

(No Model.)

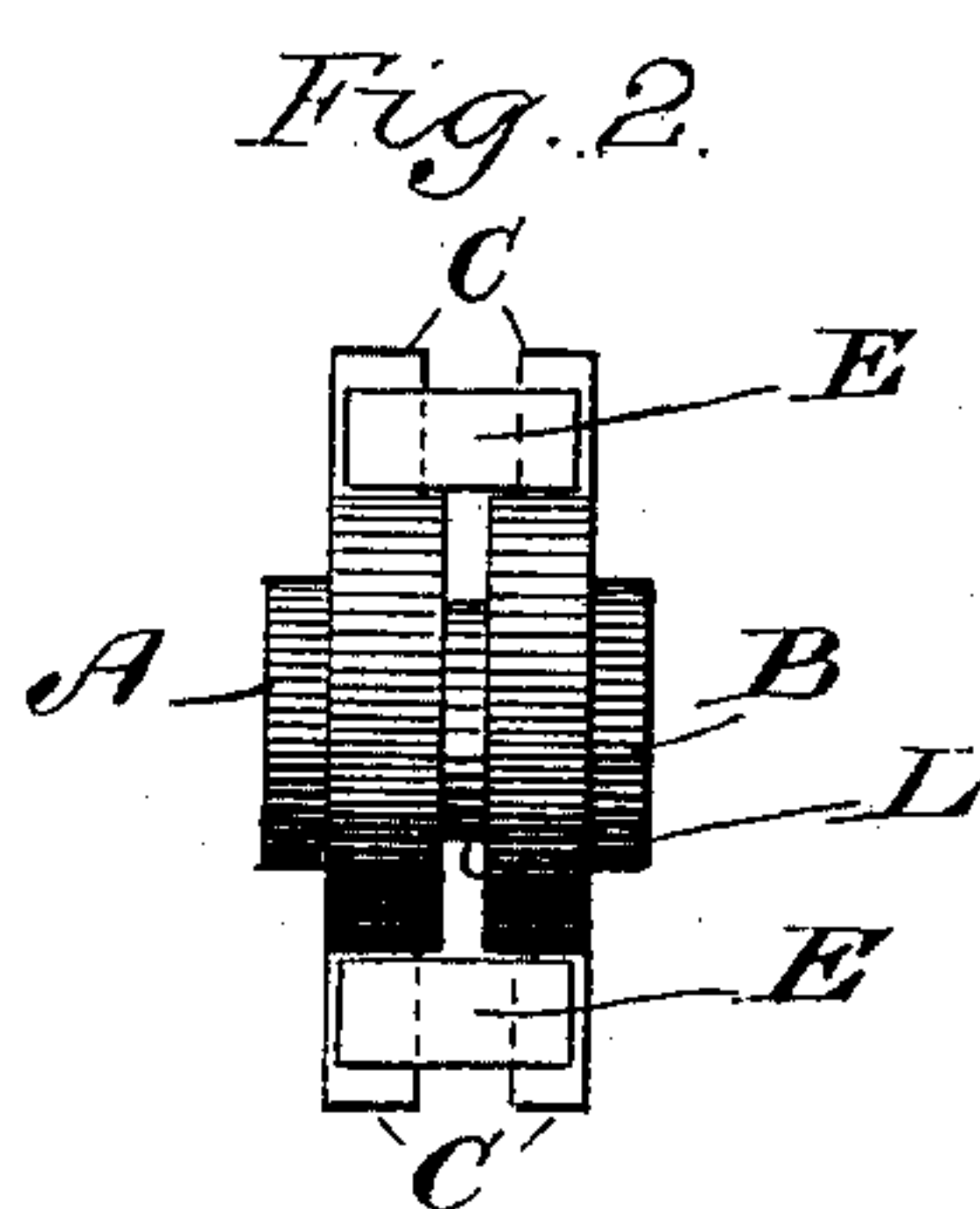
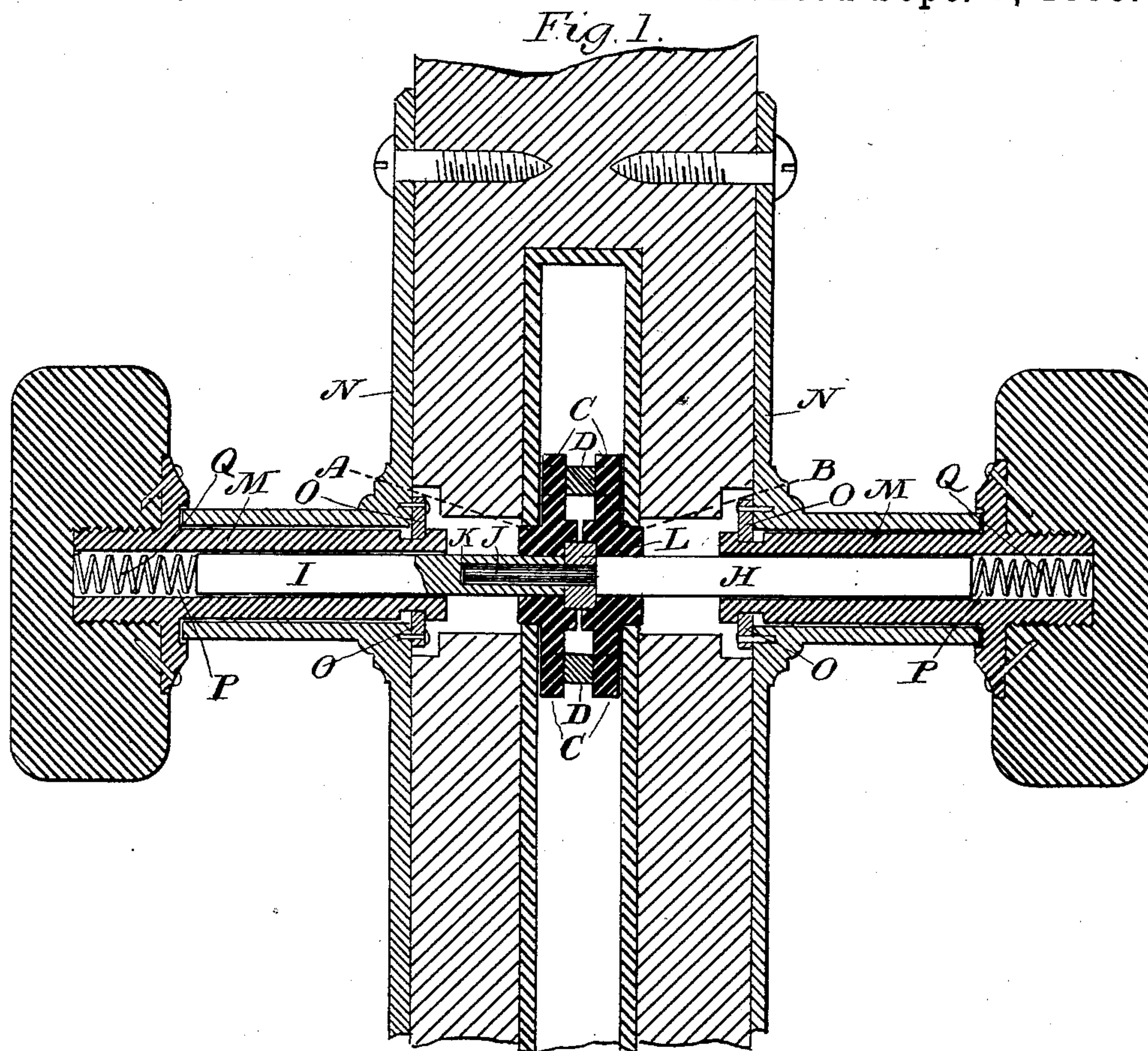
2 Sheets—Sheet 1.

W. R. BRIGGS.

LATCH.

No. 348,656.

Patented Sept. 7, 1886.



Witnesses  
*S. Williamson*  
*E. Stuart Sumner*

Inventor.  
*Warren R. Briggs*  
By *Smith & Hubbard* Attys

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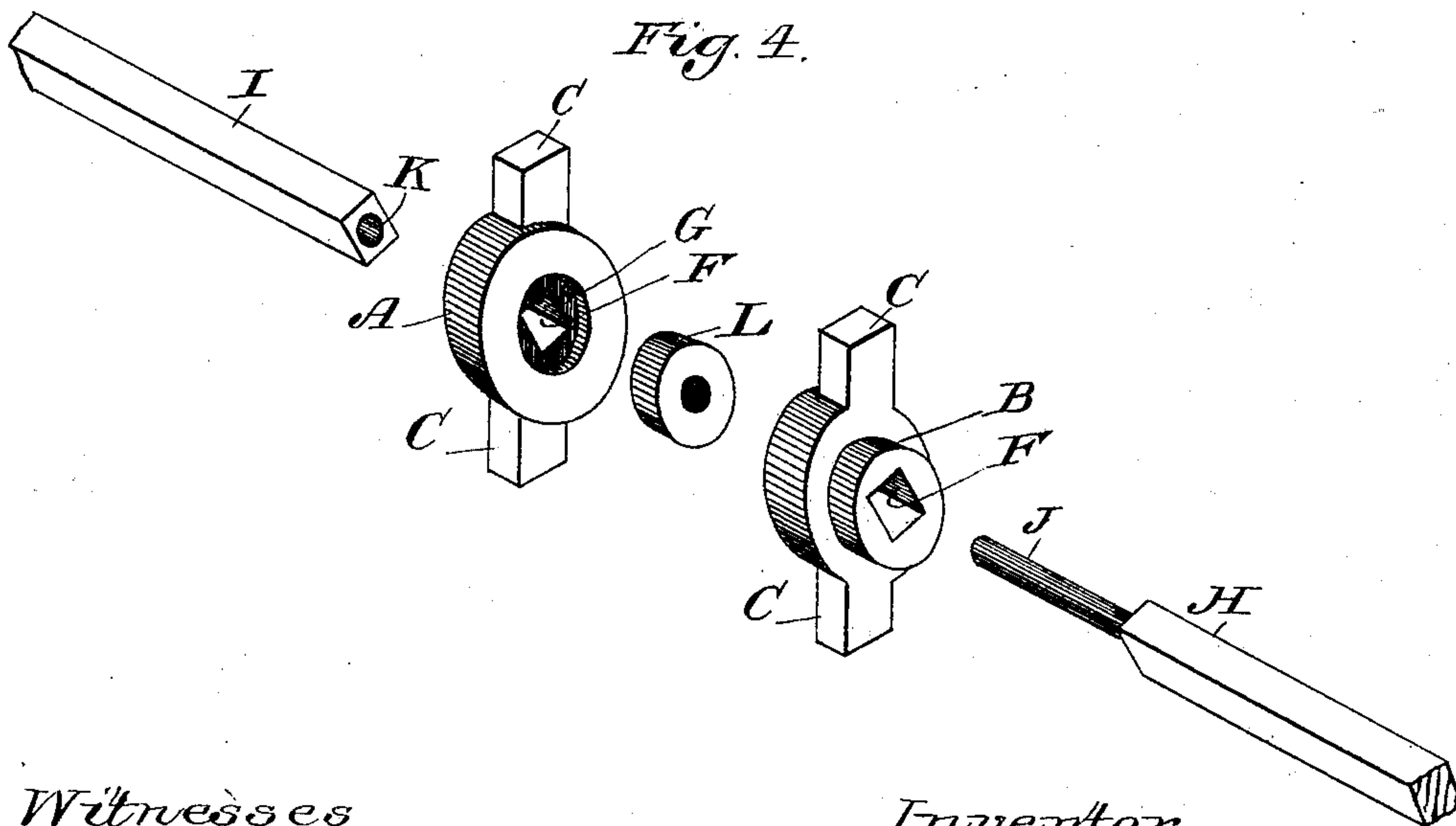
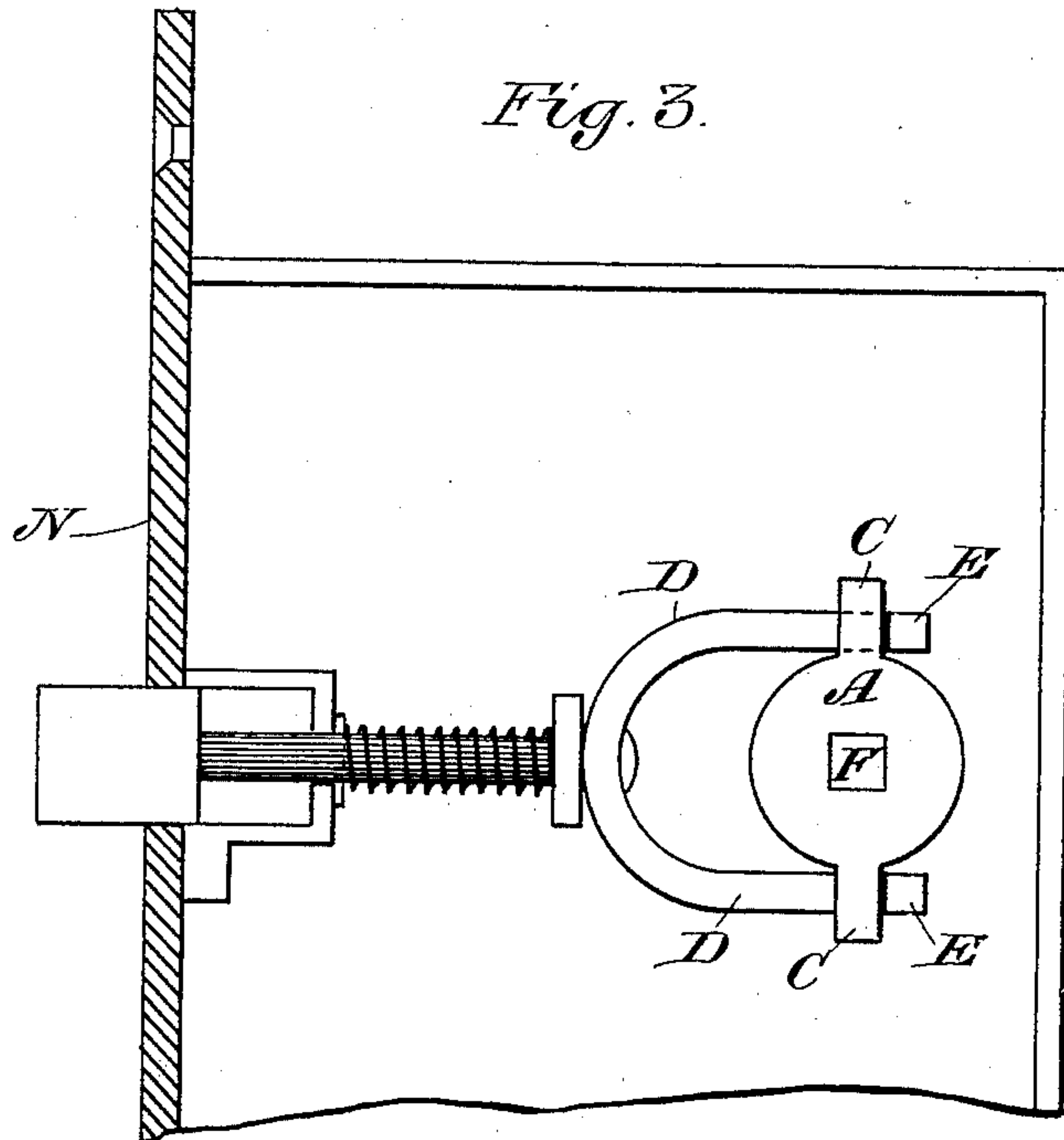
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# UNITED STATES PATENT OFFICE.

WARREN R. BRIGGS, OF BRIDGEPORT, CONNECTICUT.

## LATCH.

SPECIFICATION forming part of Letters Patent No. 348,656, dated September 7, 1886.

Application filed January 27, 1886. Serial No. 189,918. (No model.)

*To all whom it may concern:*

Be it known that I, WARREN R. BRIGGS, a citizen of the United States, residing at Bridgeport, in the county of Fairfield and State of Connecticut, have invented certain new and useful Improvements in Latches; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to certain novel and useful improvements in latches for doors, and has for its object to simplify the mechanism used for latching and unlatching the door, and also to effect an independent movement of the knobs if so desired; and, with these ends in view, my invention consists in the details of construction and combination of elements hereinafter described, and then specifically designated by the claims.

In order that those skilled in the art to which my invention appertains may fully understand its construction and operation, I will proceed to describe the same in detail, referring by letter to the accompanying drawings, forming a part of this specification, in which—

Figure 1 is a central vertical section showing my improvement as applied in securing a pair of knobs to a door; Fig. 2, a rear view of the hubs and yoke in their assembled position; Fig. 3, a plan view showing the relative position of the latch yoke and hubs, and Fig. 4 a detached detailed perspective of the hubs, washer, and spindles in their proper relative position preparatory to assembling together.

Similar letters denote like parts in the several figures of the drawings.

The latch-hub is made in two sections, A B, each having wings C extending therefrom. The latch-yoke D has T-heads E on its rear end, and the sections A B are arranged one on either side of said yoke with their wings C in abutment with the heads E. A rectangular opening, F, extends through the hubs, and circular recesses G are formed in the inner faces of the hubs for the purpose presently explained. The spindle is made in sections H I, the former terminating in a pintle, J, adapted

to enter a socket, K, in the latter, whereby a swivel connection is effected between the two spindles.

L is a metal washer, which is placed within the recesses G in the hubs, and through which the pintle J passes. This washer serves to keep the sections of the hub apart to prevent unnecessary friction, and at the same time prevent the spindles from overshooting beyond their respective hubs. The knob-shanks M are secured to the escutcheon-plates N by split collars O, as fully set forth in an application for Letters Patent filed by me on an even date herewith. The spindles project loosely within the longitudinal rectangular openings P in the knob-shanks, and in order to prevent any rattling or lengthwise play of the spindles coil-springs Q are placed between the outer ends of the spindles and the knobs. It will thus be seen that the spindles are perfectly free within the hubs and knob-shanks, as regards any outward longitudinal movement, and this is exceedingly advantageous in the removing of the spindles. The spindles are pintle-jointed, as hereinbefore set forth, in order to afford a long bearing at that particular point, whereby they are prevented from sagging within their respective hubs. It is obvious, however, that the spindles need not necessarily have any connection with each other, since they can be merely inserted within the hubs and their inner ends allowed to abut against the washer, the latter in this connection being of course solid. When the action of the knobs is not independent, the ordinary straight spindle may be used with a solid hub, and the springs may or may not be interposed between the ends of the spindles and the knobs.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. In a door-latch, the two sections of the hub arranged one on either side of the latch-yoke and adapted to operate the same, in combination with the latch-spindles, the ring adapted to limit the inward movement of the spindles, and the knob-shanks retained by the escutcheon, substantially as and for the purpose set forth.

2. The combination of the latch-yoke having T-heads extending across its ends, the sectioned hubs arranged one on each side of the yoke, and having circular recesses in their inner faces, spindles provided one with a pintle and the other with a socket at the inner ends, and perforated washer interposed between the hub-sections and within said recesses, and

adapted to limit the inward movement of the spindles, substantially as set forth. 10

In testimony whereof I affix my signature in presence of two witnesses.

WARREN R. BRIGGS.

Witnesses:

S. S. WILLIAMSON,

W. T. HAVILAND.