

F. P. PFLEGHAR.  
DOOR LOCK.  
APPLICATION FILED SEPT. 29, 1906.

912,884.

Patented Feb. 16, 1909.

Fig. 1.

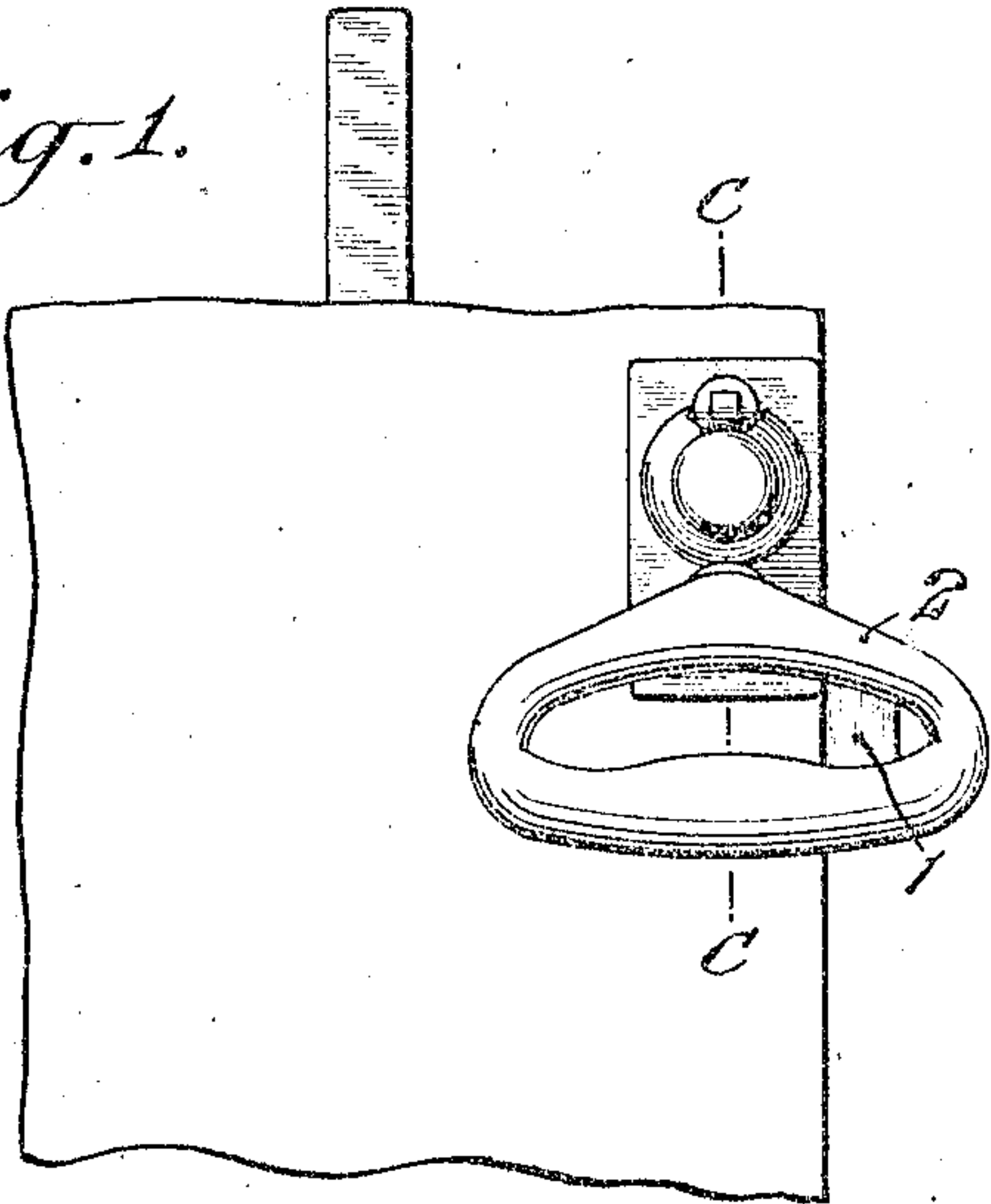


Fig. 2.

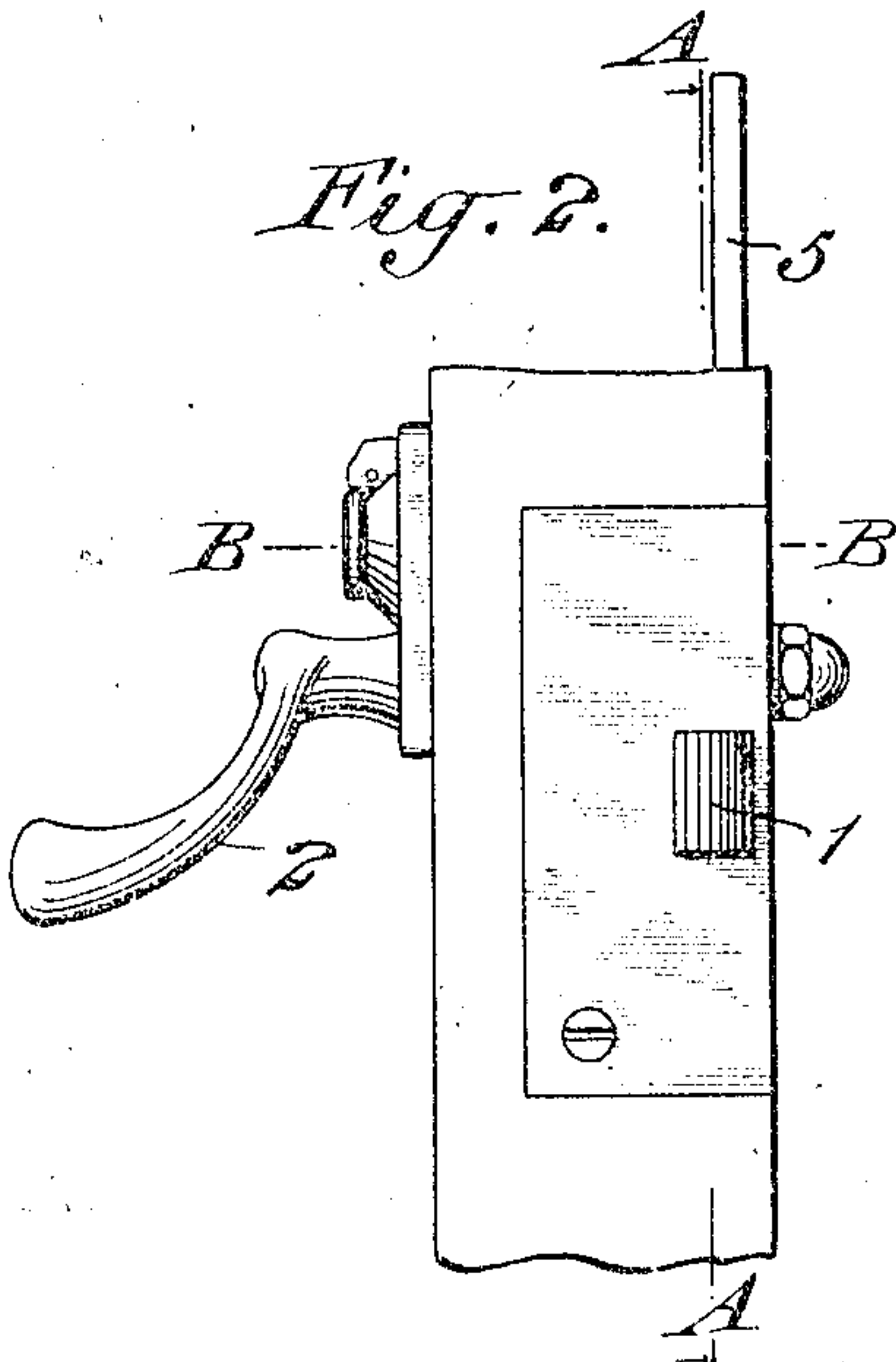


Fig. 3.

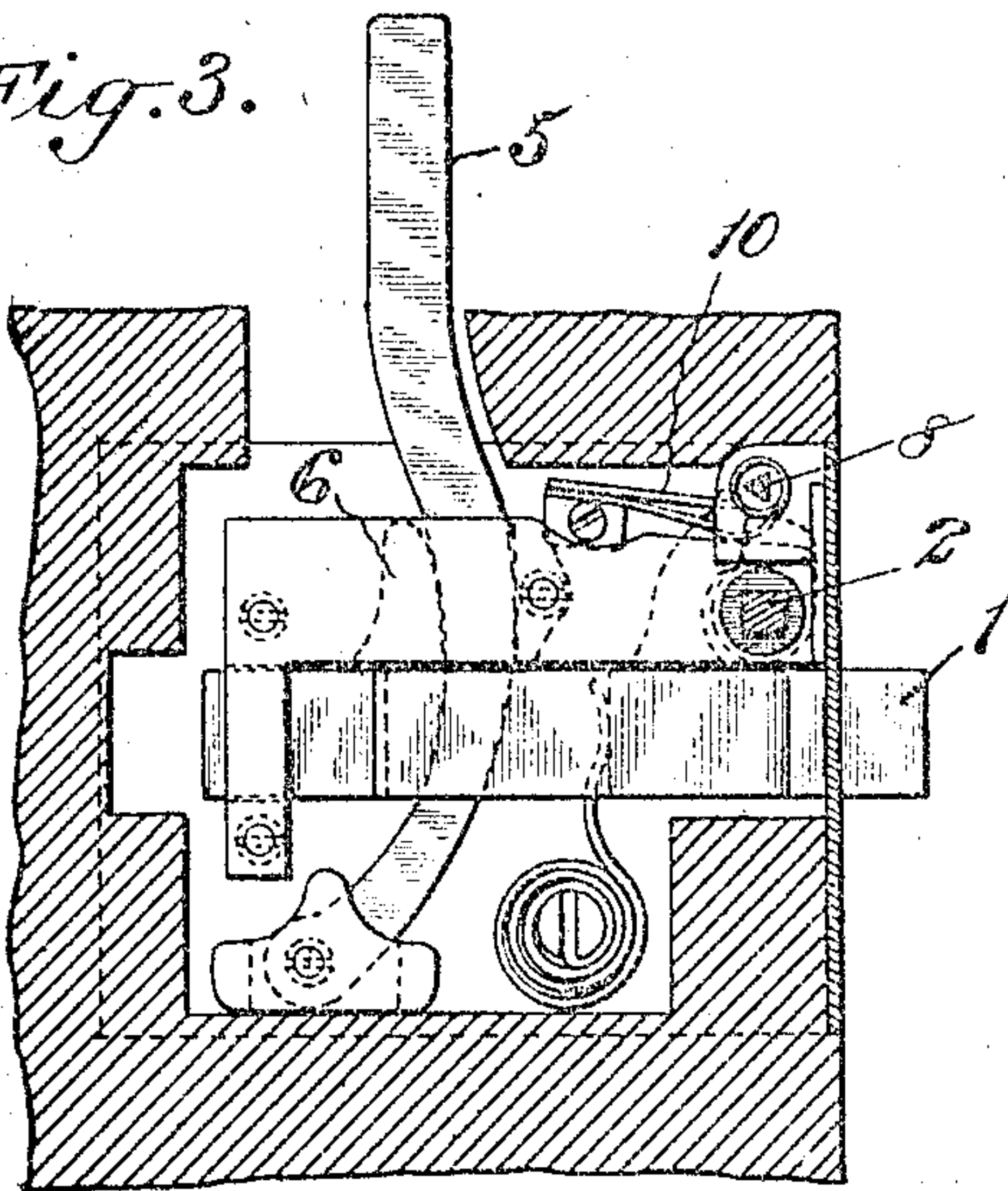


Fig. 4.

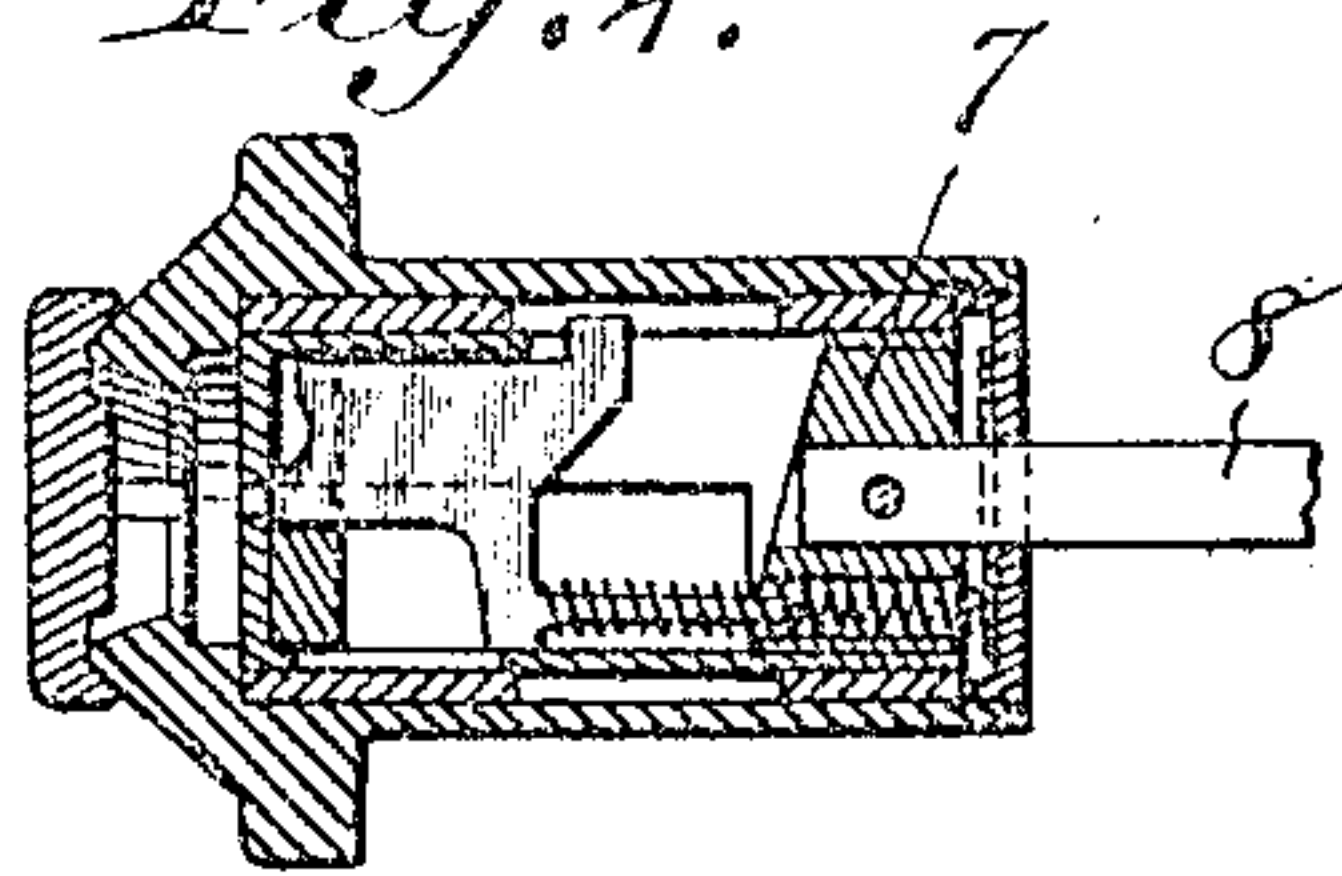


Fig. 5.

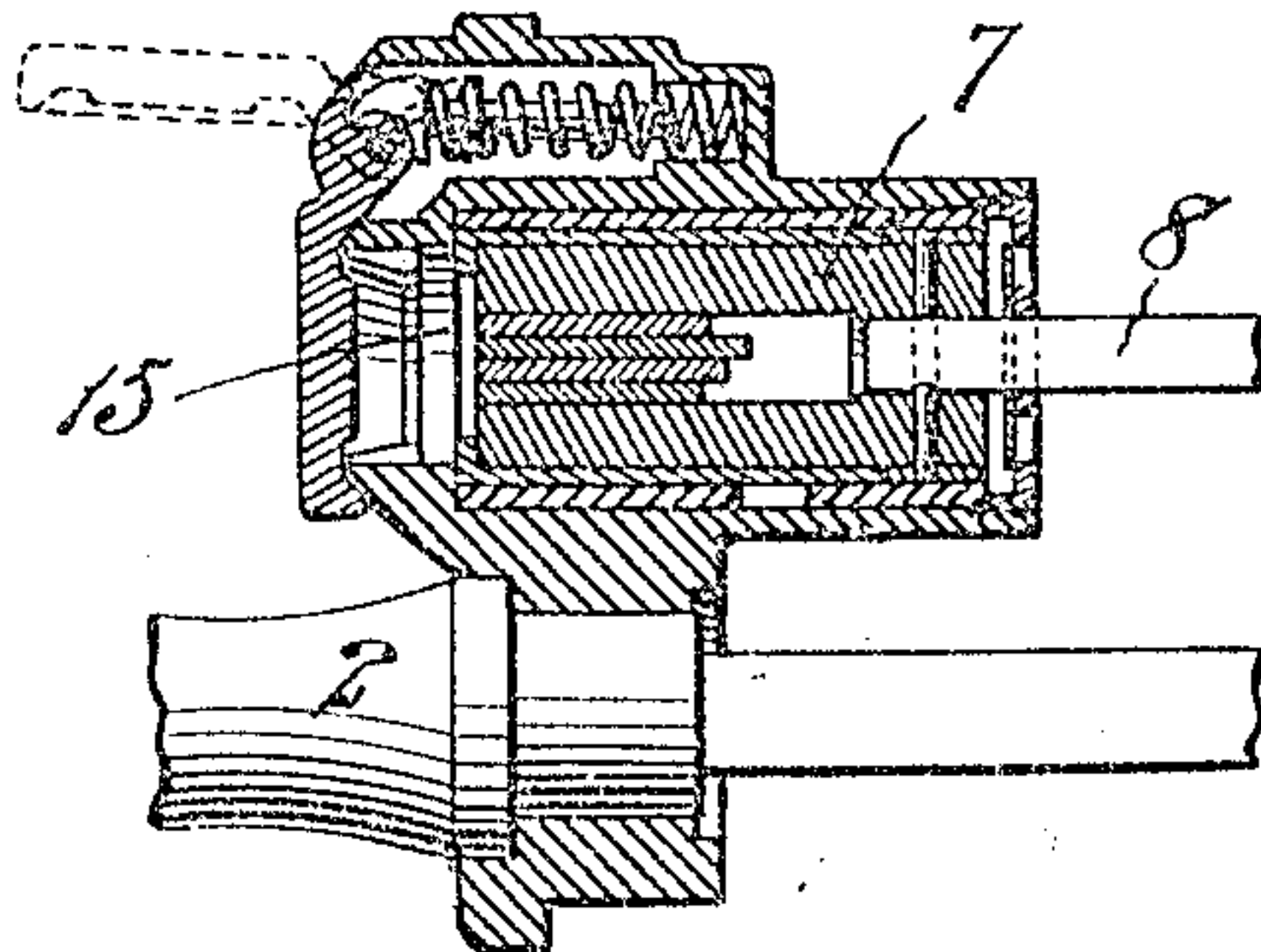


Fig. 6.

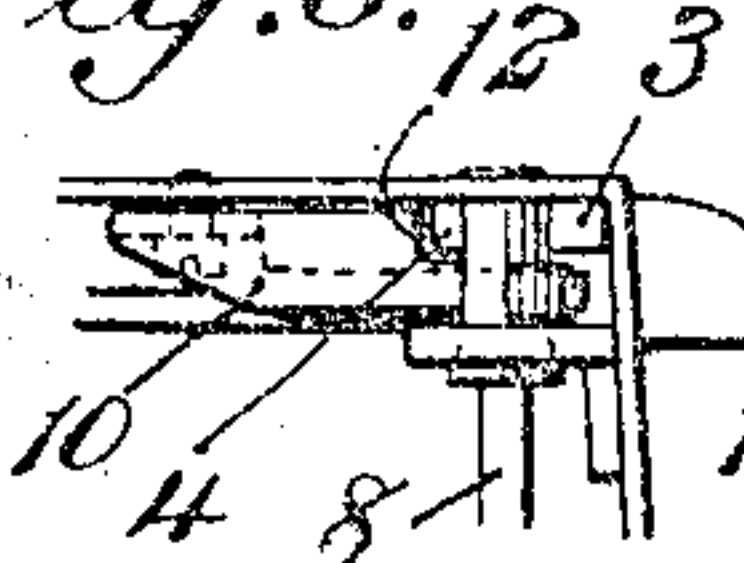


Fig. 7.

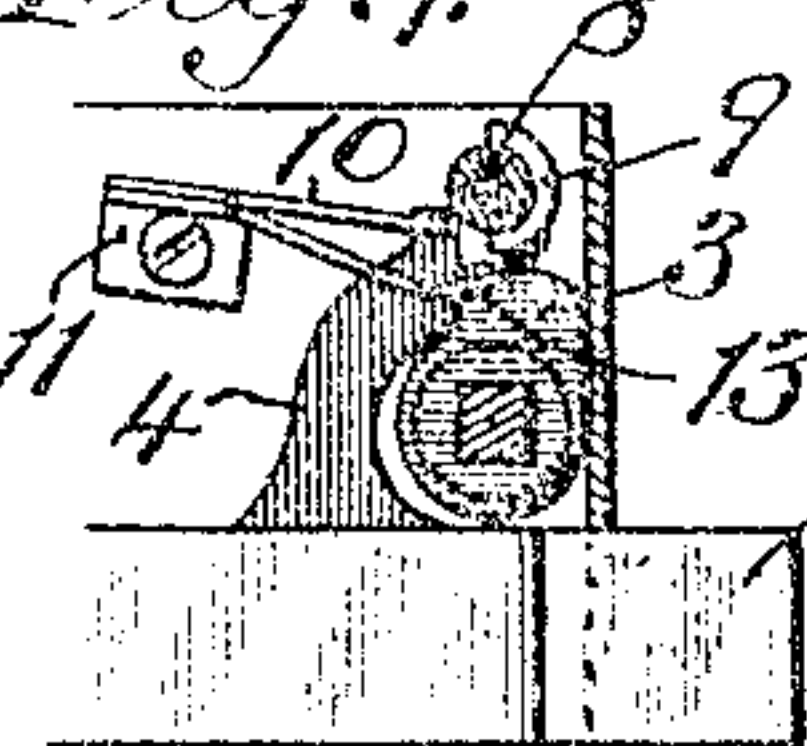
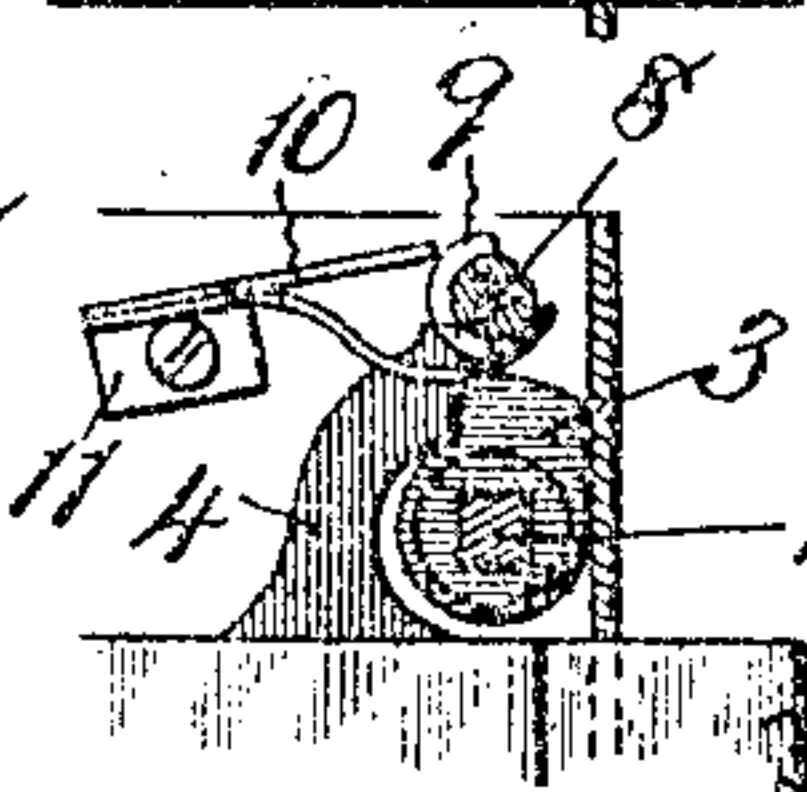


Fig. 8.



Witnesses:  
J. George Barry,  
Henry Thiel.

Fig. 9.



Inventor:  
Frank P. Plegghar  
By Brown & Ward  
his Attorneys



# UNITED STATES PATENT OFFICE.

FRANK P. PFLEGHAR, OF NEW HAVEN, CONNECTICUT, ASSIGNOR TO F. P. PFLEGHAR & SON,  
OF NEW HAVEN, CONNECTICUT, A FIRM.

## DOOR-LOCK.

No. 912,884.

Specification of Letters Patent.

Patented Feb. 16, 1909.

Application filed September 29, 1906. Serial No. 336,663.

*To all whom it may concern:*

Be it known that I, FRANK P. PFLEGHAR, a citizen of the United States, and resident of New Haven, in the county of New Haven and State of Connecticut, have invented a new and useful Improvement in Door-Locks, of which the following is a specification.

My invention relates to a fastener for doors and particularly for vehicle doors where provision is made for opening and closing the door from within and from without.

The form which I have chosen to illustrate my invention is particularly adapted to the door of an automobile where the bolt is worked from the inside by means of a lever projecting upwardly from the lock and worked from the outside by means of a handle.

The object is to provide simple and effective means for locking the latch bolt against movement from either the inside or outside bolt moving device.

In the accompanying drawings, Figure 1 is a view of the lock looking at it in elevation from the outside as it appears when in use, Fig. 2 is an end elevation, Fig. 3 is a section in the plane of the line A—A of Fig. 2, Fig. 4 is a section in the plane of the line B—B of Fig. 2, Fig. 5 is a section in the plane of the line C—C of Fig. 1, Fig. 6 is a top plan view in detail of the locking mechanism, Fig. 7 is a view in detail showing the locking mechanism in vertical section with the parts in the position which they assume when the bolt is locked, Fig. 8 is a similar view showing the parts in the position which they assume when the bolt is unlocked, and Fig. 9 is a partial view in detail of the key.

The latch bolt is denoted by 1 and is under spring tension as usual tending to hold it engaged with the keeper. The bolt 1 is operated from the outside by means of a handle 2, the spindle of which is provided with a cam 3, shown in dotted lines, Fig. 3 and in full lines, Figs. 7 and 8, which engages a bolt operating lug or arm 4 fixed to and uprising from the bolt 1. The bolt 1 is also operated from the inside of the vehicle by means of a lever 5 which engages a lug 6 shown in dotted lines, Fig. 3, the latter being fixed to the bolt 1.

The parts thus far referred to may be of any well known or approved form, my present invention consisting in means under the control of a key for holding the bolt 1 against movement either under the pressure of the handle 2 from the outside or the lever 5 from the inside. To this end I attach to the barrel 7 of the lock a spindle 8 which projects through the end of the barrel and is provided with a semicircular rib 9 on its periphery. To act in conjunction with this spindle 8 and its rib 9 I place an arm 10 fixed to a pivotal support 11 with its free end in position to be lifted by the rib 9 when the spindle 8 is turned. When the arm 10 is depressed, as shown in Fig. 7, a shoulder 12 on the arm will rest in engagement with the bolt operating lug or arm 4, preferably near its upper end and will lock the bolt against being withdrawn either by the handle 2 or the lever 5. When, however, the arm 10 is lifted, its free end will be removed from its engagement with the lug 4 and the bolt will be free to operate.

To hold the arm 10 in position both in its locking and in its released adjustment I provide a spring arm 13 which is conveniently made fast to the support 11 to which the arm 10 is fixed and the free end of which curves under the spindle 8 and rests in engagement with the rib or raised portion 9.

When in its locking position, shown in Fig. 7, the friction between the free end of the spring 13 and the raised portion 9 will be sufficient to hold the spindle 8 against accidental turning and when in its released position, shown in Fig. 8, the spring 13 will rest against the edge of the raised portion 9 with sufficient friction to prevent the spindle 8 from turning to bring the arm 10 into locking position except when it is intentionally turned by the action of the key.

The key 14, when inserted in the key hole 15, in a manner well known in the art, to bring the several tumblers into alinement so as to permit the rotation of the barrel 7, will serve to turn the spindle 8 a half revolution in the one direction or the other to throw the arm 10 into position to lock or release the bolt.

By this simple device, the locking of the bolt and its release are effected while the structure of the bolt and its operating mechanism

anism both from inside and outside may remain in substantially the form in which they have heretofore been constructed.

What I claim is:—

5 The combination with a reciprocating bolt and means for operating it, the said bolt being provided with an arm or lug projecting therefrom, of a rotary spindle under the control of a key, the said spindle being provided with a raised portion, a rocking arm  
10 mounted in position to engage the said lug on the bolt and in position to be engaged by the raised portion on the spindle and a

spring engaging said spindle for holding the arm in position, the said rocking arm being controlled entirely by said raised portion and said spring.

In testimony, that I claim the foregoing as my invention, I have signed my name in presence of two witnesses, this 27th day of September, 1906.

FRANK P. PFLEGHAR.

Witnesses:

LEILA B. BUCKINGHAM,  
VIOLA J. GOODING.