

No. 730,758.

PATENTED JUNE 9, 1903.

E. A. GAUCHET.
CAR DOOR FASTENING.
APPLICATION FILED OCT. 7, 1902.

NO MODEL.

2 SHEETS—SHEET 1.

Fig. 1.

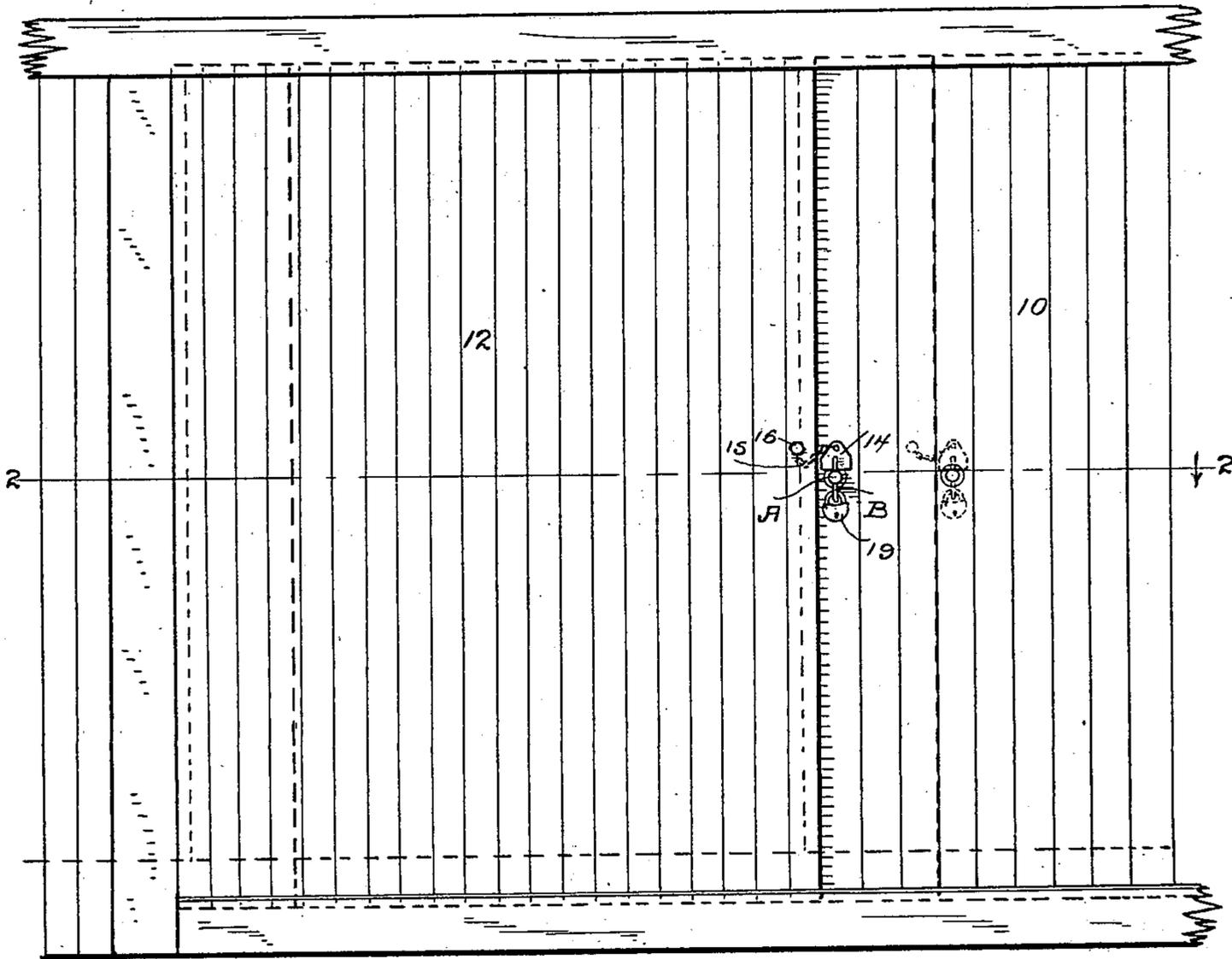
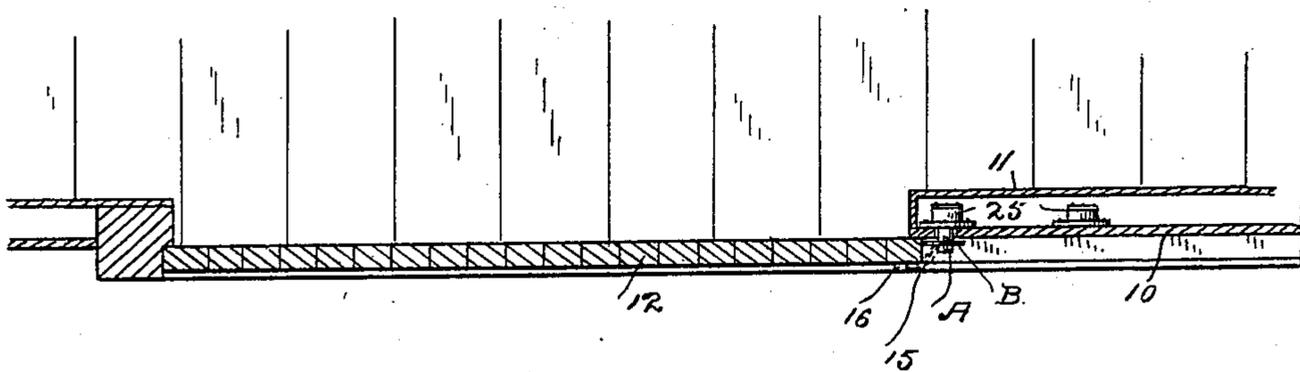


Fig. 2.



WITNESSES.

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2 SHEETS—SHEET 2.

Fig. 3.

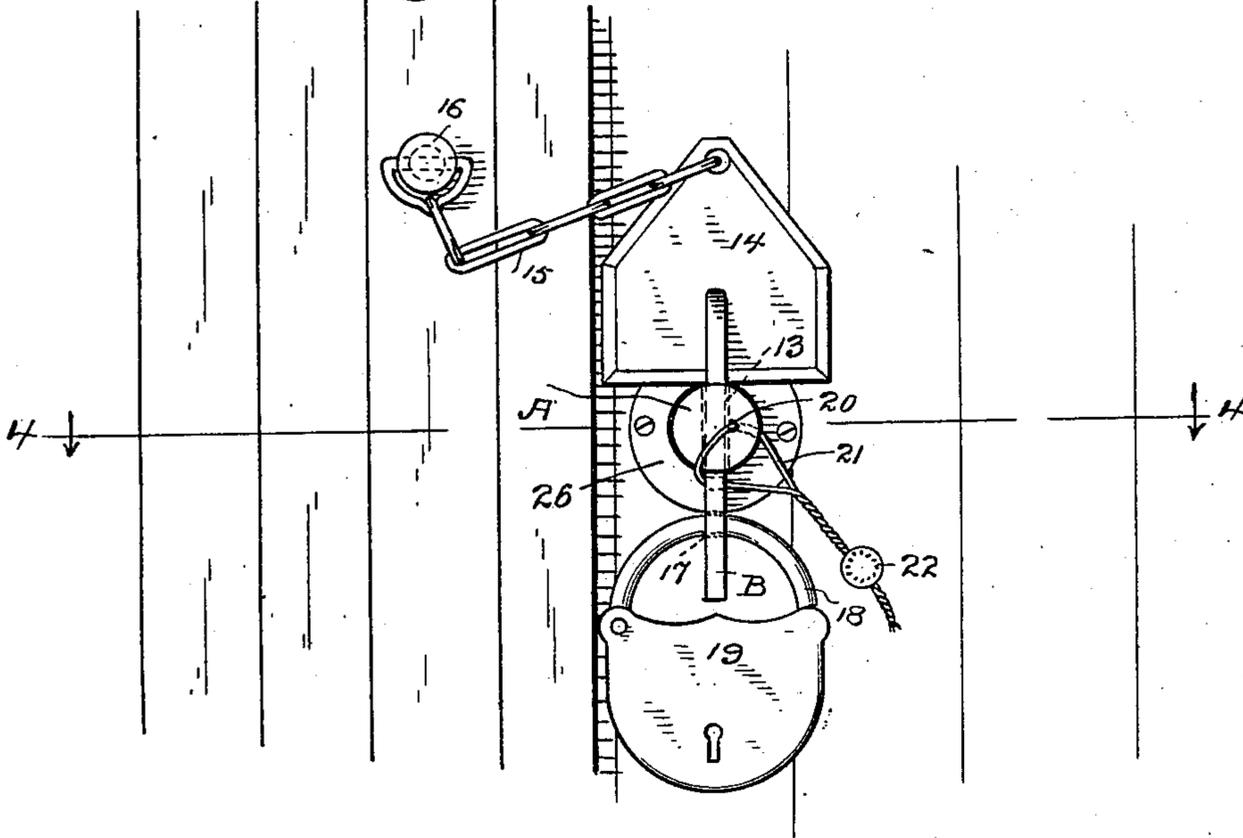
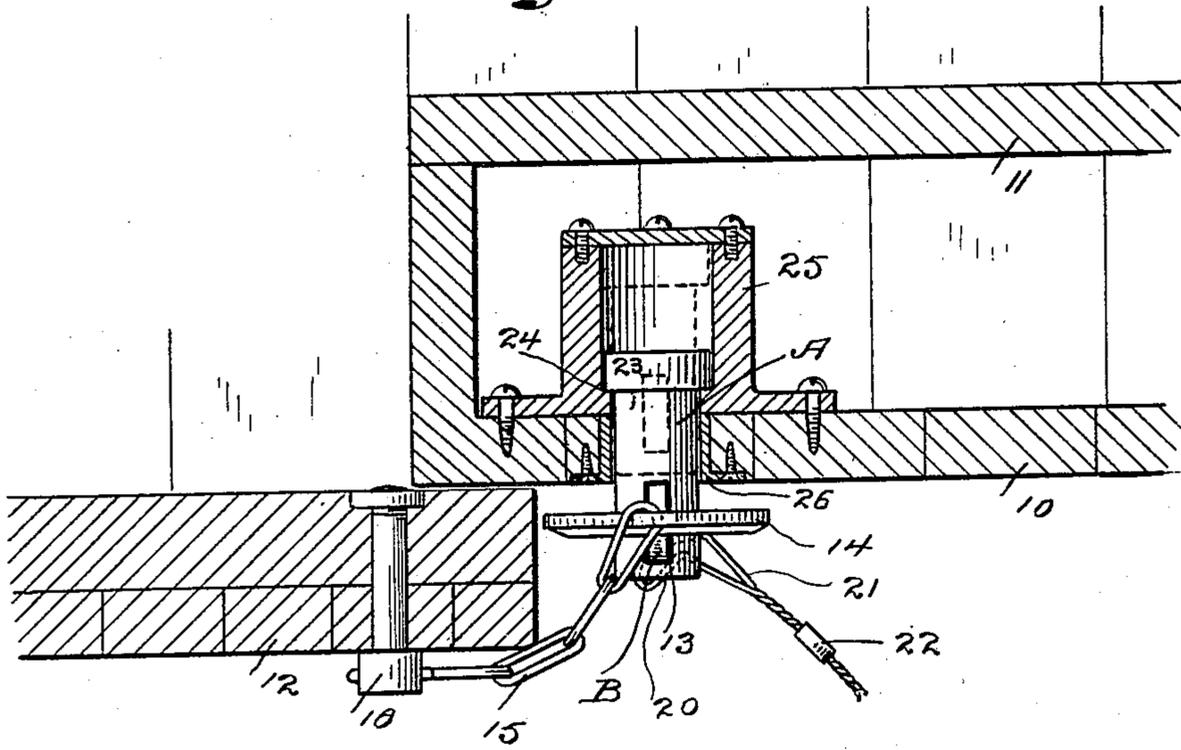


Fig. 4.



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UNITED STATES PATENT OFFICE.

EDWARD A. GAUCHET, OF SAUGATUCK, CONNECTICUT.

CAR-DOOR FASTENING.

SPECIFICATION forming part of Letters Patent No. 730,758, dated June 9, 1903.

Application filed October 7, 1902. Serial No. 126,304. (No model.)

To all whom it may concern:

Be it known that I, EDWARD A. GAUCHET, a citizen of the United States, residing at Saugatuck, county of Fairfield, State of Connecticut, have invented a new and useful Car-Door Fastening, of which the following is a specification.

My invention has for its object to provide a car-door fastening adapted for general use, but more especially adapted for use upon freight-cars, which shall consist of few parts inexpensive to make, which may be easily and quickly applied to cars already in use as well as to new cars in building, which shall be adapted to securely lock a car-door in a slightly-open as well as in a closed position, which may be used either with or without a seal or padlock, or with both, and which in the locking position shall provide a solid abutment against which the rear edge of the door abuts and which cannot be removed until the key is withdrawn from the locking-stud.

In the accompanying drawings, forming part of this specification, Figure 1 is an elevation of a portion of the side of a car, illustrating the application and use of my novel door-fastening; Fig. 2, a longitudinal section of a portion of the side of a car, the lining, and the door on the line 2 2 in Fig. 1; Fig. 3, a detail elevation, on an enlarged scale, corresponding with Fig. 1, the door being locked; and Fig. 4 is a detail horizontal section on the line 4 4 in Fig. 3.

10 denotes the outer wall of a car, 11 the lining, and 12 a sliding door, all of which may be of any ordinary or preferred construction.

The essential features of the invention are a sliding locking-stud A in the wall of the car, provided with a slot 13, and a key B, carried by the door and adapted to engage the slot and provided with a head 14 for the rear edge of the door to abut against. The key is securely connected, by means of a wire or chain 15, with a suitable stud 16 in the door and is provided with a hole 17 to receive the shackle 18 of a padlock 19, both locking-stud and key being provided with holes 20 to receive the wire 21 of a seal 22. In addition to preventing the key from getting lost and retaining it in position for use the wire or chain when the key is in the locking position

effectually prevents the rear edge of the door from being forced outward away from the wall of the car. The locking-stud is shown as provided with a head 23, which when drawn out engages an internal shoulder 24 in a case 25, which is attached to the inner side of the outer wall of the car—that is to say, the case lies between the lining and the outer wall and is shown as attached to the latter. The special shape and structure of the locking-stud, key, and case are of little importance and do not go to the merits of the invention. It will be understood from the drawings that the outer end of the locking-stud always lies in the outer wall. In the present instance I have shown it as passing through a bushing 26, which is attached to the outer side of the wall. These details of construction may, however, be varied to an almost unlimited extent without departing from the principle of the invention. In order that the door may be locked in the closed position, the locking-stud is so located in the wall of the car and the head of the key is so shaped that when the door is moved to the closed position, the locking-stud drawn out, and the key placed in the slot the head of the key will just drop to place and will serve as an abutment behind the door to prevent the latter from being forced open to an appreciable extent.

It is obvious that should it be desired to lock the car-door a few inches open, so as to permit ventilation of the car and still leave it impossible for an outsider to effect an entrance, it is simply necessary to place another locking-stud as far back from the regular stud which locks the door in the closed position as may be necessary to permit the door to be opened the desired distance, as is clearly shown in Figs. 1 and 2.

The operation will be clearly understood from the drawings and can require but brief description. When the key is withdrawn, the locking-stud may be pressed back into the wall of the car, as indicated by dotted lines in Fig. 4. In this position the locking-stud is wholly out of the way and offers no obstruction to the opening and closing of the door, the key being always suspended by its wire or chain on the door. When it is desired to lock the door, the operator moves the same against the jamb, as shown in Figs. 1 and 2,

the rear edge moving past the locking-bolt. The bolt is then drawn out and the key placed in the slot thereof, the head of the key serving as an abutment or stop for the rear edge of the door and holding the latter positively against movement. The key is then locked in placed by a padlock or any other suitable means. When the key is in its locking position, the chain 15 is drawn taut, so that it is impossible to pry out the rear edge of the door. In addition to its functions as a stop the enlarged head of the key serves to assist in the location of the locking-bolt of stud.

If desired, a wire may be passed through holes 20 of the locking-stud and key and sealed in any preferred manner. It will be particularly observed that by making the head of the locking-key wide a firm stop is secured, and at the same time ample room is afforded to permit the use of a sealing-press, which it will be readily understood must be inserted in order to compress the seal about the wire. Another advantage is that it gives ample room to conveniently apply and remove a padlock. This is particularly important in loading and unloading cars and at the various times when it is desired to lock the car temporarily.

Having thus described my invention, I claim—

1. The combination with the outer wall of a car and its sliding door, of a bolt operatively mounted in said wall so as to be drawn out into the path of movement of said door, a casing in which said bolt is mounted, means for limiting the outward movement of said bolt, a key carried by the door and adapted to engage said bolt when in its outward position, said key being provided with a laterally-projecting head adapted to be engaged by the door and serve as a stop therefor, and also as a locating-point for the bolt in its re-

lation to the door, whereby sufficient room is secured between the door and the bolt to manipulate a seal or padlock.

2. The combination with the outer wall of a car and its sliding door, of a bolt operatively mounted in said wall so as to be drawn out into the path of movement of said door, a casing in which said bolt is mounted, means for limiting the outward movement of said bolt, a key carried by the door and adapted to engage said bolt when in its outward position, said key and bolt being provided with relatively arranged openings to receive a sealing-wire, said key being also provided with a laterally-projecting head adapted to be engaged by the door and serving as a stop for the latter and also as a locating-point for the bolt in its relation to the door whereby sufficient room is secured between the door and the bolt to manipulate a seal or padlock.

3. The combination with the outer wall of a car and its sliding door, of a bolt operatively mounted in said wall so as to be drawn out into the path of movement of said door, a casing in which said bolt is mounted, means for limiting the outward movement of said bolt, a key adapted to engage said bolt and provided with a laterally-projecting head adapted to be engaged by the door and serving as a stop therefor and also as a locating-point for the bolt in its relation to the door whereby sufficient room is secured between the door and the bolt to manipulate a seal or padlock, and a chain connecting said key to said door.

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

EDWARD A. GAUCHET.

Witnesses:

A. M. WOOSTER,
R. W. CASE.