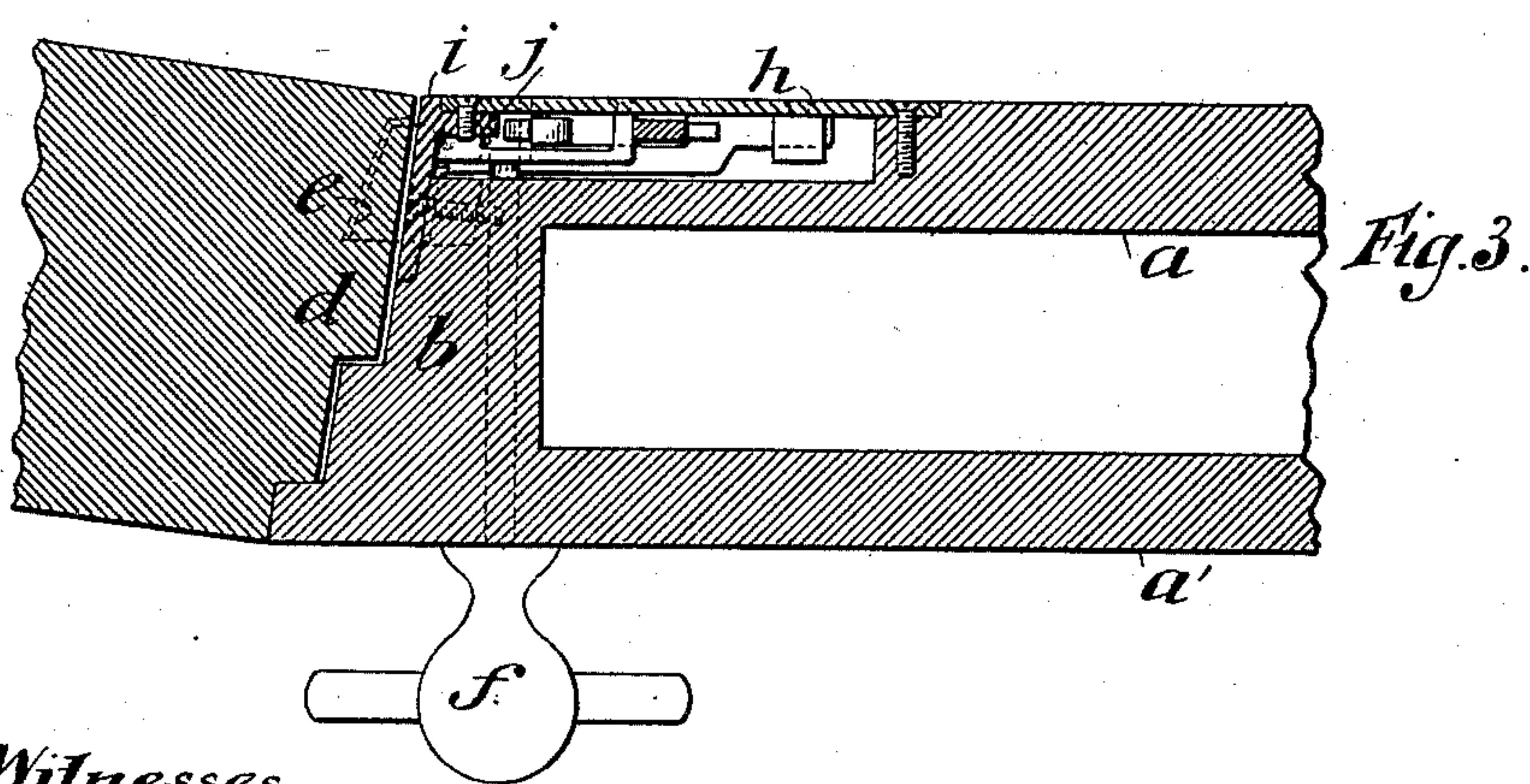
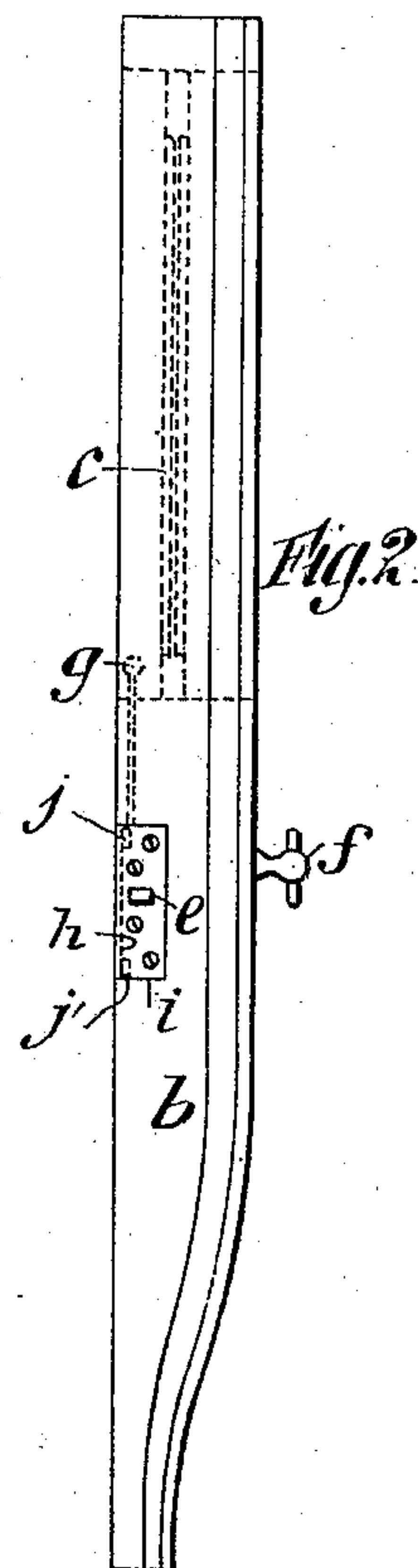
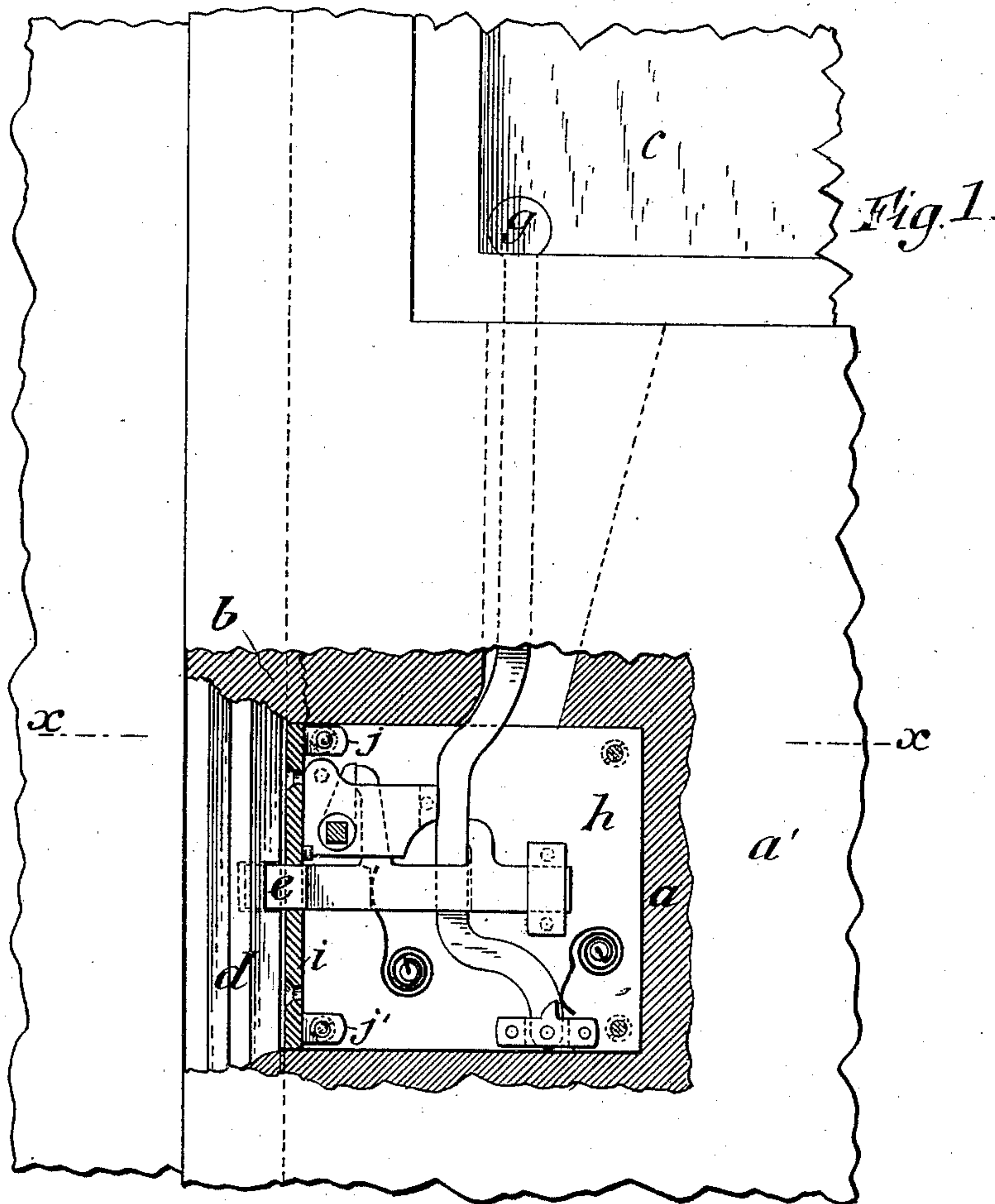


(No Model.)

W. P. FEST.
CARRIAGE DOOR LOCK.

No. 378,582.

Patented Feb. 28, 1888.



Witnesses
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UNITED STATES PATENT OFFICE.

WILLIAM P. FEST, OF BROOKLYN, ASSIGNOR TO J. B. BREWSTER & COMPANY, OF NEW YORK, N. Y.

CARRIAGE-DOOR LOCK.

SPECIFICATION forming part of Letters Patent No. 378,582, dated February 28, 1888.

Application filed September 12, 1887. Serial No. 249,429. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM P. FEST, of Brooklyn, Kings county, and State of New York, have invented a new and useful Improvement in Carriage-Door Locks, of which the following is a specification.

Heretofore the side and face plates of carriage-door locks have been made in a single piece, each being a fixture of the lock, so that it was necessary to apply both plates, together with the lock, to the door.

The object of my improvement is to enable the face-plate through which the bolt passes to be applied separately from the side plate and the other portions of the lock, so that the face or edge of the door may be varnished and finished after the face-plate has been applied, but before the balance of the lock has been applied, so as to produce an even finish of the varnish over the face of the door and the face-plate and at the same time avoid the clogging of the lock by the materials used in varnishing and finishing.

Figure 1 of the drawings is a front view of the carriage-door with the portion of the panel in front of the lock broken away. Fig. 2 is a face or edge view of the door on a reduced scale. Fig. 3 is a sectional plan view through the line *xx*, Fig. 1.

a a' are the side panels of the door.

b is the portion of the frame forming the face of the door.

c is the glass of the window, which, as usual, is opened by being pushed down into the chamber between the panels *a a'*.

d is the door-jamb.

e is the bolt of the lock, which fits into a suitable recess in the door-jamb.

f is the handle by which the bolt is operated from the outside of the door.

g is the handle by which the bolt is operated from within.

It will be unnecessary to describe the mechanism for communicating the motion from these two handles to the bolt, since it is of the ordinary construction in use for carriage-locks, and forms no part of the present invention.

h is the side plate of the lock. *i* is the face-plate. Heretofore these two plates were formed of a single piece of metal, both being fixed to the works of the lock. In the construction which is herein described, however,

they are made of separate plates, and the plate *i* is provided with lugs *j j'*, which overlap the edge of the plate *h*, as shown, and which are secured to the plate *h* by screws having their heads on the outside of the plate *h* when in position, so that the plate *i* may be connected to the frame *b* by suitable screws before the plate *h* and the parts of the lock connected therewith are in position.

In preparing the door for the lock the panel *a* is recessed in the usual manner, so that the works of the lock may fit in the recess, while the plate *h* is flush with the outside of the panel. When this recess is formed and also a recess for the face-plate *i*, the face-plate *i* is placed in position and securely screwed to the frame *b*. Then the coach-door is varnished and finished, the varnishing and finishing process being carried on so as to produce an even finish and make no joint between the wood-work and the face-plate. No care is required to prevent the materials used from getting onto the parts of the lock, as heretofore, and the lock is not in any way injured. After the door is varnished and finished, the plate *h*, with its attached lock mechanism, is secured to the panel *a* and the lugs *j*, and the trimming is then applied to the inside of the door.

If at any time it is desired to remove the lock for the purpose of repairing, this may be done by removing the plate *h* without disturbing the plate *i*, so that the finish around the face-plate of the door will remain intact.

The advantages referred to above are very important where the effort is to make a highly-finished carriage, since with the old construction it was impracticable to place the lock in position and then finish the door so as to make a good finish at the joint between the face-plate and the wood-work.

I claim—

In combination with a carriage-door, a lock adapted to be mortised into the door, having its face-plate separable from and independent of the side plate, and said face-plate being provided with a lug or lugs overlapping the side plate, and suitable screw-holes whereby the side plate can be made fast to the face-plate when the latter is in position on the door, substantially as described.

Witnesses:

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