

No. 751,495.

PATENTED FEB. 9, 1904.

E. A. GAUCHET.
CAR DOOR FASTENER.

APPLICATION FILED MAY 6, 1903.

NO MODEL.

Fig. 1.

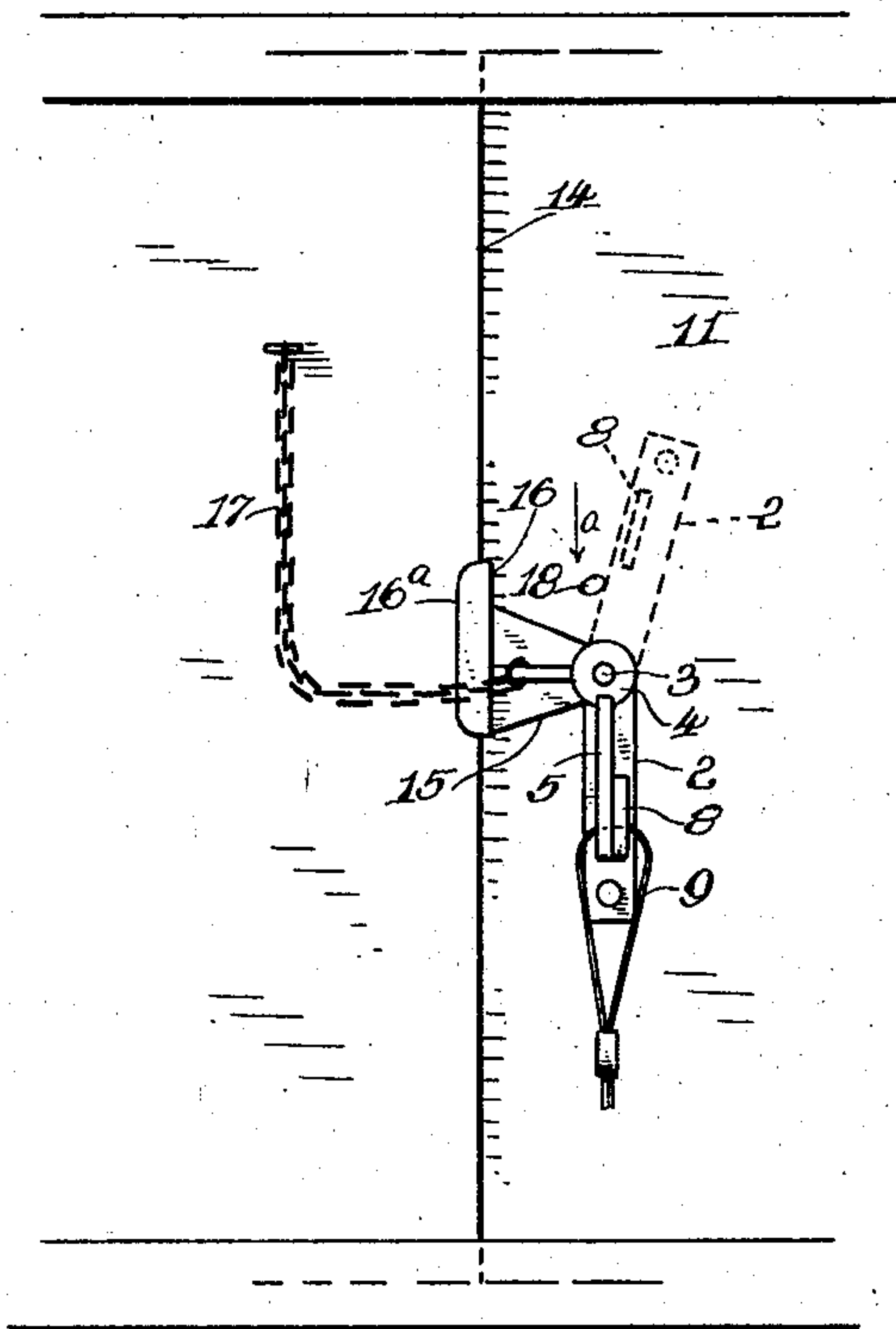


Fig. 2.

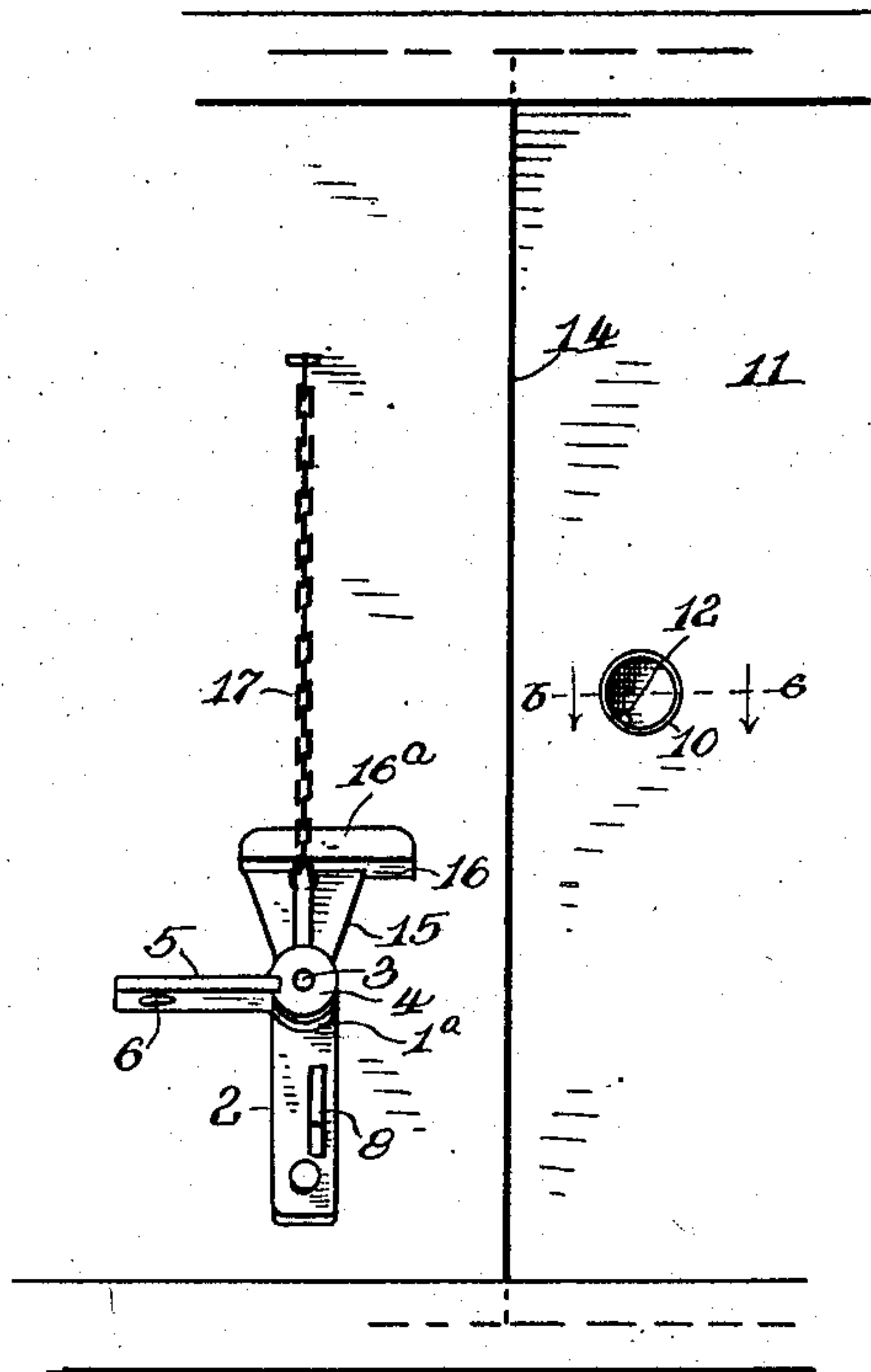


Fig. 3.

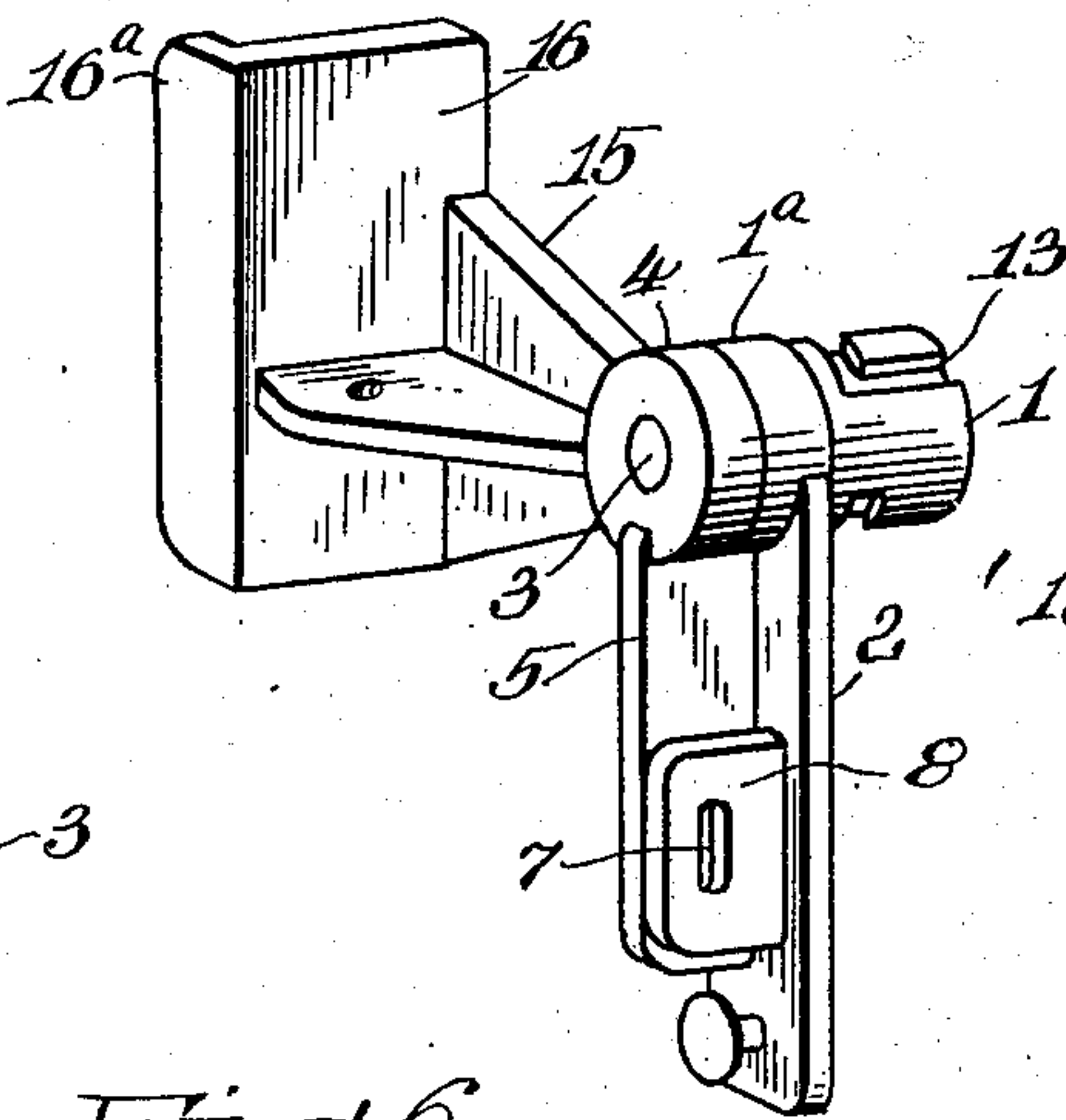


Fig. 5.

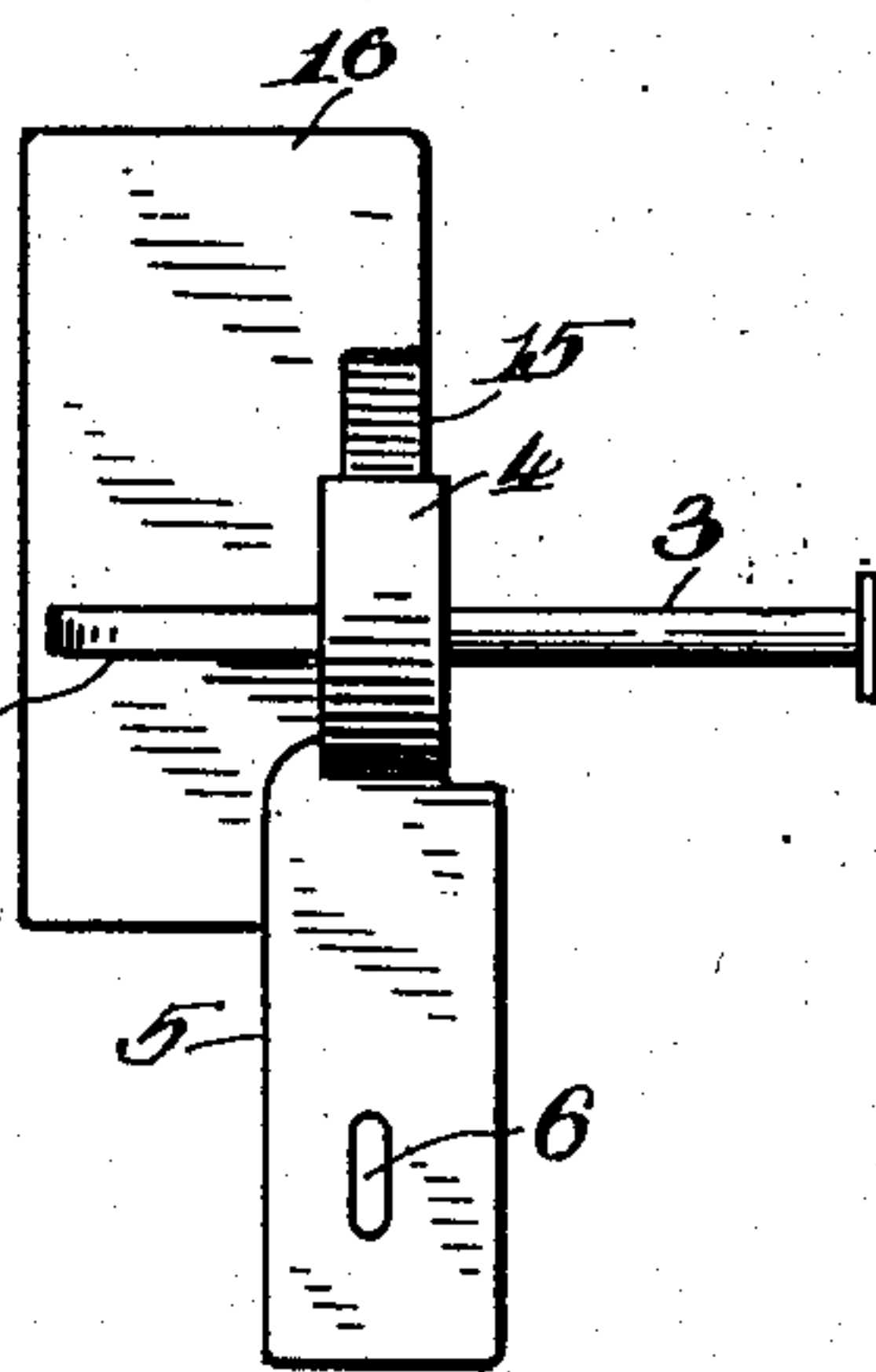
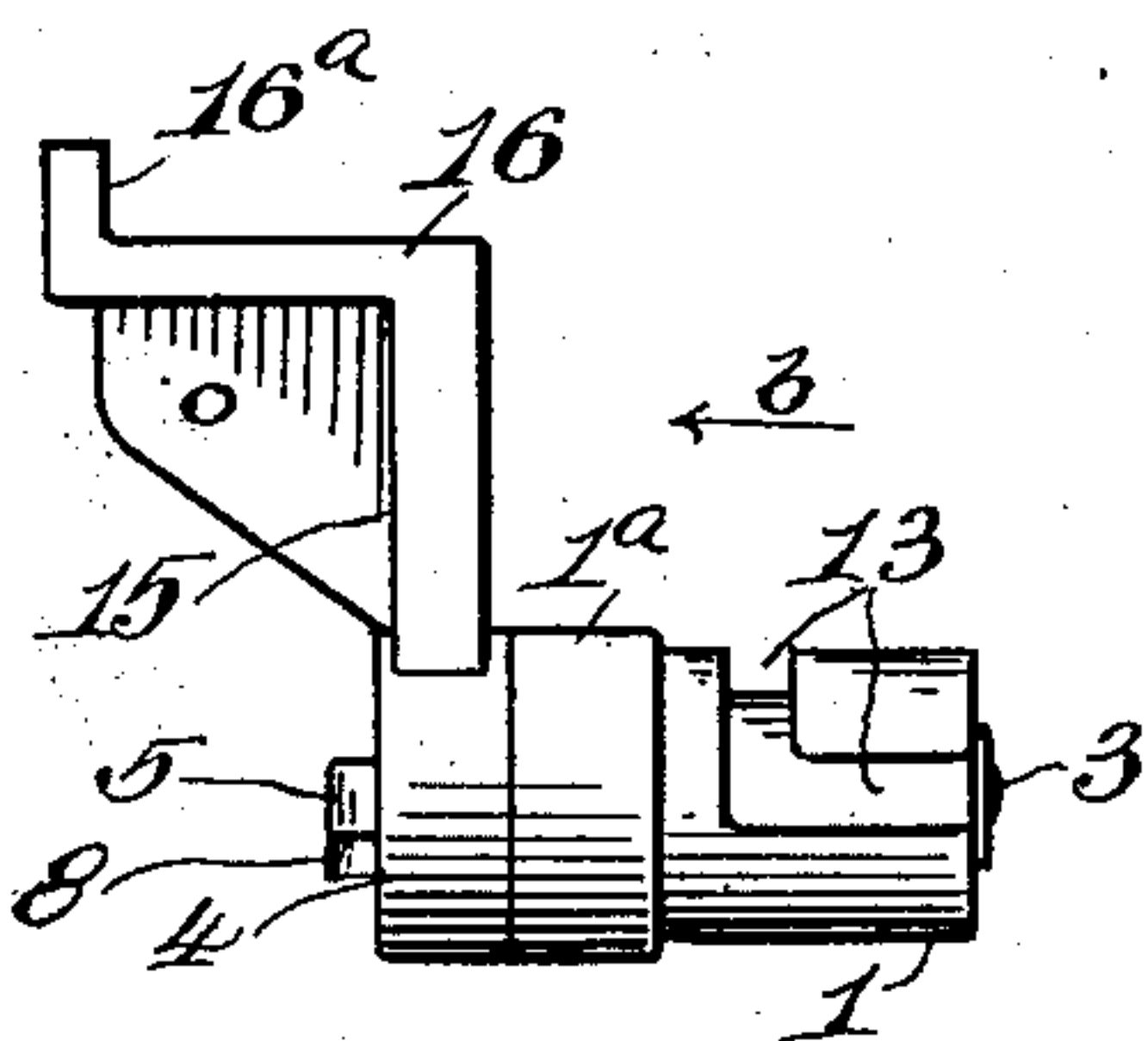


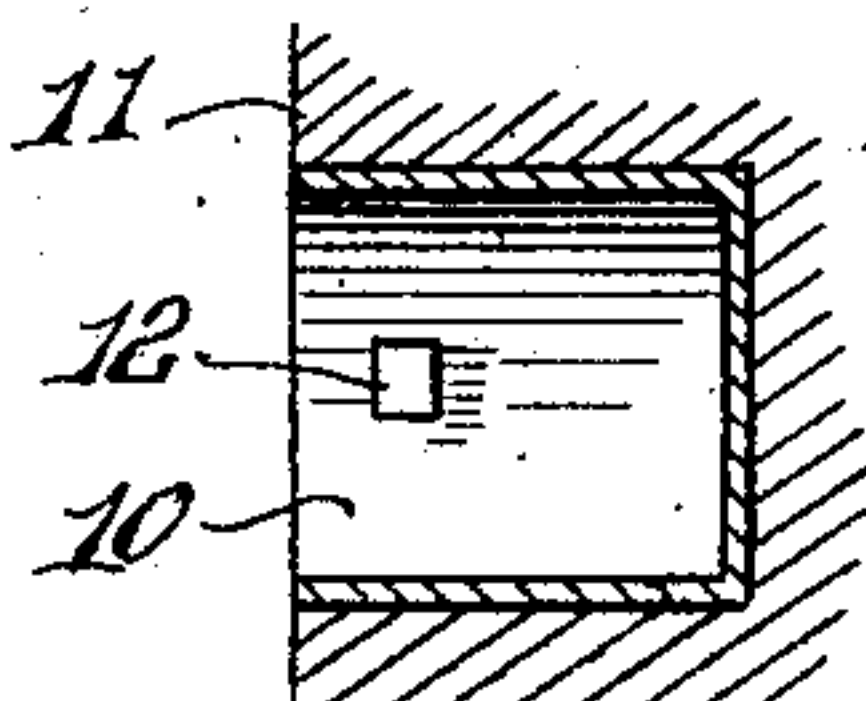
Fig. 4.



WITNESSES:

H. A. Lamb.
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Fig. 6.



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EDWARD A. GAUCHET, OF SAUGATUCK, CONNECTICUT.

CAR-DOOR FASTENER.

SPECIFICATION forming part of Letters Patent No. 751,495, dated February 9, 1904.

Application filed May 6, 1903. Serial No. 155,904. (No model.)

To all whom it may concern:

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

My invention relates to car-door fasteners adapted to be applied at the rear of a sliding door, the same being constructed for the use in connection therewith of a seal or padlock; and the object in view is to provide a simple, efficient, and durable construction and arrangement of parts whereby the locking and unlocking is much simplified and the door is fully protected against being pried off when lacked without giving evidence of having been tampered with.

To enable others to fully understand my invention, reference is had to the accompanying drawings, in which—

Figure 1 represents a broken view of a car and car-door locked and sealed with my improved device. Fig. 2 is a similar view of the car and door unlocked. Fig. 3 is a perspective view of the locking device. Fig. 4 is an upper plan view of the locking device looking in the direction of arrow *a* of Fig. 1. Fig. 5 is a detail view of the supporting-base of the lock looking in the direction of arrow *b*, Fig. 4. Fig. 6 is a sectional view of the metal socket adapted to receive the bolt of the locking device and broken sectional view of the side of the car through line 6 of Fig. 2.

Its construction and operation are as follows:

The locking device is composed of the bolt 1, having the arm 2, projecting from and integral with the head or enlarged portion 1^a of the bolt. The bolt is rotatably mounted on the stud 3, anchored in the head 4 of the base or non-rotatable part of the device. 5 is an arm projecting from said head, having the elongated hole or opening 6 adapted to register with the opening 7 in the lug 8 of the arm 2 when the two parts 5 and 8 are brought together. A sealing-wire 9, Fig. 1, is passed through said openings, or, if desired, the hasp of an ordinary padlock may be inserted instead.

10 is a metal socket let in flush with the side 11 of the car. 12 is a short projection or stud rising from the interior wall of this socket and near its outer end and is adapted to be engaged by the bayonet-slot 13, formed in the outer cylindrical surface of the bolt 1. This socket is set in the side of the car far enough from the door 14 to give ample room to operate the sealing-iron or manipulate a padlock, and this distance is determined by the length of the horizontal arm 15, also integrally connected to the head 4 and at right angles to the arm 5.

16 is a foot at the free end of arm 15, adapted to rest against the rear edge of the door, as shown at Fig. 1, while the flanged portion 16^a of said foot is adapted to embrace the outer surface of the door when locked, so as to prevent said door being surreptitiously pried outward.

To unlock the device, the bolt-arm 2 is swung around into the dotted position shown at Fig. 1, which operation will have rotated the bolt 1 on its support until the straight portion of the bayonet-slot therein coincides with the stud 12 of the socket 10, when the entire locking device can be removed and left depending from the chain 17, attached to the outside of the door, as shown at Fig. 2. If necessary, the short stop 18, projecting a short distance from the surface of the car, but not far enough therefrom to interfere with the sliding movement of the door, could be used to determine the exact elevated position of this arm necessary to locate the straight portion of the bayonet-slot of the bolt with the stud 12 of the socket 10, or a mark could be made on the side of the car to determine when the bolt was in position to be withdrawn.

In locking the door the above operation is simply reversed. The bolt-arm 2 is swung around until the bolt can enter the socket, when said arm is dropped until its projection 8 brings up against the stationary arm 5 of the base in readiness to apply the sealing-wire or padlock in the manner before mentioned.

It will be understood, though not shown, that the opposite edge of the door is brought against the door-jamb when the locking device is applied.

The device above described possesses all of the necessary qualifications required—viz., cheapness of construction, simplicity of operation, and durability—to insure its adoption
5 by railroads.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. A locking device for car-doors, comprising, in combination, a rotatable bolt having a bayonet-slot in its periphery, a head for said bolt, an arm projecting from said head at right angles to said bolt, a lug projecting at right angles to said arm and having an opening therethrough, a non-rotatable support having a head, a door-check or stop-arm projecting from said head in the pathway of the car-door, a stud projecting from said head, said bolt journaled on said stud, an arm projecting from
10 said head at right angles to said stud, said arm having an opening therethrough to register with the opening of the bolt-arm to receive a sealing-wire or lock-hasps, a socket in the side of the car at the rear of the car-door
15 to receive said bolt when the door is closed, a stud projecting into the path of said bolt and adapted to engage the bayonet-slot therein so that, when said arms register with each other, the bolt is locked in said socket, and when
20 said arms are separated a predetermined dis-

tance from each other, the bolt and its support is adapted to be removed out of the pathway of the car-door, for the purpose set forth.

2. In a locking device for car-doors, comprising, in combination, a locking-bolt, a base
35 carrying a stud on which said bolt is rotatably mounted, said base and bolt having arms adapted to register with each other, means whereby said arms are locked in such registered position, a socket in the side of the car,
40 means on said socket and bolt to prevent the withdrawal of the bolt when said arms register with each other, means whereby said bolt is released from said socket when the bolt-arm is raised to a predetermined position, a
45 stop-arm of said base projecting in line with the car-door, a foot on the free end of said arm adapted to engage the end of said door, a right-angled flange on said foot adapted to
50 embrace a portion of the outer surface of said door to prevent lateral movement of said door, for the purpose set forth.

Signed at Bridgeport, in the county of Fairfield and State of Connecticut, this 30th day of April, A. D. 1903.

EDWARD A. GAUCHET.

Witnesses:

H. A. LAMB,
GEO. W. FINN.