

(Model.)

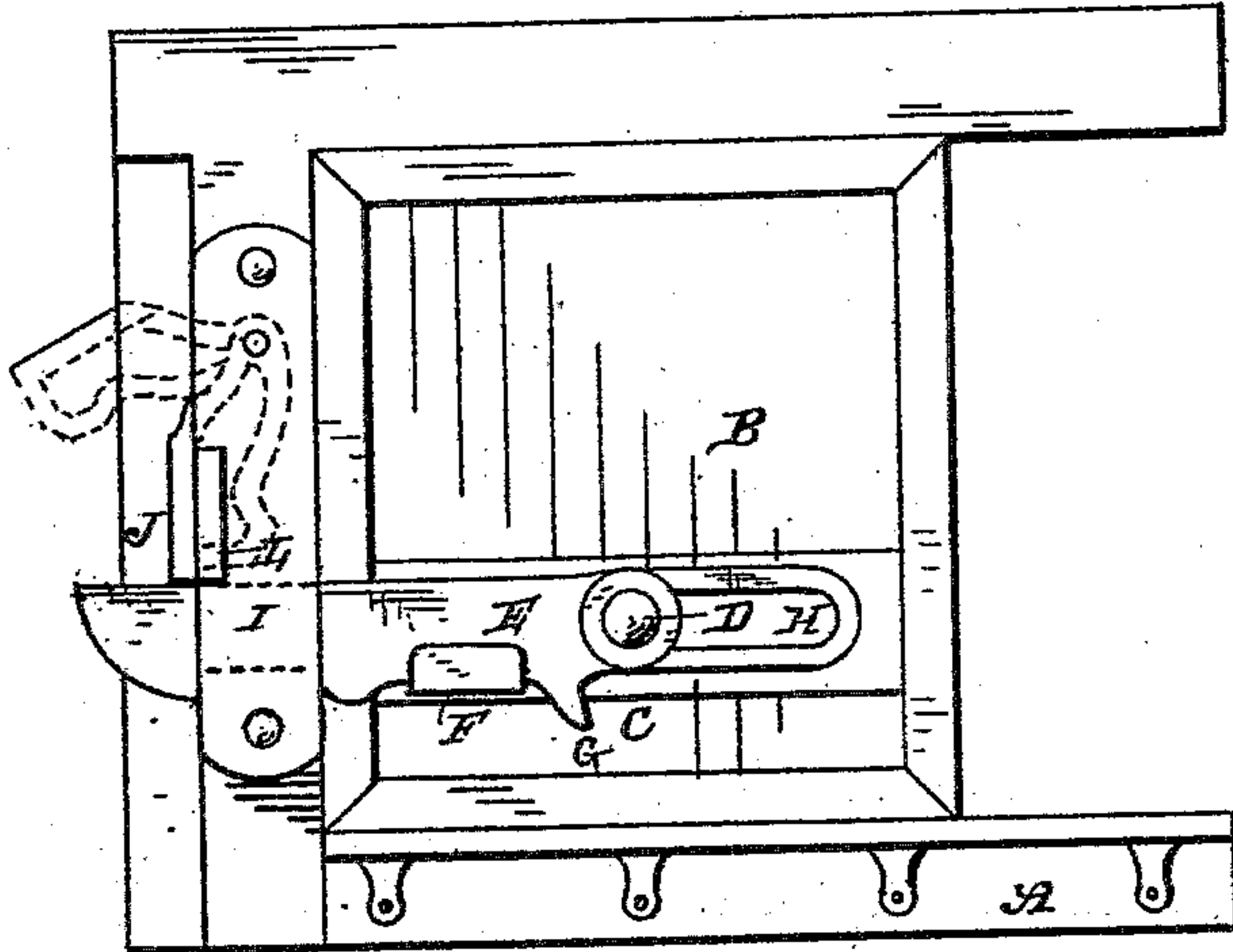
R. H. BRIGGS & J. H. DOUGHERTY.

CAR DOOR FASTENING.

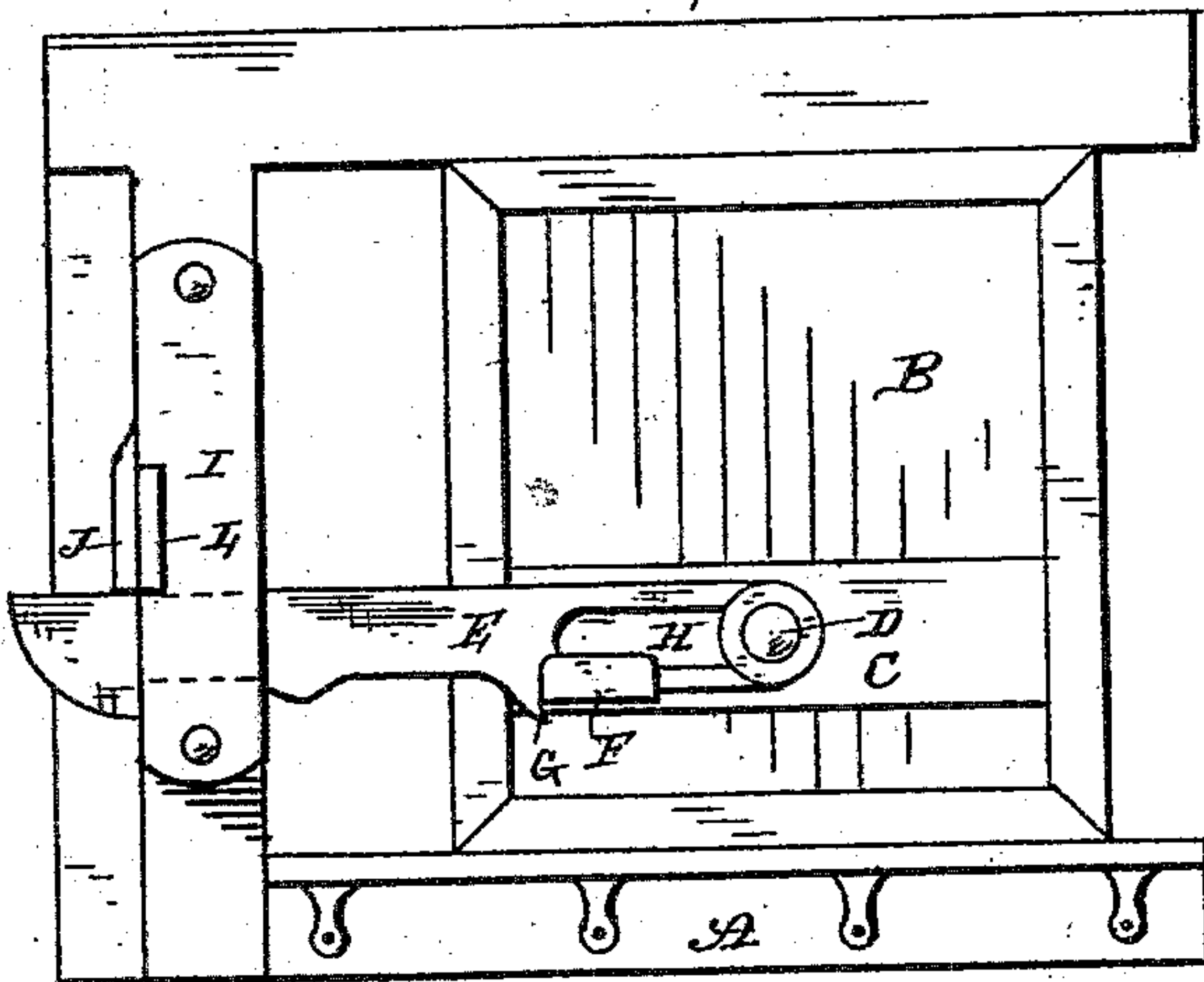
No. 281,174.

Patented July 10, 1883.

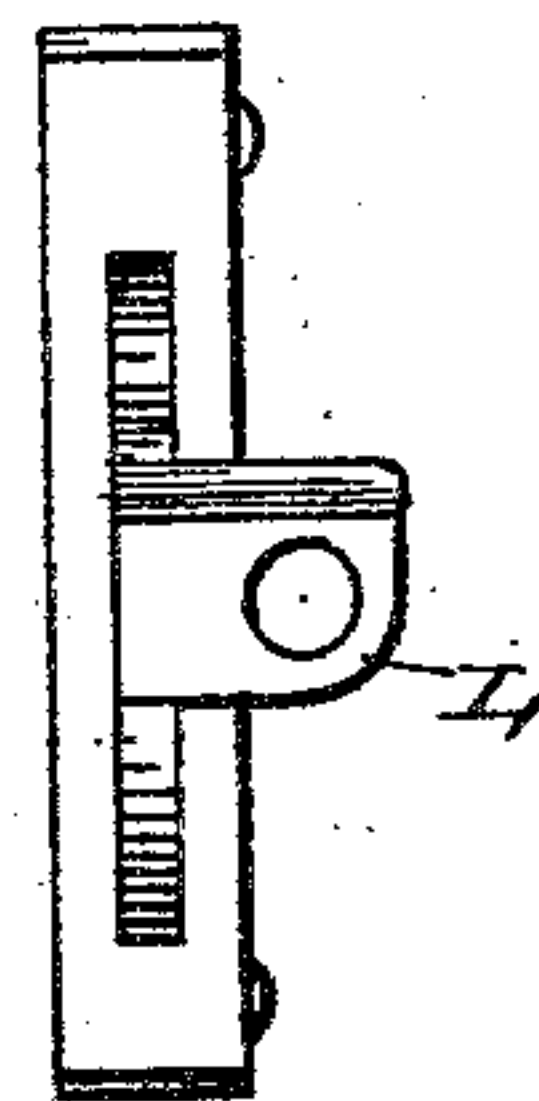
~~Fig. 1.~~



~~Fig. 2.~~



~~Fig. 3.~~



— WITNESSES. —

Louis F. Gardner

J. W. Garner

— INVENTORS. —

Richard H. Briggs
James H. Dougherty,
per F. A. Lehmann,
Atty

UNITED STATES PATENT OFFICE.

RICHARD H. BRIGGS AND JAMES H. DOUGHERTY, OF WHISTLER, ALABAMA.

CAR-DOOR FASTENING.

SPECIFICATION forming part of Letters Patent No. 281,174, dated July 10, 1883.

Application filed April 10, 1883. (Model.)

To all whom it may concern:

Be it known that we, RICHARD H. BRIGGS and JAS. H. DOUGHERTY, of Whistler, in the county of Mobile and State of Alabama, have
5 invented certain new and useful Improvements in Car-Door Fasteners; and we do hereby declare the following to be a full, clear, and exact description of the invention, such as will
10 enable others skilled in the art to which it pertains to make and use it, reference being had to the accompanying drawings, which form part of this specification.

Our invention relates to an improvement in car-door fasteners; and it consists in the combination of a latch-frame and locking device,
15 a slotted latch having a projection on its lower edge, and the frame to which the latch is pivoted, the frame being provided with a stop, so as to prevent the latch from being moved, all
20 of which will be more fully described hereinafter.

The object of our invention is to provide a latch which can be made to fasten the car-door when altogether closed, or to hold the door
25 when but little opened for the purpose of ventilation.

Figure 1 is a side elevation of our invention, showing the door in one position. Fig. 2 is a similar view, showing it in another position. Fig. 3 is an edge view of the latch
30 frame or keeper and its locking-latch.

A represents the frame of the car, and B the sliding car-door. Attached to the side of the door is a suitable frame, C, of any suitable shape, size, or construction, and which has
35 the pivotal bolt D, for the latch E to move upon, passed through its rear end. Upon the lower front edge of this frame is formed the stop F, which engages with the projection G upon the latch for the purpose of holding the latch in the position into which it is adjusted. This latch has a slot, H, made through its rear end, where the pivotal bolt passes through it, and has the projection formed upon its lower
40 edge for the purpose of preventing the latch from being moved after the latch has been adjusted in position to either hold the door tightly closed or partially open for the sake of ventilation. The front end of this latch passes
50 through the latch-frame I, in the upper por-

tion of which is pivoted the locking device J. This locking device can be raised upward out of the way for the purpose of allowing the end of the latch to pass through the latch-frame, and then when dropped down upon the latch
55 prevents it from being raised. The lock which is to be used in securing the door in position will be passed through this locking device and the perforated ear L, formed upon the outer side of the latch-frame. When it is desired
60 to leave the door of the car sufficiently open to allow ventilation for the contents of the car, but not sufficiently to allow any one to enter it, the slotted latch is moved forward upon the pivotal bolt until the projection upon the
65 lower edge of the latch catches over the front end of the projection formed upon the inner end of the frame C. The front end of the latch will then pass through the latch-frame, and the locking device will be dropped down
70 over its top, and the door will thus be locked in this position, allowing free ventilation for the contents of the car. When, however, it is desired to lock the door perfectly tight, the latch is pushed back upon the pivotal bolt D
75 until the projection F upon the latch catches behind the projection upon the front end of the frame. This shortens the latch to such an extent that when its front end is forced through the latch-frame the car-door is locked tightly
80 in place. The car-door cannot then be opened, because the stop upon the frame C strikes against the projection upon the lower edge of the slotted latch and prevents any movement of the door.

Having thus described our invention, we claim—

In the combination of a latch-frame and locking device, a slotted latch having a projection on its lower edge, and the frame to which the latch is pivoted, the frame being provided with a stop, so as to prevent the latch from being moved, substantially as shown.

In testimony whereof we affix our signatures in presence of two witnesses.

RICHARD HENRY BRIGGS.

JAMES HENRY DOUGHERTY.

Witnesses:

DENNIS RYAN,

C. LÜRGES.