

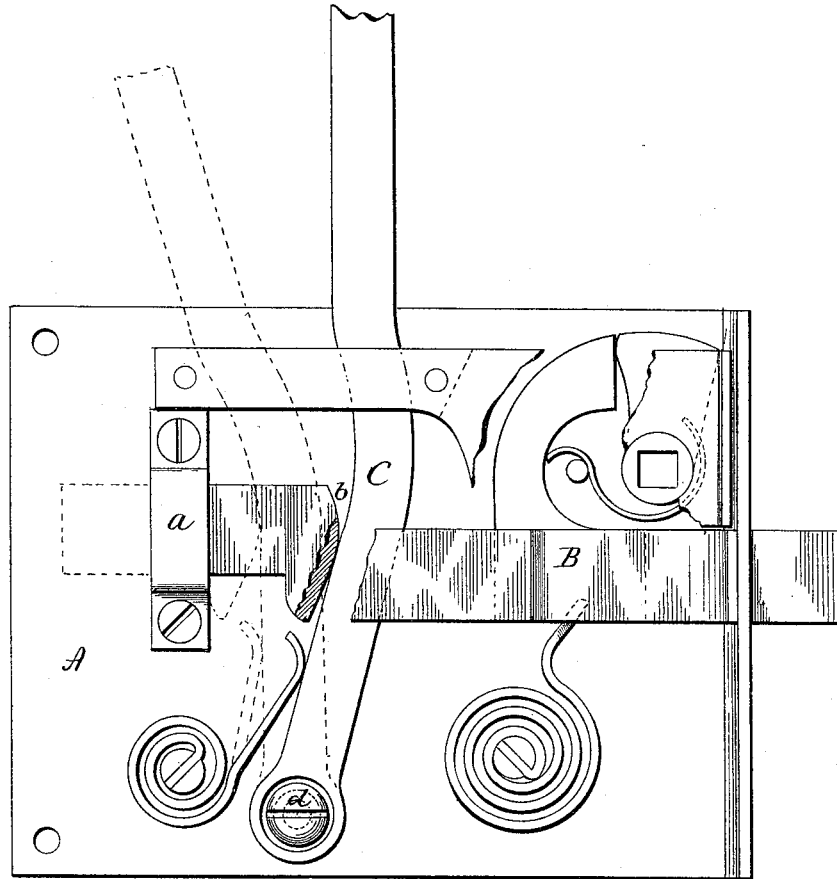
(No Model.)

W. SCHOLLHORN.

COACH LATCH.

No. 346,318.

Patented July 27, 1886.



Witnesses.  
*J. H. Shumway*  
*Fred C. Carl*

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# UNITED STATES PATENT OFFICE.

WILLIAM SCHOLLHORN, OF NEW HAVEN, CONNECTICUT, ASSIGNOR TO  
WM. SCHOLLHORN & CO., OF SAME PLACE.

## COACH-LATCH.

SPECIFICATION forming part of Letters Patent No. 346,318, dated July 27, 1886.

Application filed December 7, 1885. Serial No. 184,873. (No model.)

*To all whom it may concern:*

Be it known that I, WILLIAM SCHOLLHORN, of New Haven, in the county of New Haven and State of Connecticut, have invented a new  
5 Improvement in Coach-Latches; and I do hereby declare the following, when taken in connection with the accompanying drawing and the letters of reference marked thereon, to be a full, clear, and exact description of the same,  
10 and which said drawing constitutes part of this specification and represents an inside view of said latch, part of the latch-bolt being broken away to show the bearing.

This invention relates to an improvement in  
15 that class of latches which are designed for carriage or coach doors, and commonly called "coach-latches," and particularly to that class in which the bolt is drawn by a knob-like handle on the outside of the door, and upon  
20 the inside by a lever which extends upward through the door and is adapted to be moved in the plane of the door. This class of latches are known to the trade as "French" latches. In the more general construction of this class  
25 of latches the lever is hung in rear of the central line between the two extremes of its movement, and the point of bearing on the bolt is straight, thereby causing a sliding or rubbing of the parts, and produces a friction  
30 at a point where lubrication is difficult. The object of this invention is to avoid this difficulty; and it consists in the construction as hereinafter described, and particularly recited in the claim.

35 A represents the case of the latch; B, the latch-bolt, guided for longitudinal movement by the face of the case and the guide *a*, and is constructed in the usual manner to allow the lever to pass between it and the side of the  
40 case, and with a bearing, *b*, of segment shape—that is, convex in vertical section.

C is the lever extending downward through the case forward of the bearing *b*, and is pivoted at a point, *d*, substantially in a central line between the extreme points to which the  
45 lever may be moved. It is straight from the pivot to a point above the latch-bolt. The bearing on the latch-bolt being partially rounded permits the lever to work or rock over its surface without rubbing and avoids the friction  
50 before referred to.

The latch-bolt is adapted to be operated by a knob-spindle which passes through a hub provided with a spring such as seen in Patent No. 186,074, January 9, 1877. The lever  
55 is best hung to the case by the stationary stud, as in Patent No. 314,611, March 31, 1885. The lever is provided with a spring at its back, as in Patent No. 243,006, June 14, 1881; but I make no claim in this application to the features found in the said several patents.

From the foregoing it will be understood that I am aware of the previous construction as illustrated in United States Patent No. 258,291 and No. 193,723, and do not wish to be  
60 understood as claiming anything therein shown or described; but

What I do claim is—

In a coach-latch, the combination of the case A, latch-bolt B, adapted to move longitudinally in the case, and constructed with a segment-shaped bearing, *b*, the lever C, pivoted to the case below the bolt and in a line substantially central between the extremes of movement, and extending upward, forward of,  
70 and so as to work on the surface of said bearing, and a spring to throw the bolt, substantially as described.

WILLIAM SCHOLLHORN.

Witnesses:

ADOLF SCHAZ,  
EDWARD SIGEL.