure 1. A front view of a lock for vehicle doors, constructed in accordance with my invention.

Fig. 2. A front view, partly broken away, showing the handle unlocked and partially turned to expose the escutcheon-plate.

Fig. 3. A rear view of the escutcheon-plate detached.

Fig. 4. A top view, partly in section, showing the handle in its locked position.

This invention relates to an improvement in locks for vehicle doors and particularly to locks which are mounted in the door-handle. In the more general construction of these locks, the handle is secured in place by extending the spindle through the door and mounting a nut or other fastening device upon the inner end of the spindle. This necessitates the positioning of the handle before the inside of the door is finished, and in case it is desired to remove the handle, it necessitates tearing away the upholstery upon the inside of the door. On the other hand, if the lock is secured in place by means outside of the door, such means are exposed so that anyone so disposed, can, by removing the screws, readily remove the handle and open the door. The object of this invention is to provide means for securing the handle in place from the outside of the door, and also to provide means for covering the heads of the screws so that they cannot be removed without unlocking and turning the handle; and the invention consists in the construction as hereinafter described and particularly recited in the claims.

In carrying out my invention, I employ a handle 5 of any approved design, formed with a shank 6 mounted on the end of the usual spindle 7. The shank 6 contains the usual pin-tumbler cylinder 8 operated by a key 9, and connected with the cylinder to be operated thereby, is a transversely-arranged locking-pin 10. Coupled with, or formed integral with the handle, is a hub 11, herein shown as coupled with the handle by means of a dowel pin 12 on the handle, extending into a hole 13 formed for it in the hub. Upon the spindle is an escutcheon-plate 14 formed with screw-holes 15 by which it may be secured to the outside of a door by screws 16, and with a forwardly projecting boss 17 which extends into the hub 11. This escutcheon-plate is formed with notches 18 into which the locking-pin 10 may extend so as to lock the handle with the escutcheon-plate, the escutcheon-plate being held in place by a locking-collar 19 or other suitable means. The hub 11 is formed with a flange 20 preferably corresponding in form to the escutcheon-plate 14, or at least provided with projections 21 which will extend over the screws 16 when the handle is in the normal position. As herein shown, the flange 20 is formed with notches 22 which, when the flange is turned to expose the screws 16, the notches will give clearance space to permit its screws to be removed or inserted.

It will thus be seen that my improved handle may be secured in position from the outside of the door and connected therewith by screws applied from the outside, and that when the handle is in the locked position, the attaching-screws are covered so that they can not be tampered with without operating the lock. It is obvious without further illustration, that the hub 11 might be formed integral with the handle 5, if desired, although it would be a more expensive method of manufacture.

I claim:

1. A lock for vehicle doors, comprising a handle including a shank, a transversely arranged key-operated locking-pin mounted in said shank, a hub connected with the handle and formed with a flange, an escutcheon-plate having screw holes adapted to be secured to the outer face of the door, the flange on the hub arranged to cover the screw-holes in the escutcheon-plate when the handle is in the locked position.

2. A lock for vehicle doors, comprising a handle provided with a shank and with a spindle, a transversely arranged key-operated locking-pin mounted in said shank, a hub connected with the handle, an escutcheon-plate coupled with the shank and

adapted to be secured to the outer face of a vehicle door, said plate formed with locking-notches in the path of the said locking-pin, and with a forwardly projecting boss entering said hub, said plate formed with screw-holes whereby it may be secured in place, and the hub formed with a flange adapted to cover said screw-holes when the handle is in the locked position, and with clearance notches which will expose said holes when the handle is turned to an unlocked position.

3. In a lock for vehicle doors, the combination with an escutcheon-plate having screw holes adapted to be secured to the outer face of a door, of a handle adapted to be interlocked with said escutcheon-plate and provided with a flange adapted to cover the screw-holes in the escutcheon-plate when the handle is in its locked position.

In testimony whereof, I have signed this specification in the presence of two subscribing witnesses.

FRANKLIN H. HART.

Witnesses:
J. G. HYMAN,
J. L. BROCKETT.