

J. THIELEMANN.
Latches for Coach Doors.

No. 139,485.

Patented June 3, 1873.

Fig. 1.

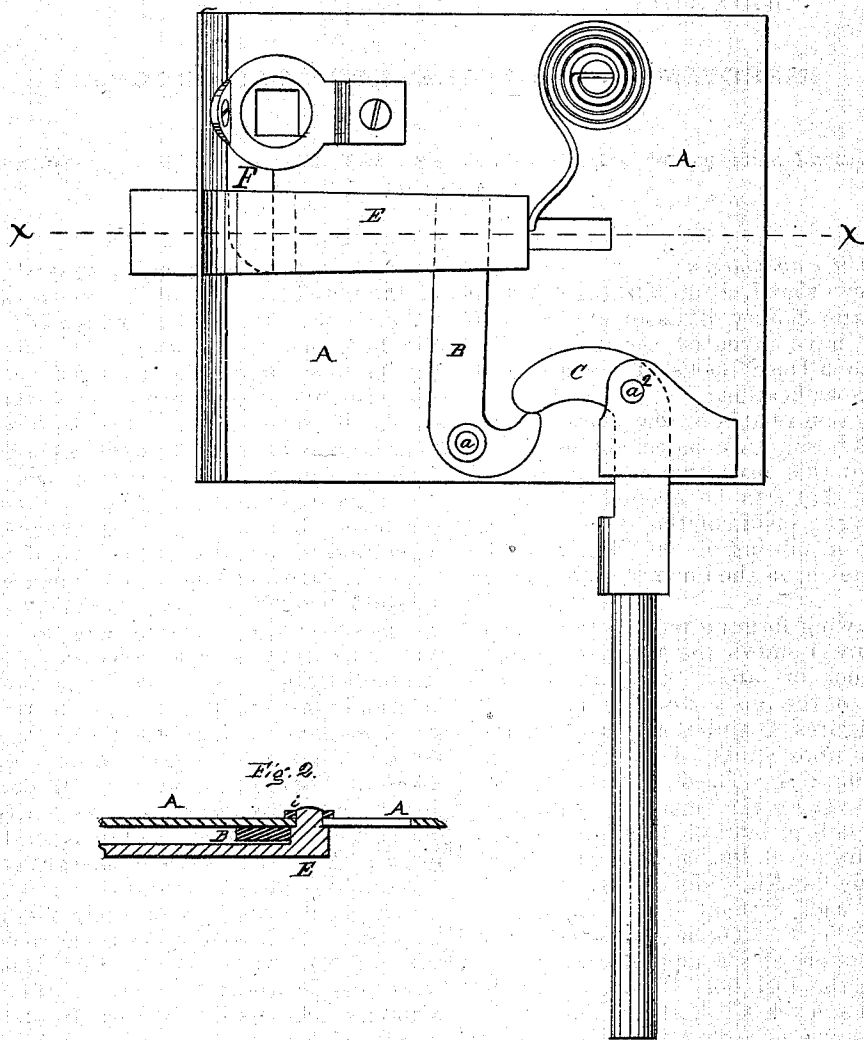
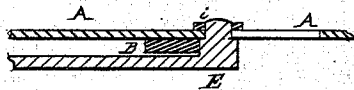


Fig. 2.



Witnesses.

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UNITED STATES PATENT OFFICE.

JOHN THIELEMANN, OF NEWARK, NEW JERSEY.

IMPROVEMENT IN LATCHES FOR COACH-DOORS.

Specification forming part of Letters Patent No. 139,485, dated June 3, 1873; application filed March 8, 1873.

To all whom it may concern:

Be it known that I, JOHN THIELEMANN, of Newark, in the county of Essex and State of New Jersey, have invented certain Improvements in Coach-Door Locks, of which the following is a specification:

This invention relates to that class of locks or spring-latches, known as coach-door locks. The object of this invention is to provide a lock or latch that can be opened with great facility from the inside of the coach, by simply pushing or pulling in one direction the handle of a lever on the inner side of a coach-door.

In the drawing forming part of this specification, Figure 1 shows the interior mechanism of the lock or latch. Fig. 2 is a section of the same on the line xx of Fig. 1.

In these figures, B and C are two bent levers journaled upon studs a a^2 on the inner side of the lock-plate A. These levers form one compound lever for the purpose of withdrawing the lock-bolt or latch E from the mortise in the door-frame of the coach. The arm F of the outside handle, which actuates the bolt E, throws it back without in any manner actuating the lever C. The levers B and C perform the function of a compound lever only in retracting the lock-bolt E by moving the handle of the lever C on the inside of the coach, and have no other relation to each other for any other purpose.

A convenient method of securing the bolt E to the lock-plate A is shown in the drawing, but which method, briefly described in the next paragraph, is not claimed as forming any part of this invention. A spring of any or-

dinary construction presses against the heel of the bolt E, which bolt by means of the pin i therein near its heel, is guided by a slot in the lock-plate A in which the pin i slides; this pin is secured in the slot by a nut on its end. The pressure of this spring upon the bolt E causes it to spring into the mortise of the door-frame whenever the door is closed.

One great advantage of this lock or latch is its great simplicity. The combination of the levers B and C, forming one compound lever, and the position of the lever C, whereby it can be made without inconvenience of considerable length, are also great advantages; by reason of these advantages the ordinary and very common occurrence of jamming of the latch from wear or swelling of the door or frame surrounding it can be overcome, great leverage being brought to bear upon the bolt E without strain or pain upon the hand or fingers; the absence of such leverage in locks heretofore made frequently causes not only such pain, but often a total failure to open the lock in sudden emergency.

As my invention, I claim—

In a coach-door lock or latch, the bent levers B and C, journaled upon separate pins a a^2 , and forming, by the contact of their short arms, one compound lever, in combination with the lock-bolt E, whereby the said bolt E is retracted in the manner substantially as described, for the purposes set forth.

JOHN THIELEMANN.

Witnesses:

OLIVER DRAKE,
DAVID COLLINS.