

E. GETZ.

Door-Checks and Fasteners for Locomotive Cab-Doors.

No. 154,038.

Patented Aug. 11, 1874.

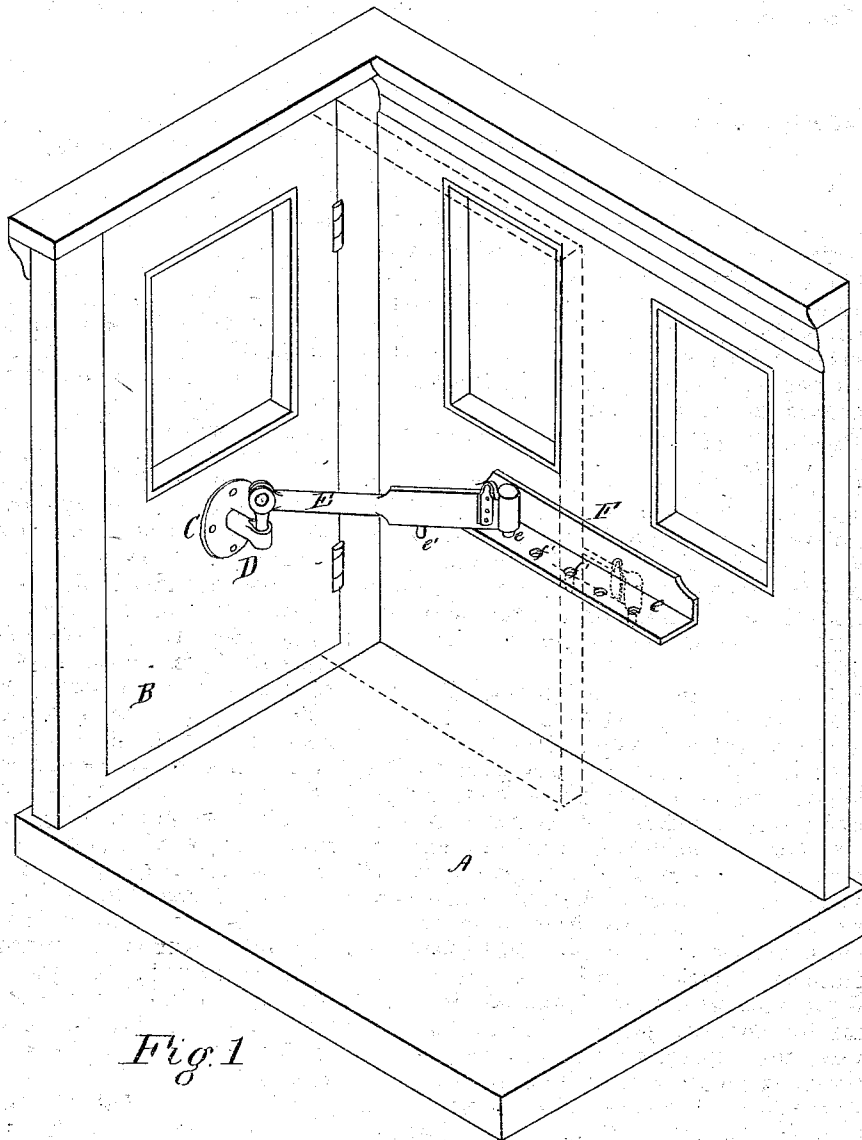


Fig. 1

Witnesses
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UNITED STATES PATENT OFFICE.

EDMUND GETZ, OF PHILADELPHIA, PENNSYLVANIA.

IMPROVEMENT IN DOOR CHECKS AND FASTENERS FOR LOCOMOTIVE-CAB DOORS.

Specification forming part of Letters Patent No. **154,038**, dated August 11, 1874; application filed January 22, 1874.

To all whom it may concern:

Be it known that I, EDMUND GETZ, of Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented a certain new and useful Adjusting Device for Locomotive-Cab Doors; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it pertains to make and use it, reference being had to the accompanying drawings, which form part of this specification, in which—

Figure 1 is a perspective of side of cab and door with my improvements applied.

The object of my invention is to provide an arrangement of devices by means of which locomotive-cab doors may be effectively secured in an open, closed, or any intermediate position. The nature of my invention consists in the novel and peculiar construction and combination of parts, as hereinafter fully described.

Referring to the accompanying drawing, which illustrates my invention, A is a locomotive-cab, of which B is one of the front doors, by means of which the engineer passes to the outside of the boiler. This door is but seldom closed, being generally left partially open, so as to afford a considerable draft through the cab for the comfort of its occupants, and at the same time to permit them to keep a look-out ahead while sheltered from the shower of cinders, &c., ejected from the smoke-stack. C represents a bracket screwed on the door B, and provided with a perforated ear, in which turns the swiveled pin D. To the pin D is jointed the adjusting-bar E, provided at its opposite extremity with pins or studs $e\ e^1$. F is a bracket or shelf screwed to the side of the cab, having holes $f\ f^1\ f^2$ for the reception of the studs $e\ e^1$ on the adjusting-bar E, which latter is provided with an ear or handle, e^2 , of any suitable construction, by means of which said bar is raised when any adjustment of the cab-door is required.

When the door B is closed, the stud e is inserted in the opening f ; when partially opened, said stud enters any one of the openings f^1 , according to the particular angle of adjustment desired; when fully opened, the adjusting-bar is parallel to the door and side of the cab, and the studs $e\ e^1$ then rest in the openings $f^1\ f^2$, respectively.

When the cab-doors are arranged to open outwardly, the position of the bracket F will be changed by moving it toward the front of the cab. Then, when the door is opened, the pins $e\ e^1$ will rest in the openings $f\ f^1$, and, when closed, said pin e will be in the opening f^2 ; or other suitable arrangement of the parts described may be substituted, according to the peculiar construction of the cab or method of hanging the doors.

I have described the above improvements as applied to the cab-doors of locomotives, for which they are specially designed; but I do not limit myself to this application of them, as they may be used with great advantage on gates and doors of dwelling-houses, particularly on the vestibule-doors of the latter, which it is desired to have stand wide open all day, and remain securely closed at night. By means of these adjusting devices, such doors may be kept wide open, as desired, during the day, and at night, when closed, will be securely locked and braced against the attacks of burglars and other predatory individuals.

What I claim as my invention is—

The double-studded bar E, in combination with the swiveled pin D and the adjusting-bracket F, said bracket being at right angles to the door, when closed, substantially as specified.

In testimony that I claim the foregoing I have hereunto set my hand this 19th day of January, 1874.

EDMUND GETZ.

Witnesses:

M. DANL. CONNOLLY,
EUGÈNE P. EADSON.