

(No Model.)

A. M. FREEMAN.

OPENER AND FASTENER FOR DOORS.

No. 305,443.

Patented Sept. 23, 1884.

Fig. 1.

Fig. 2.

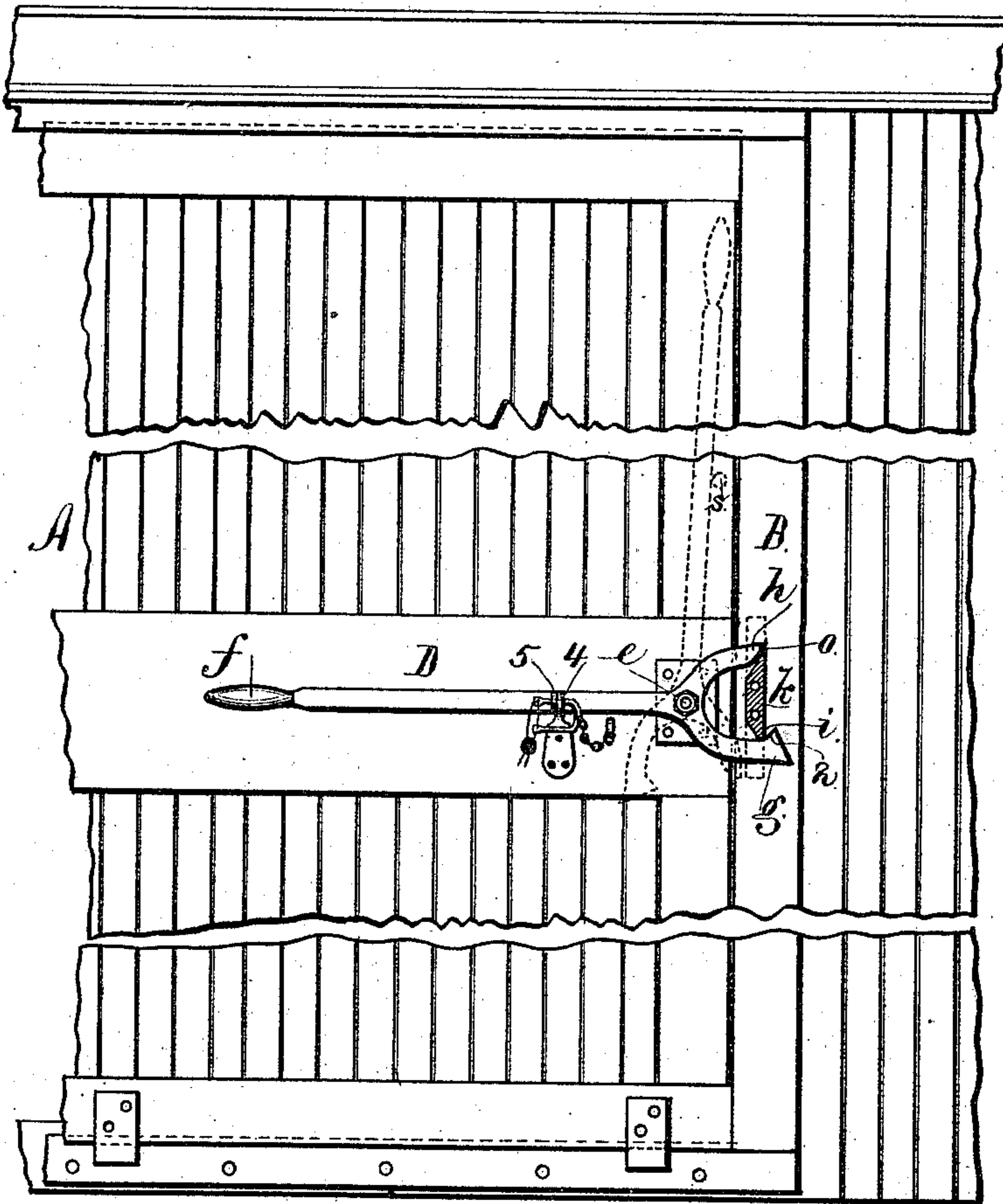
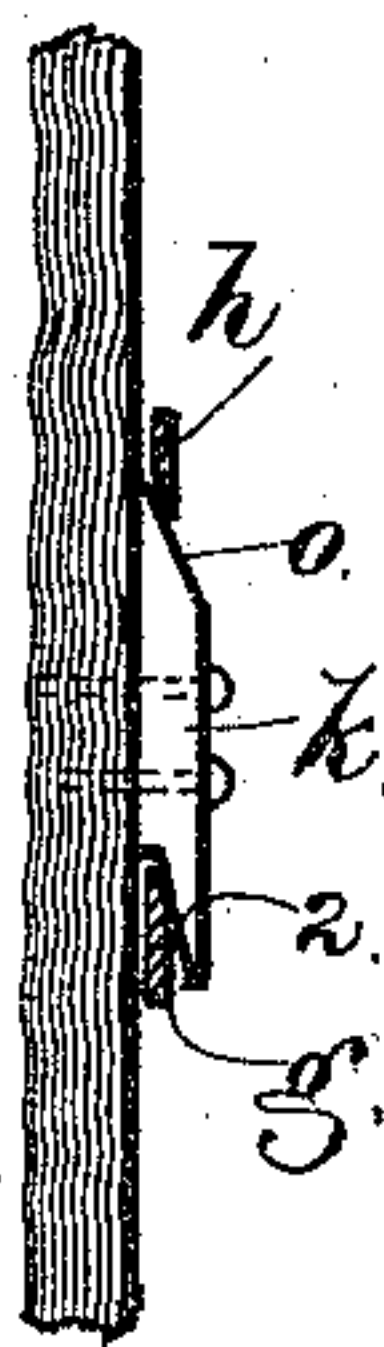


Fig. 3.



Witnesses
Harold Ferrell
Chas. H. Smith

Inventor
per Augustus M. Freeman
Lemuel W. Ferrell
att.

UNITED STATES PATENT OFFICE.

AUGUSTUS M. FREEMAN, OF OCEAN GROVE, N. J., ASSIGNOR TO HIMSELF,
JOHN I. HOLLEY, OF NEW YORK, N. Y., AND ALEXANDER C. KELLY
AND BERGEN VANDERHOVEN, BOTH OF METUCHEN, N. J.

OPENER AND FASTENER FOR DOORS.

SPECIFICATION forming part of Letters Patent No. 305,443, dated September 23, 1884.

Application filed May 2, 1884. (No model.)

To all whom it may concern:

Be it known that I, AUGUSTUS M. FREEMAN, of Ocean Grove, in the county of Monmouth and State of New Jersey, have invented an Improvement in an Opener and Fastener for Doors, of which the following is a specification.

This invention is especially intended for car-doors, but the same may be used for other doors, such as stable and ice-house doors. Sliding freight-car doors are difficult to open, especially in starting the same. That also is the case in the doors of ice-houses, stables, &c., and as many of these doors clear the jambs and move freely after being started, it is only necessary to move the same to the extent of one or two inches by a powerful force, and the rest of the distance they may be moved freely by hand. So, also, in closing the door it is important to be able to apply considerable force in bringing the door snugly home to its place.

In carrying out my improvement, I make use of a lever, starter, and latch combined. One part of the lever forms a handle. One of the short ends forms a latch, by which the door can be closed and held, and the other short part of the lever forms a pry, by which the door is started in opening the same.

In the drawings, Figure 1 is an elevation of the fastener and opener as applied to a sliding car-door. Fig. 2 represents the catch-block upon the door-jamb, and Fig. 3 shows the catch-block in the form required for a swinging door.

The door A is of any desired character. In Fig. 1 it is shown as a sliding car-door.

B is the door frame or jamb.

The lever D is hung upon a pivot, *e*, and the long end terminates as a handle, *f*. At the short end are two prongs, one of which forms a latch, *g*, and the other forms a pry, *h*. The catch-block *k* is adapted at the end *i* to receive the latch *g*, and the other end, *o*, to be pressed against by the pry *h*. The end of the latch *g* is a hook with an inclined face, 2, and when the door is being closed the handle *f* is raised and the latch *g* passes under the end *i* of the catch-block *k*, and as the lever is depressed the inclined face 2, running up against the back edge of the catch-block,

acts to pull the sliding door firmly to its place, and it cannot be unfastened, provided the lever is locked to place. I prefer to do this by the flange 4, fastened to the car, and the flange 5 upon the lever, both of which flanges are perforated for the passage of a lock-shackle, or for a staple, with holes at its ends for receiving a sealing wire or string. The pry *h* rests at its end against the cam-shaped side *o* of the catch-block, and when it is desired to open the door the sealing staple or lock is removed and the handle *f* used to move the lever D, and by the end resting against the cam side of the catch-block the swinging of the lever-handle *f* upwardly causes the part *h* of the lever to act as a pry to force the door along and commence to open the same. When not in use, the lever can be swung into the position shown in Fig. 1 by dotted lines, the stud or stop *s* holding the lever in nearly a vertical position. If the door swings instead of slides, the lever and its forks are made the same, except that the incline 2 is not required on the lever. The cam *o* is, however, made upon the face of the catch-block, and the incline 2 is upon the inner side of the downwardly-projecting lower end, so that when the lever is moved after the door is swung to, the end *g* passing behind this incline 2, the door is forced back into its frame, and when the lever end *f* is raised the pry *h* is moved down the cam or incline *o*, and the door is pried open.

I claim as my invention—

1. The lever D, having the handle *f* at one end and the two forks *h* and *g* at the other end, in combination with the catch-block having the cam *o*, against which the lever end *h* acts as a pry, substantially as set forth.

2. The lever D, having the handle *f* at one end and the two forks *h* and *g* at the other end, with the incline 2 upon the end of the fork *g*, in combination with the catch-block, substantially as set forth.

Signed by me this 26th day of April, A. D. 1884.

AUGUSTUS M. FREEMAN.

Witnesses:

GEO. T. PINCKNEY,
WILLIAM G. MOTT.