

J. N. JOHNSON.

LATCH.

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1,069,878.

Patented Aug. 12, 1913.

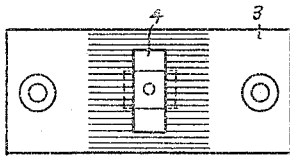


Fig. 1.

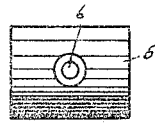


Fig. 2.

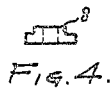


Fig. 4.

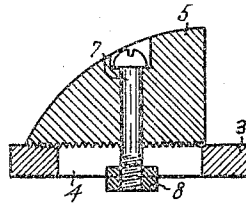


Fig. 3.

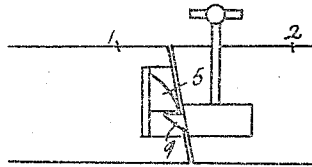


Fig. 5.

WITNESSES:

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LATCH.

1,069,878.

Specification of Letters Patent.

Patented Aug. 22, 1911.

Application filed February 22, 1910. Serial No. 351,809.

To all whom it may concern:

Be it known that I, JOHN N. JOHNSON, a citizen of the United States, residing at Houston, in the county of Harris and State of Texas, have invented certain new and useful Improvements in Latches, of which the following is a specification.

This invention relates to new and useful improvements in latches and has more particular relation to an adjustable catch used in connection therewith.

The object of this invention is to provide a catch of the character described, with which the latch engages and which is adjustable so that all play of the door or shutter may be taken up by the adjustment of the catch.

This device is adapted to be used particularly upon automobiles and other vehicles having doors which are subjected to vibration as the vehicle moves, and because of which, said doors usually acquire a certain amount of play, or lateral movement. This catch is arranged to be adjustable, so as to take up the lateral play thus acquired.

With the above and other objects in view, the invention has particular relation to certain novel features of construction and arrangement of parts, an example of which is given in this specification and illustrated in the accompanying drawings, wherein—

Figure 1 is a plan view of the supporting plate. Fig. 2 is a plan view of the catch. Fig. 3 is a sectional end view of the plate and catch secured thereto. Fig. 4 is a side elevation of the securing nut, and Fig. 5 is a diagrammatic fragmentary view of an automobile door and the portion of the body adjacent the free side of the door, said door being secured in closed position.

Referring now more particularly to the drawings, wherein like numerals of reference designate similar parts in each of the figures, the numeral 1 refers to a portion of an automobile body and 2 designates the door thereof.

The numeral 3 refers to an oblong metallic plate having the central portion thereof cut away, forming the transverse slot 4.

The numeral 5 designates the catch which is formed of a metallic block having two of its sides at right-angles to each other and the third side rounded, or beveled off. This block has an orifice 6 extending therethrough through which extends a bolt 7, having its head countersunk into the beveled side of

the block. The bolt 7 extends through the slot 4 of the plate 3 and its projecting end is threaded and receives the nut 8. This nut is somewhat wider than the slot 4 and its edges engage against the back side of the plate 3, as shown in Fig. 1 and, as shown in Fig. 4, its central portion is shouldered, having its shoulders fitting closely against the sides of the slot 4 to prevent the nut from turning.

The side of the block 5 adjacent to the plate 3 is corrugated from end to end and the adjacent portion of the plate 3 is also similarly corrugated, so as to secure the catch 5 against slipping on the plate 3. The plate 3 is countersunk in the door facing of the body 1, so that the point of the catch will be flush with the surface of the facing. The free edge of the door 2 of the car carries the spring latch 9, constructed in the ordinary manner and when the door is closed, this latch engages behind the abrupt side of the catch 5 and locks the door closed, as shown in Fig. 5. In use the door will gradually become worn and will acquire too much lateral play, so that the latch 9 will not always contact closely against the catch 5 when the door is closed. In such case, the bolt 7 should be loosened and the catch 5 adjusted on the plate 3, so as to take up the lateral play of the door, the catch 5 being thus so positioned that the latch 9 will rest closely against said catch when the door is closed. The slot 4 is made oblong so as to permit this lateral adjustment, the bolt 7 moving in said oblong slot.

It is obvious that the mechanical construction of this device may be varied, without departing from the principle of this invention and I hereby reserve the right to make such modifications therein as will not depart from the scope of the appended claims.

What I claim is:—

1. In a device of the character described, a supporting plate having an oblong slot therein, a catch, a bolt extending through said catch and also through said slot and a nut secured upon the free end of said bolt and securing it against withdrawal from the slot, said nut engaging with the plate and being held against rotation relative thereto.

2. A device of the character described, consisting of a supporting plate, having an oblong slot therein, a catch, a bolt extending through said catch and also through said

slot, a means for securing said bolt in position relative to said catch and plate, said means engaging with the plate and being held against rotation relative thereto, the 5 contacting portions of said catch and plate being roughened.

3. A device of the character described consisting of a supporting plate having an oblong slot therein, a catch, a bolt extending 10 through said catch and also through said slot, a nut threaded upon the free end of said bolt and securing it against withdrawal

from the slot, the inner side of said nut being shouldered down, said shouldered portion fitting within the slot of said plate, the 15 contacting portions of said catch and plate being corrugated.

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

JOHN N. JOHNSON.

Witnesses:

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