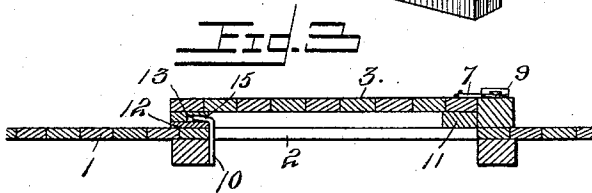
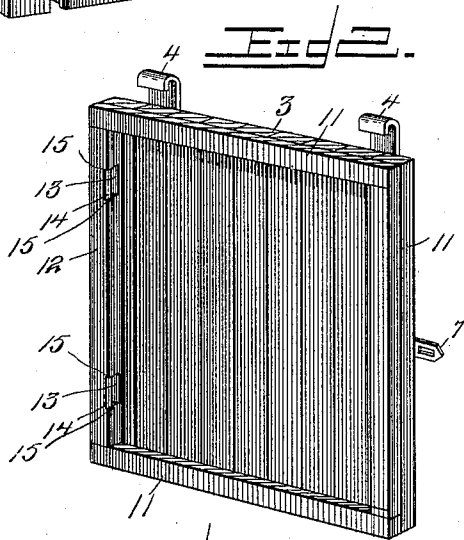
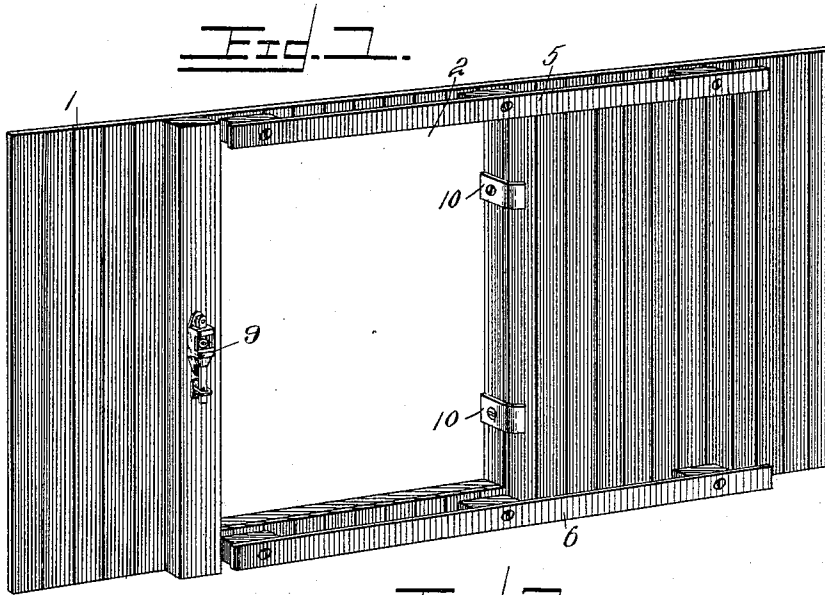


(No Model.)

W. K. EDGAR & W. L. SEBRING.
CAR DOOR CATCH.

No. 585,189.

Patented June 29, 1897.



Witnesses
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R. M. Smith.

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UNITED STATES PATENT OFFICE.

WILLIAM K. EDGAR AND WILLIAM L. SEBRING, OF COLORADO SPRINGS,
COLORADO.

CAR-DOOR CATCH.

SPECIFICATION forming part of Letters Patent No. 585,189, dated June 29, 1897.

Application filed May 20, 1896. Serial No. 592,333. (No model.)

To all whom it may concern:

Be it known that we, WILLIAM K. EDGAR and WILLIAM L. SEBRING, citizens of the United States, residing at Colorado Springs, in the county of El Paso and State of Colorado, have invented a new and useful Car-Door Catch, of which the following is a specification.

This invention relates to car-door fasteners or catches; and the object in view is to provide a strong and efficient fastening device which will engage the rear edge of the door as the same is closed and securely hold such edge against being drawn outward.

The fasteners may also be arranged in a manner that will prevent the door being forced upward or downward, and they are intended to be used as supplemental to the ordinary fastenings at the front end of the door.

To this end the invention consists in certain novel features and details of construction and arrangement of parts, as hereinafter fully described, illustrated in the drawings, and pointed out in the claim hereto appended.

In the accompanying drawings, Figure 1 is a perspective view of a portion of a car adjacent to the door-opening, showing the improved catches. Fig. 2 is a perspective view of the car-door detached, looking toward the inner side thereof and showing the form of the strip engaged by the catches. Fig. 3 is a horizontal section through a portion of the car and its door, showing the manner in which the rear end of the door is engaged and fastened.

Similar numerals of reference designate corresponding parts in the several figures of the drawings.

Referring to the accompanying drawings, 1 designates the side of a car-body, and 2 the door-opening therein.

3 indicates a sliding door, which is provided adjacent to its upper edge with hangers 4, which engage over a horizontal rail or track 5, secured rigidly to the car-body, by which the sliding door is suspended.

The door may be mounted to slide against the outer surface of the car-body in any usual or preferred manner, and the lower edge of the door may, if desired, be confined between a metal strip 6 and the car-body for prevent-

ing the outward displacement of the door. The door may also be provided with a hasp 7, and any desired form of lock or sealing device 9 may be attached to the car-body adjacent to the front end of the door for engaging the hasp and holding the door closed.

As the parts above enumerated form no part of the present invention, they may be constructed and arranged in any desired manner.

In order to carry out the present invention, an L-shaped metal catch or keeper 10 or two or more of such catches or keepers are secured to the car-body and to one edge of the door-opening 2, as shown in Fig. 1. One portion or arm of each catch or keeper may be secured to the edge or door-post of the door-opening, or a mortise may be formed in the edge of the door-opening, into which the catch or keeper may be set flush. The other portion or arm of the catch is arranged exteriorly of the car-body and spaced a short distance therefrom. The two portions of the catch are disposed at a slightly-obtuse angle to each other, so that the outer projecting lip portion of the catch has an inclined or oblique inner surface, adapting it to act with a cam action upon the complementary member of the fastening device attached to the door.

The sliding door is provided upon its inner surface with reinforcing-strips 11, which extend around the edges thereof and serve to offset the said inner surface of the door from the car-body. Secured to that strip 11 which is located at the rear edge of the door is a vertical metal strip 12, let in flush with the other strips. Between the strip 12 and the inner surface of the door and arranged at points corresponding to the catches 10 on the car-body are mortises 13, in which the lips of the catches are received upon closing the door. Thus when the door is closed the lips of the catches enter behind the metal strip 12 and, by reason of the oblique inner surfaces of the engaging lips of the catches 10, as the door is slid tightly shut the rear edge of the door is drawn tightly against the car-body in a manner that will be readily understood. At the points where the catches 10 engage the strip 12 the latter may be formed with notches 14, establishing upper and lower shoulders 15, which when the door is closed prevent the

upward or downward movement of the car-door relatively to the car-body. The opening movement of the door is limited by the strip 11 at the front edge of the door striking against the hooks 10.

From the foregoing description it will be seen that a very simple and efficient means is provided for securely holding the rear edge of a sliding car-door from being pried open.

As before stated, any suitable fastening device may be employed at the front edge of the door, and the door may be mounted upon the car-body to slide thereon in any usual or preferred manner.

It will be apparent that changes in the form, proportion, and minor details of construction may be resorted to without departing from the spirit or sacrificing any of the advantages of this invention.

Having thus described the invention, what is claimed as new is—

The combination of a sliding car-door provided at its rear inner edge with spaced mor-

tises, a metal plate 12 fitted to the rear inner edge of the door and formed with notches 14 leading into said mortises and producing stop-shoulders 15, and L-shaped catch-hooks adapted to be secured to the rear edge of the car-door opening and having their outer portions disposed obliquely to the attached portions thereof and engaging in said mortises at the inner side of the plate 12, to provide for drawing the rear edge of the car-door inward against the car-body, said hooks also resting in the notches of the plate 12 so as to engage against said stop-shoulders 15 and prevent upward or downward movement of the car-door, substantially as set forth.

In testimony that we claim the foregoing as our own we have hereto affixed our signatures in the presence of two witnesses.

WILLIAM K. EDGAR.
WILLIAM L. SEBRING.

Witnesses:

EDW. F. POE,
L. C. MEYAND.