H. VISSERING.

FASTENER FOR CAR DOORS.

APPLICATION FILED MAY 2, 1910.

1,119,903.

Patented Dec. 8, 1914.

2 SHEETS—SHEET 1.

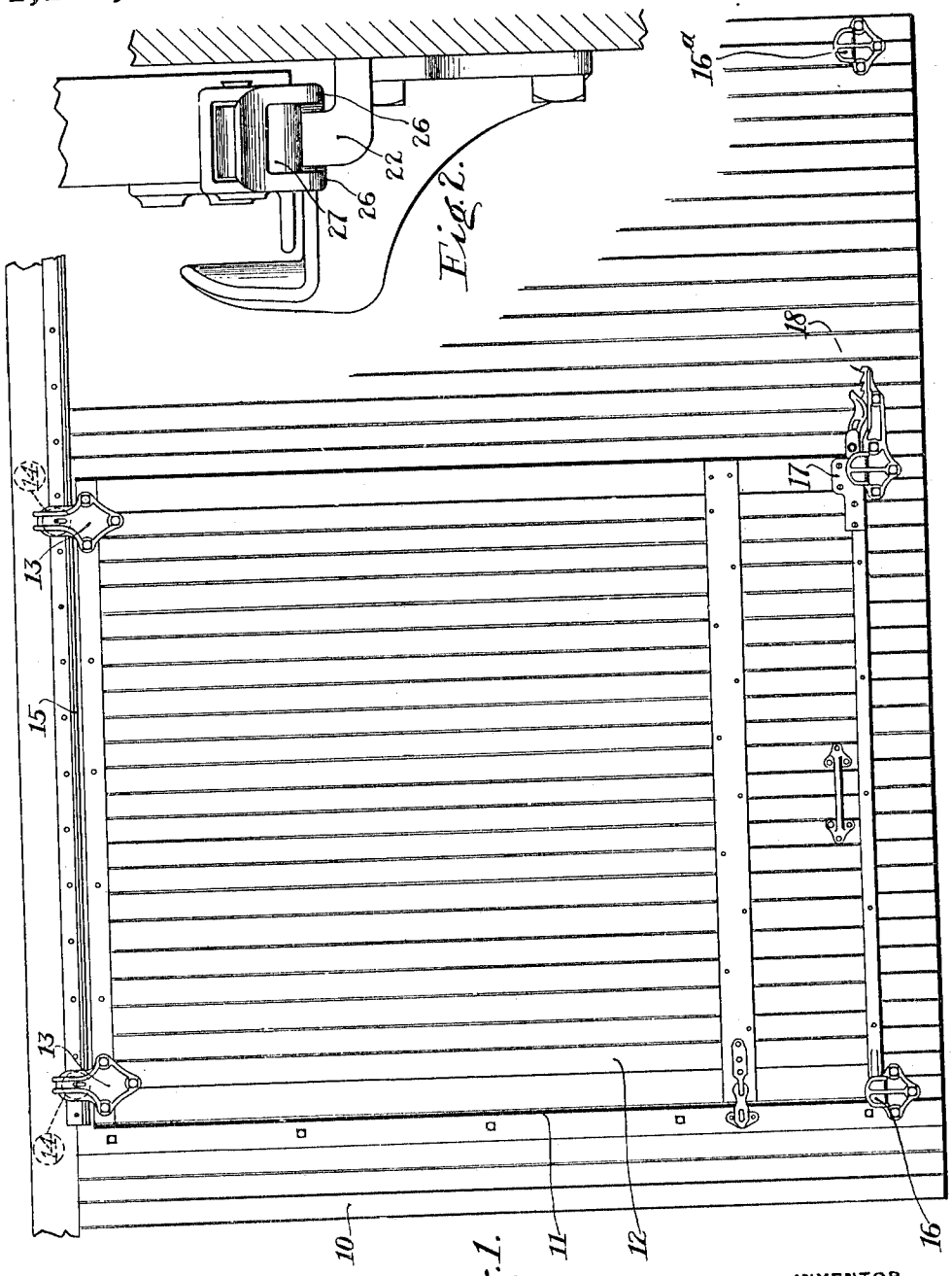


Fig. 2.

Fig. 1.

WITNESSES

L. M. Baldwin

INVENTOR

Harry Vissering

by attorney

Paul Carpenter

THE NORRIS PETERS CO., WASHINGTON, D. C.

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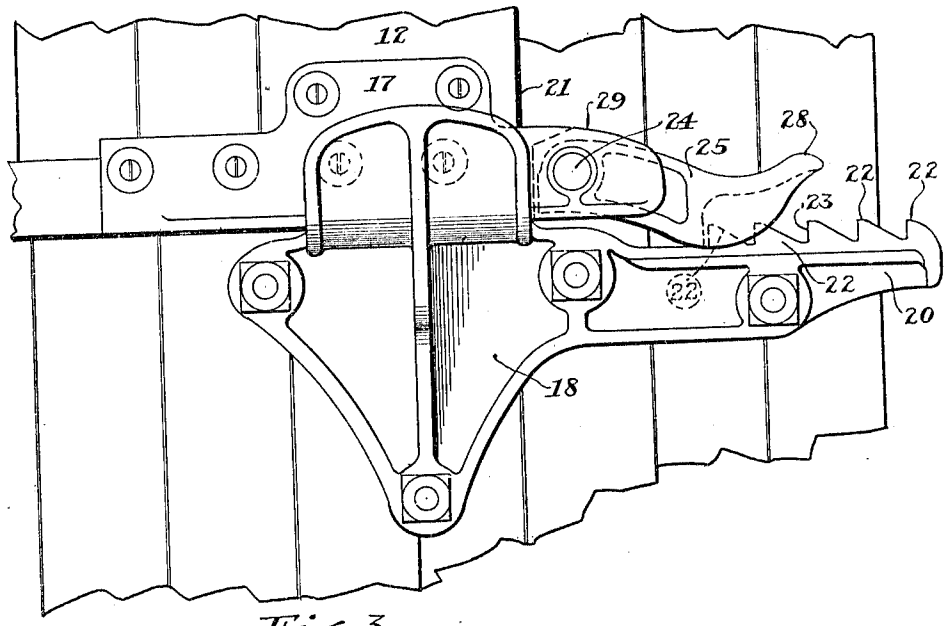


Fig. 3.

WITNESSES

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UNITED STATES PATENT OFFICE.

HARRY VISSERING, OF CHICAGO, ILLINOIS, ASSIGNOR TO HARRY VISSERING AND COMPANY, OF CHICAGO, ILLINOIS, A CORPORATION OF ILLINOIS.

FASTENER FOR CAR-DOORS.

1,119,903. Specification of Letters Patent. Patented Dec. 8, 1914.

Application filed May 2, 1910. Serial No. 558,825.

To all whom it may concern:

Be it known that I, HARRY VISSERING, a citizen of the United States, residing at Chicago, in the State of Illinois, have invented certain new and useful Improvements in Fasteners for Car-Doors, of which the followinfg is a specification.

My present invention relates in general to sliding doors, and like structures, and more particularly to car side-doors; and contemplates the provision of improved means for limiting the movement of the door in closing and for locking it when closed against accidental opening.

The principal objects of my invention are the provision of improved constructions of door stop and latch for limiting the closing movement of the door and for automatically locking it in closed position as the closing movement is completed, thereby preventing accidental opening of the door and hammer-like swinging thereof back and forth upon the track with often consequent disengagement of the door from the track and loss thereof.

Additional objects of my present invention are the provision of locking members which may be conveniently and inexpensively manufactured and assembled, and where desired applied to doors already in use without substantial changes in such doors.

In the attainment of the foregoing objects, and certain further benefits to be below disclosed, as well as in overcoming the disadvantages referred to, I have provided the constructions disclosed in the accompanying drawings wherein—

Figure 1 is an elevational view of the side of a freight car having a sliding door with my present improvements applied thereto; Fig. 2 is an enlarged end view of the locking device shown in side elevation in Fig. 3; Fig. 3 is an enlarged side elevational view of the locking device of Figs. 1 and 2.

Referring first more particularly to Fig. 1 of the drawings, it will be noted that I have here shown a construction including the following known elements, viz: The side, 10, of a car having a door-way, 11, adapted to be closed by door, 12, supported by hangers, 13—13, having rollers, 14—14, riding upon a track, 15, the door, 12, being restrained from swinging outwardly from the car by the retaining bracket, 16.

For the purpose of automatically locking the door, 12, in closed position as it moves to the left covering the door-way, 11, I preferably make use of the coöperating fastening and bracket members, 17 and 18, one carried by the door and the other mounted for engagement therewith at a convenient point at the side, 10, of the car, preferably adjacent the rear edge of the door, in order to avoid danger of injuring or breaking any projecting portions of the fastening member, and for the further reason that engagement between the member 17 and 18 is more readily attained when the member 17 is drawn into engagement with the member 18, as contra-distinguished from pushed into such engagement, as is the case where the devices are placed adjacent the forward edge of the door. The member, 18, as will be noted from an inspection of Fig. 1 of the drawing, also serves the purpose of an additional restraint for preventing outward swinging of the door.

Referring now more particularly to Figs. 2 and 3 of the drawings wherein I have illustrated my preferred form of locking mechanism, it will be noted that I here make use of a bracket member 18, having a lateral extension, 20, directed away from the rear edge, 21, of the door, 12, and carrying a plurality of upstanding ratchet teeth, 22—22, having substantially vertical planes as indicated at 23, facing toward the said rear edge, 21, of the door 12. The member, 17, carries pivotally upon a lateral extension, 29, thereof, as indicated at 24, a locking member, 25, having dependent edges, 26—26, adapted to project on both sides of said teeth, 22—22, as is clearly to be seen in Fig. 2, and having between said dependent edges, 26—26, a rib, 27, adapted to ride over said teeth, 22—22, as the door moves to the left in closing, but on the other hand, to engage said teeth, 22—22, should an opening impulse be given the door, thereby preventing any opening of the door save by positive manipulation of the latch. As a means for raising the member, 25, with facility, I have provided a finger, 28.

Having thus described my invention and illustrated its use, what I claim as new and

desire to secure by Letters Patent is the following:

In a lock for car doors, a bracket having a lateral extension directed away from the rear edge of the door and provided with teeth, a coöperating fastening member having a lateral extension, a locking member pivoted thereto and having depending flanges engageable upon opposite sides of said teeth, and between said flanges provided with a rib adapted to engage over said teeth as the door moves in one direction and to engage said teeth upon movement of the door in the opposite direction.

In testimony whereof I have hereunder signed my name in the presence of the two subscribed witnesses.

HARRY VISSERING.

Witnesses:
CLARA SCHUTTE,
WM. J. REX.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."