

No. 882,071.

PATENTED MAR. 17, 1908.

F. LANGLEY.
CAR DOOR FASTENER.
APPLICATION FILED MAY 4, 1907.

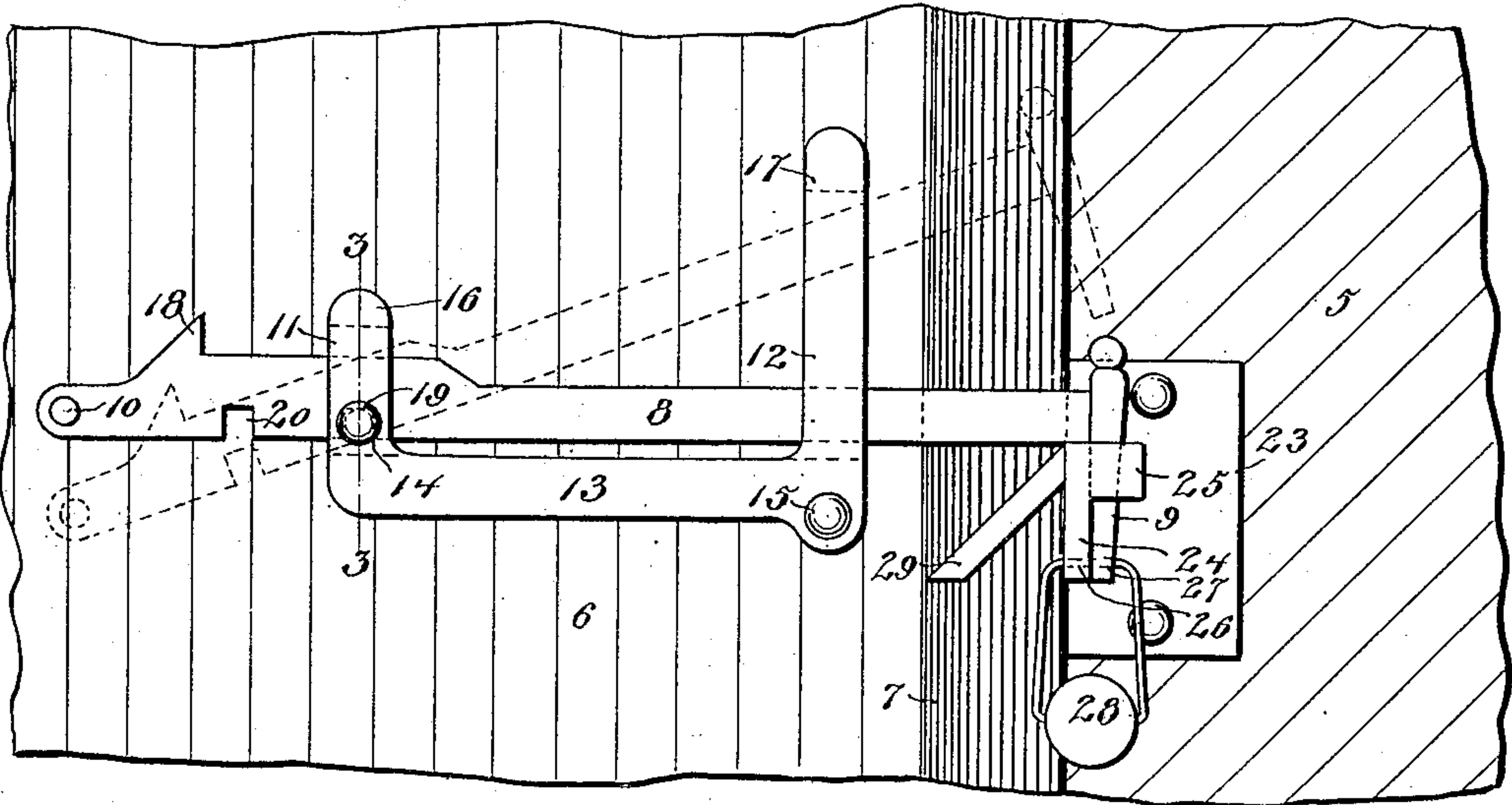


Fig. 1.

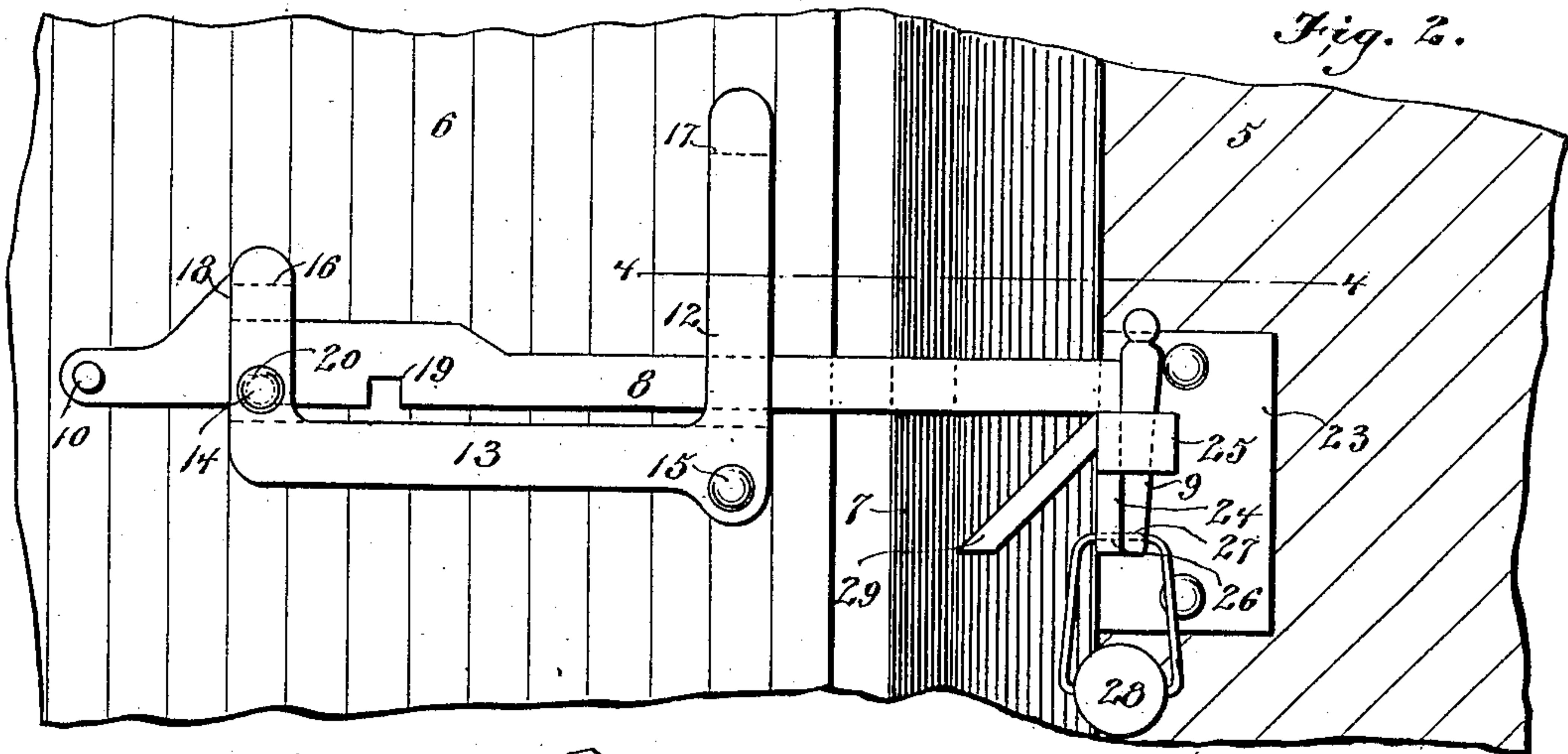


Fig. 2.

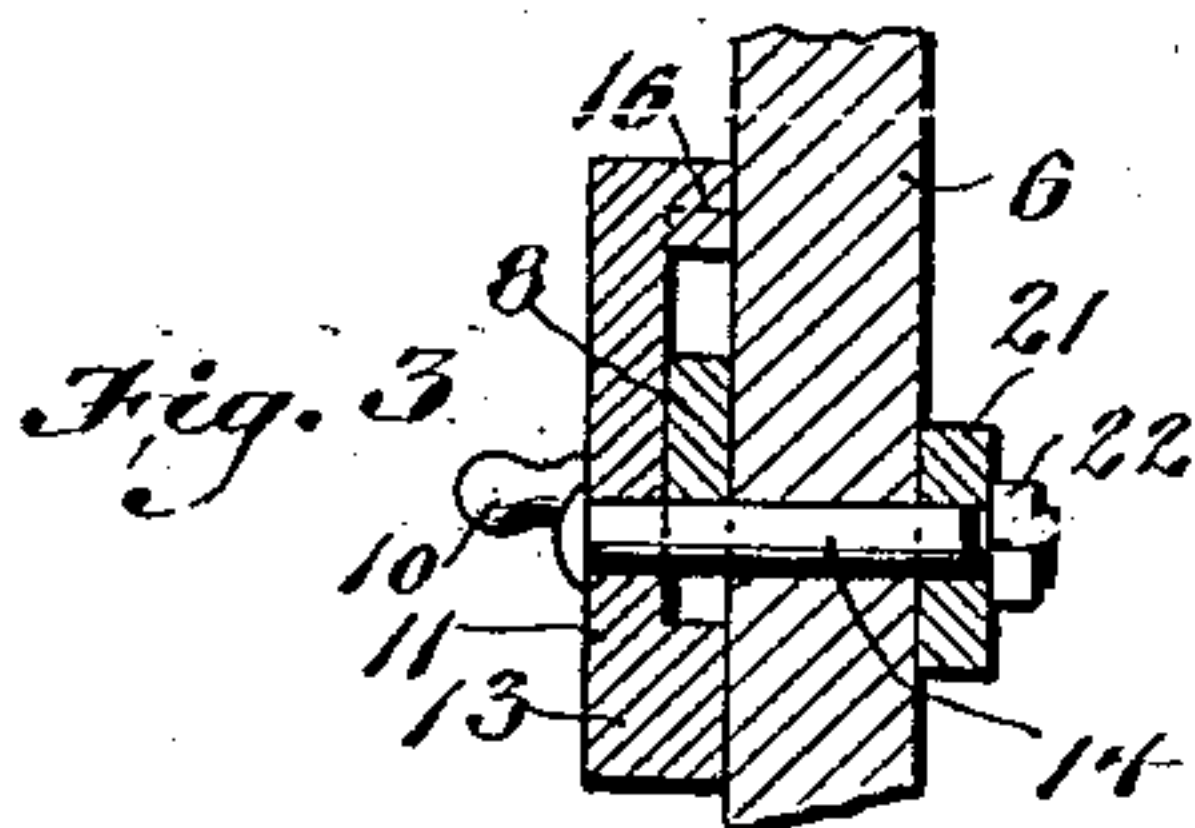


Fig. 3.

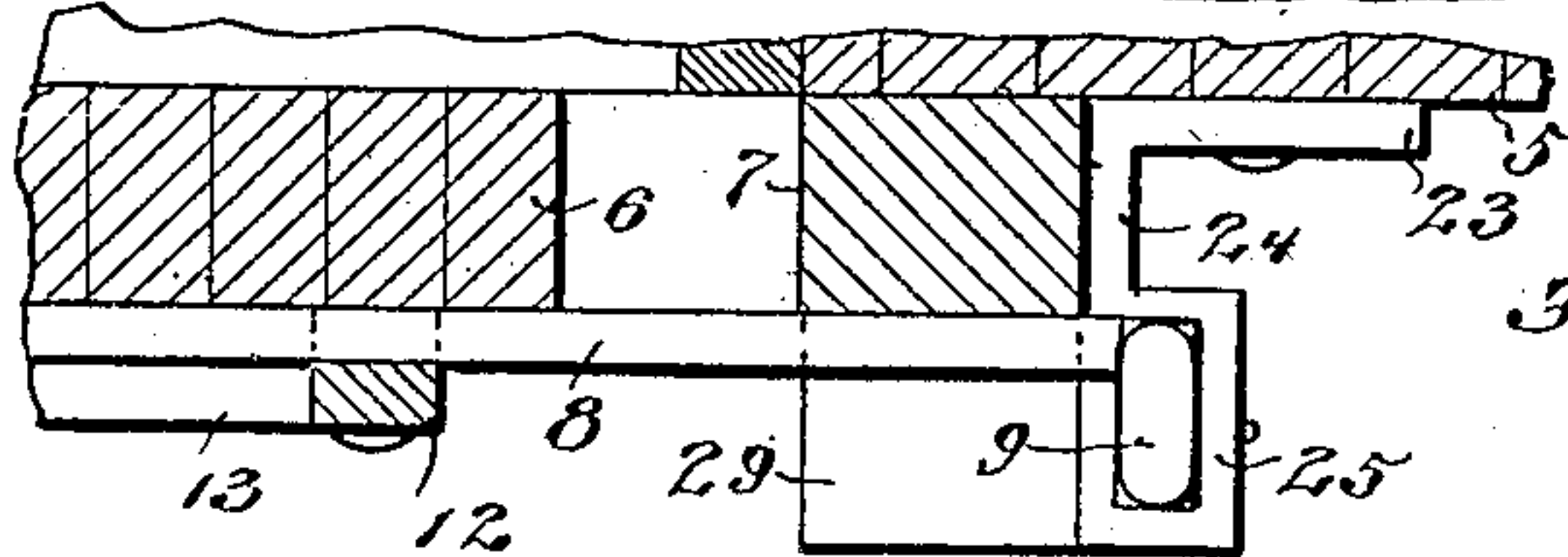


Fig. 4.

Witnesses

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FREDERICK LANGLEY, OF ROUSES POINT, NEW YORK.

CAR-DOOR FASTENER.

No. 882,071.

Specification of Letters Patent.

Patented March 17, 1908.

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To all whom it may concern:

Be it known that I, FREDERICK LANGLEY, a citizen of the United States, residing at Rouses Point, in the county of Clinton and State of New York, have invented certain new and useful Improvements in Car-Door Fasteners, of which the following is a specification.

This invention is a car-door fastener and has for its object to provide a simple and reliable device of this kind to be used in connection with a seal-lock, and which will secure the door in closed as well as in partly open position.

In the accompanying drawing, Figure 1 is an elevation showing the position of the parts when the door is closed. Fig. 2 is an elevation showing the position of the fastener when the door is partly open for the purpose of ventilation. Fig. 3 is a vertical section on the line 3—3 of Fig. 1. Fig. 4 is a horizontal section on the line 4—4 of Fig. 2.

Referring specifically to the drawing, 5 denotes the car body; 6 an ordinary sliding door; and 7 the jamb against which the door stops. The door carries a latch which comprises a bar 8 having at one end a hook 9 engageable with a keeper located adjacent the jamb 7, and at the opposite end a handle 10. The latch-bar works under guide-straps 11 and 12 projecting from a base-bar 13 which is fastened to the door by bolts 14 and 15 or otherwise. The straps are spaced from the door, and the latch-bar works therebetween, and at their upper ends, the straps are in contact with the door as indicated at 16 and 17, respectively. On the top edge of the latch-bar is a projection 18 which is engageable with the portion 16 of the strap 11 to limit the outward movement of the latch-bar. The bolt 14 passes through the strap 11, and in the lower edge of the latch-bar are notches 19 and 20 which are engageable with said bolt to hold the latch-bar in adjusted position. The bolt also serves as a fulcrum on which the latch-bar may be swung to disengage its hooked end 9 from the keeper as shown by dotted lines in Fig. 1. The guide-strap 12 is made sufficiently long to permit this swinging movement of the latch-bar. Behind the door are plates 21 on which the fastening nuts 22 of the bolts 14 and 15

seat to prevent them from pulling out, and also serving to strengthen the door.

The keeper comprises a base-plate 23 bolt- 55 ed through the wall of the car-body adjacent the jamb 7 and having a projecting flange 24 which is in contact with the outer edge of the jamb. The flange has an eye 25 to receive the latch-hook 9, and below the eye the flange has a transverse opening 26 adapted to register with a transverse opening 27 in the hook 9, the latter opening being below the eye when the hook is in engagement therewith. The object of the openings 26 65 and 27 is to receive a seal 28. From the keeper eye, in front of the jamb, projects an inclined plate 29 which is in the path of the latch-hook and has for its object the automatic engagement of the said hook with the keeper eye. When the door is being closed the hook rides up the inclined plate and as soon as it reaches the keeper eye it drops thereinto. When the door is entirely closed the notch 19 is in engagement with bolt 14 as 75 shown in Fig. 1. When the door is to be locked in partly open position for the purpose of ventilation, the latch-bar is pushed forwardly to engage the notch 20 with bolt 14. This has the effect of extending the latch-bar forwardly sufficiently for the hook 9 to reach the keeper as shown in Figs. 2 and 4. The door will, however, be as securely locked as in the first position.

I claim:

A door fastener comprising a swinging-latch pivoted to the door and having a downwardly extending hooked end with an opening therein, and a keeper comprising a base-plate secured to the car body adjacent the door, a vertical flange projecting forwardly from the base-plate and having an eye offset therefrom at the top thereof to receive the latch-hook, and an opening below the eye which registers with said opening to receive 95 a seal, and an inclined-plate projecting from the flange in front of the jamb in the path of the latch-hook.

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

FREDERICK LANGLEY.

Witnesses:

HORMIDOS BELAIS,
EDGAR MASSEY.