

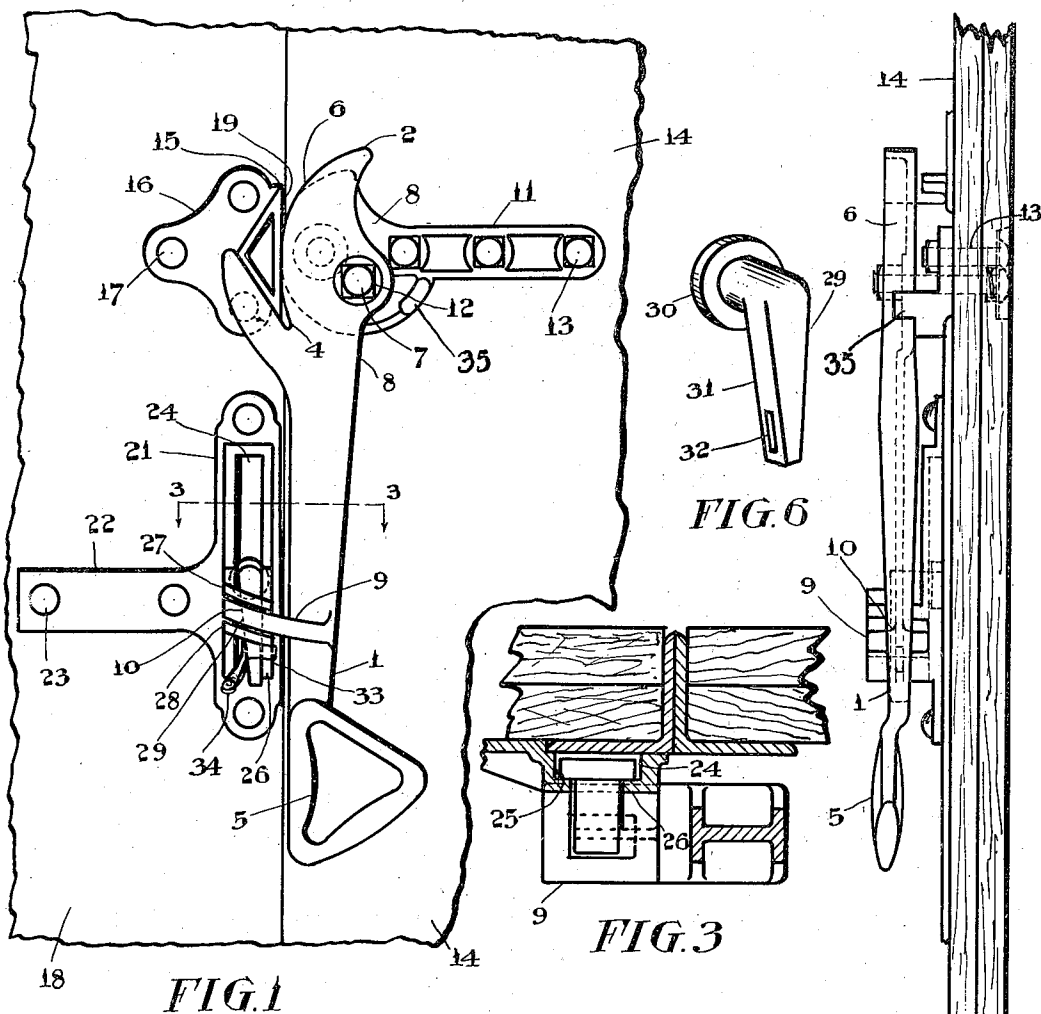
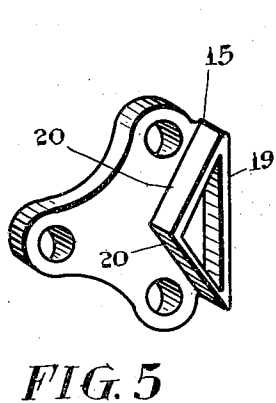
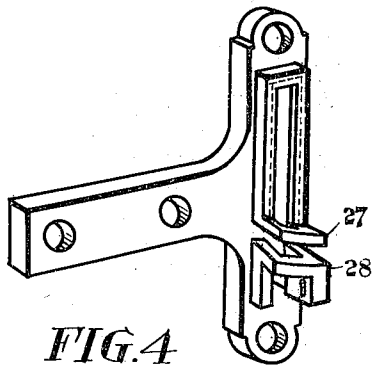
Oct. 2, 1923.

A. DOBSON

1,469,719

COMBINATION DOOR FASTENER

Original Filed Feb. 20, 1922



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UNITED STATES PATENT OFFICE.

ALBERT DOBSON, OF ST. LAMBERT, QUEBEC, CANADA, ASSIGNOR, BY MESNE ASSIGNMENTS, TO CAMEL COMPANY, OF CHICAGO, ILLINOIS, A CORPORATION OF ILLINOIS.

COMBINATION DOOR FASTENER.

Application filed February 20, 1922, Serial No. 538,035. Renewed August 8, 1923.

To all whom it may concern:

Be it known that I, ALBERT DOBSON, a subject of the King of Great Britain, and residing at 507 Notre Dame St., in the town of St. Lambert, in the Province of Quebec, in the Dominion of Canada, have invented a new and useful Combination Door Fastener, of which the following is the specification.

The invention relates to a door fastening mechanism as described in the present specification and illustrated in the accompanying drawings that form part of the same.

The invention consists essentially of the novel features of construction pointed out broadly and specifically in the claims for novelty following a description in detail of the preferred form of the invention.

The objects of the invention are to facilitate the opening and closing of doors particularly the doors of freight cars and warehouses; to avoid the destruction by workmen of such doors in their efforts to get into a car or storage chamber; to decrease the multiplicity of separate parts used in the door fastening devices; to furnish a safety lock that will be difficult always to tamper with without detection; and generally to provide a serviceable, durable and efficient door fastener and accompanying parts.

In the drawings Figure 1 is a side elevation of car wall, and door broken away, showing the door fastening mechanism applied thereto.

Figure 2 is a cross sectional view of the door and wall showing an end elevation of the fastening mechanism.

Figure 3 is a cross sectional view on the line 3—3 in Figure 1.

Figure 4 is a perspective detail of the locking pin bracket.

Figure 5 is a perspective detail of the cam wedge.

Figure 6 is a perspective detail of the locking pin.

Like numerals of reference indicate corresponding parts in the various figures.

Referring to the drawings, the handle 1 of the operating cam 2 and jaw 4 is formed with the outwardly offset grip 5.

The cam 2 is arc-shaped on its face 6 and its pivot point 7 is situated adjacent to the back 8, in fact the back 8 is slightly extended, so that the radii of the circular paths of travel of the cam 2 and jaw 4 in

their operations may be properly dimensioned for clearances.

The locking pin bar 9 projects laterally from the handle 1 a short distance above the grip 5 and is slotted at 10 for a pin.

The pivot plate 11 carries the pivot 12 for the cam 2 and is rigidly secured by the bolts 13 to the car door or wall here shown as fastened to the car door 14.

The cam wedge 15 projects outwardly from the plate 16 secured by the bolts 17 to the car wall 18 and formed with the flat back 19 in engagement with the cam 2 in opening operations and the V-shaped wedge faces 20, the lower wedge face surface forming the wedging surface in closing operations in contact with the jaw 4.

The locking pin bracket 21 is secured to the car wall 18 below the cam wedge 15 and is formed in T-shape having the arm 22 through which the bolts 23 secure the bracket in its place and the pin slide 24 in the form of a back recess 25 partially closed in front by the flanges 26 through which slides the locking pin bar 9 in the guides 27 and 28 which are integral with the bracket 21.

The locking pin 29 is formed with the head 30 offset from the upper end and parallel with the wedge-shaped shank 31, said head 30 sliding behind the flanges 26 and being circular in shape, so that it can rotate in the recess 25 in throwing it out of the way in opening operations. The shank 31 of the pin is slotted at 32 and also one of the flanges 26 at 33 for the insertion of a car sealing device 34.

In the operation of this device and presuming the fastener closed, the seal is first removed and the grip 5 taken by the hand and swung in a direction away from the car wall or door as the case may be, but here in a direction away from the wall post, of course the pin has been previously lifted out from the locking pin bar.

The outward swing of the handle 1 as far as the stop 35 will bring the cam face 6 into contact with the wedge and thereby push the door away from the wall and as the radii of the circular paths of the jaw differ the latter clears the lower end of the cam wedge, furthermore in returning the door to its closed position, the point of the jaw will surely clear the lower end of the cam wedge and in bringing the handle down the

jaw will engage the cam wedge on the wedg-
ing face and draw the door to the wall
when the pin can be slipped through the
locking pin bar and shoved downwardly
5 to wedge against a flange 26 to which it is
locked by a car seal.

What I claim is:

1. In door fastening mechanism, a com-
bined jaw and cam and cooperating member.
10 a handle from said jaw and cam having a
locking pin bar projecting laterally there-
from, a locking pin bracket having guides
for said bar and a locking pin slidably
mounted in said bracket and adapted to
15 pass into said locking pin bar.

2. In door fastening mechanism, a com-
bined opening and closing member having
a handle extension, and a locking projec-
tion therefrom, a locking pin bracket having

a pin recess and flanges guarding said 30
recess, and a locking pin having its head
extending into said recess and slidable
therein and formed in wedge shape to abut
one of said flanges, said pin and the abut-
ting flange having registering slots for a 25
car door seal.

3. In door fastening means, a combined
opener and closer pivotally mounted and
operating from a handle terminating in an
offset grip, a fulcrum member cooperating 30
with said opener and closer, a bracket, a
wedge pin slidable therein and a slotted
locking bar pin extending into said bracket
and rigid with said handle.

Signed at Montreal, Canada, this 14th day 35
of February, 1922.

ALBERT DOBSON