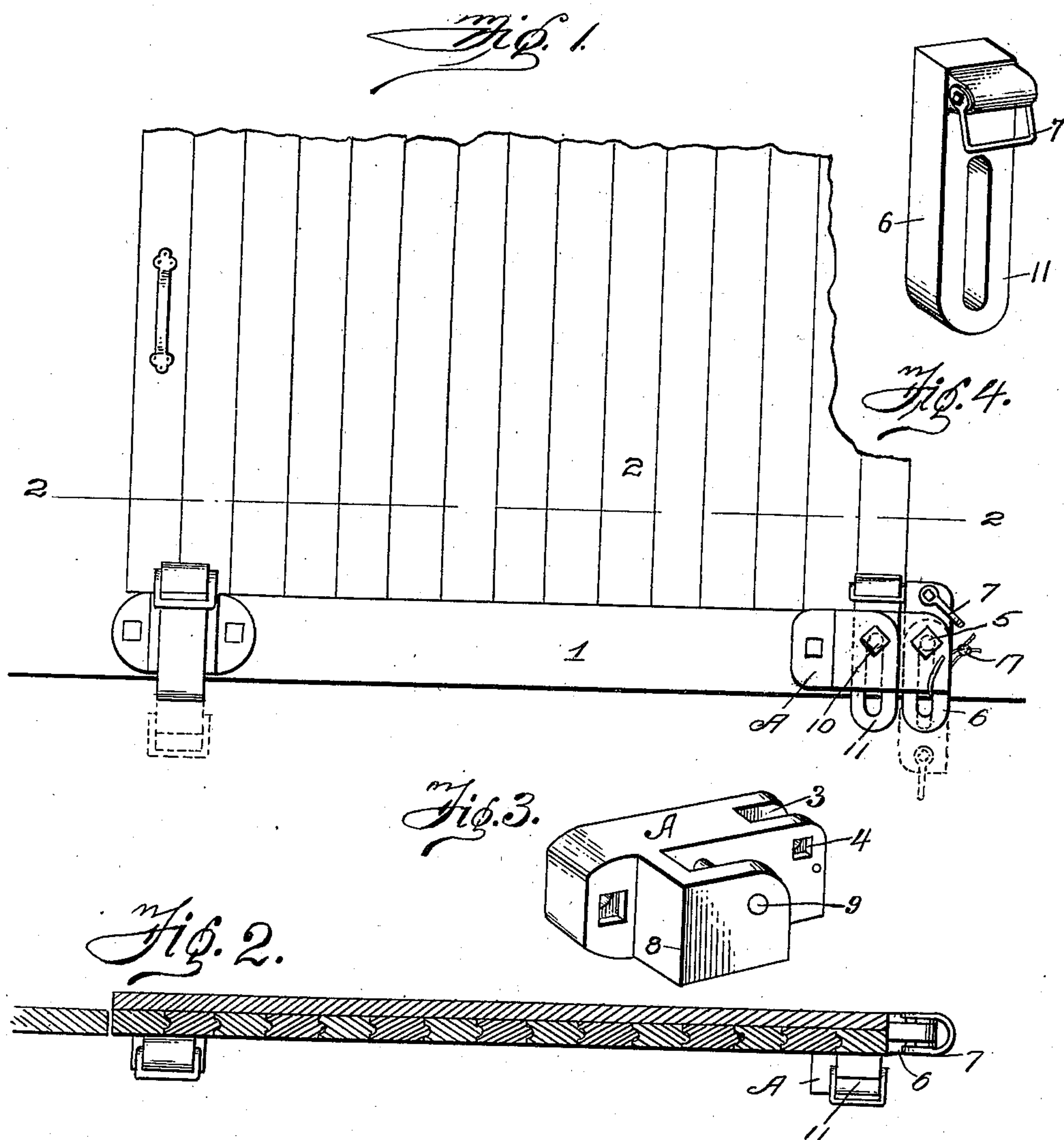


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CAR DOOR FASTENER.
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Patented Nov. 8, 1910.



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JOSEPH GAUTHIER, OF GORHAM, NEW HAMPSHIRE.

CAR-DOOR FASTENER.

975,347.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, JOSEPH GAUTHIER, a citizen of the United States of America, and resident of Gorham, in the county of Coos and State of New Hampshire, have invented certain new and useful Improvements in Car-Door Fasteners, of which the following is a specification.

This invention relates to car doors and more particularly to means for locking and sealing the same, said means consisting of links suitably held in brackets upon the frame of the car adapted to hold the door in closed position and to prevent the same from being swung outwardly and slid back. Heretofore, it has been the custom to lock the door by one of a number of contrivances which have been invented for the purpose of facilitating the operation or by nailing the same to the door frame. However, as such doors are subjected to rough usage and inclement weather, they are apt to swell to such a degree that they cannot be opened without breaking them in and supplying new doors in their place.

It is the object of my invention to overcome this objection and to provide a simple device which although effective in holding the door in locked position, may be adjusted readily so as to permit the door to be opened.

Another object of my invention is to provide such a device to which a seal may be easily applied in such manner that the door cannot be opened unless the seal is first broken.

With the foregoing and other objects in view, the invention consists in the details of construction and in the arrangement and combination of parts to be hereinafter more fully set forth and claimed.

In describing the invention in detail, reference will be had to the accompanying drawings forming part of this specification wherein like characters denote corresponding parts in the several views, in which—

Figure 1 illustrates a side elevation of a portion of the car door showing my invention applied to the same; Fig. 2 illustrates a sectional view upon the line 2—2 of Fig. 1, showing the fastening means in plan; Fig. 3 illustrates a perspective view of the block and bracket used in my invention; Fig. 4 illustrates a perspective view of a link adapted to be used in conjunction with the block shown in Fig. 3.

In carrying my invention into practice, it is necessary to employ a block which is shown in Fig. 1 at A, which is bolted or otherwise secured to the sill 1 of the door or framework of the car, the door being designated by the reference character 2. The block A has formed in one end thereof a longitudinally extending slot 3, the block on the opposite sides of said slot having apertures 4 therein through which extends a bolt or pin 5 which serves as a pivot for a link 6. The link 6 is constructed with a slot extending from end to end thereof, the said slot being adapted to receive the bolt 5. A handle 7 is applied to the upper end of the link by which said link may be conveniently operated. The link 6 is adapted to come in contact with the rear edge of the door when the same is closed as is fully shown in Fig. 2. It will be noted, however, that upon raising the link to its highest position, it may be swung outwardly and allowed to fall into the position shown by dotted lines in Fig. 1, thus releasing the door and permitting it to be slid back upon its guideways as soon as the other links (hereinafter to be described) are released from their operative position so that the door may be swung outwardly.

The block A is provided with an angular bracket 8, a portion of said bracket extending parallel to the main portion of the block and having an aperture 9 extending there-through in which a second pin or bolt 10 is received. Pivotaly mounted upon this bolt is another link 11 of similar construction to the link 6 except that the handle is at right angles to the slot. The link 11, however, engages the outer face of the door 2 and prevents the same from being displaced from its frame. This last mentioned link may be operated and so adjusted as to move out of contact with the door in a manner similar to that above described.

It will be seen that I may readily attach seals to a construction such as that set forth by passing a wire through the links and through the bracket members when said links are in locked position and in applying the customary lead seal to the ends of the wire after they are brought together. Such a seal is shown at 17 in Fig. 1 as being applied to the link 6.

From the foregoing, it will be seen that I have provided simple and effective means which may be easily applied to any car now in use which will prevent opening of the

door by unauthorized persons although it may be easily operated by those having the authority to do so without breaking the door or injuring the same in any particular.

5 I claim—

1. In a car door fastener, a block having a slot in one end thereof, a link having a longitudinal slot therein, the link being mounted in the slot of said block and adapted to lock the door in closed position, a pin
10 passing through the block and the slot in said link, and operative means for preventing the outward displacement of the door.

2. In a car door fastener, a block having
15 a slot in one end thereof, a slotted link mounted in the slot of the block, a pin pass-

ing through the block and through the slot in said link, a bracket on the block, the bracket having an arm extending parallel to the slot in the block, a second slotted link
20 mounted in the bracket and adapted to prevent the outward displacement of the door, and a pin passing through the bracket and said second link.

In testimony whereof, I have affixed my
signature in the presence of two witnesses. 25

JOSEPH ^{his} X GAUTHIER.
mark

Witnesses:

ALFRED R. EVANS,
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