July 11, 1950 C. R. BRADLEY 2,514,738

SAFETY CATCH FOR AUTOMOBILE DOORS

Filed Aug. 27, 1946

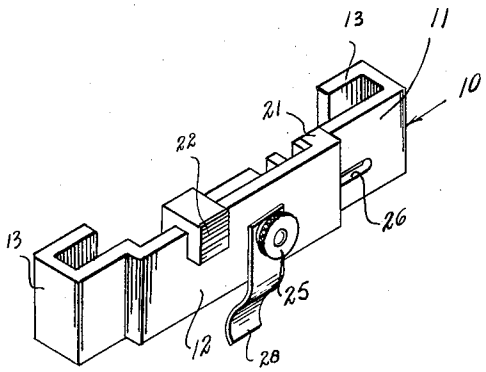
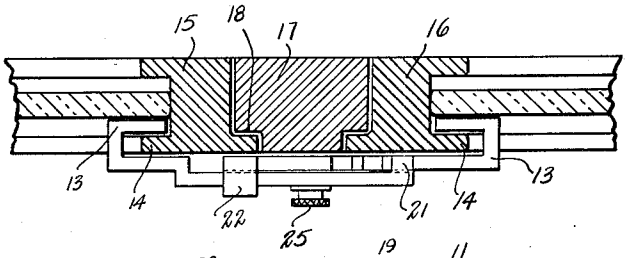


FIG. 1.

FIG. 2.



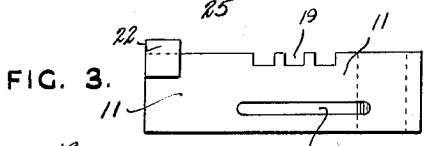


FIG. 3.

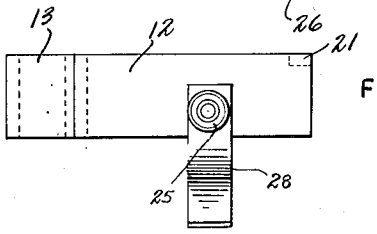


FIG. 4.

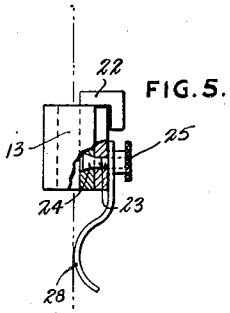


FIG. 5.

INVENTOR.
CHARLES R. BRADLEY,

BY

McMorrow, Berman and Davidson
ATTORNEYS.

Patented July 11, 1950 2,514,738

UNITED STATES PATENT OFFICE

2,514,738

SAFETY CATCH FOR AUTOMOBILE DOORS

Charles R. Bradley, Springfield Gardens, N. Y.

Application August 27, 1946, Serial No. 693,313

1 Claim. (Cl. 292—258)

1

This invention relates to a novel safety catch for preventing unauthorized or accidental opening of two adjacent doors on the same side of an automobile.

It is an object of the present invention to provide a door catch of the above indicated character which can be installed either on the inside or on the outside of the automobile.

It is another object of the invention to provide a catch of the character indicated above, in which connected members are extensibly adjustable for proper engagement with the door frames, and which can be drawn together and positively locked together for maintaining the doors in locked position.

In carrying out the invention, two members are connected slidably with one of them having an elongated recess and the other a clamping bolt engaging the recess for securing the two members in their adjusted positions. The ends of the connectors have hooks adapted to embrace the adjacent door frame side members at the adjacent sides of the window openings thereof. The hook of one connector is engaged behind a flange of the front door frame side member while the hook of the other connector is engaged behind a similar flange on the rear door. One of the connectors has a series of recesses along its upper edge, adapted to be selectively engaged by a projection on the other connector, whereby the connectors can be positively locked in adjusted extended or contracted positions.

For a better understanding of the invention, reference may be had to the following detailed description taken in connection with the accompanying drawing, in which

Figure 1 is a prospective view of the catch device removed from its connection with the car.

Figure 2 is a cross-sectional view taken through the region of the car where the catch device is applied and looking down upon the top of the catch device in its locked engagement with the car doors.

Figure 3 is an elevational view of the inner connector.

Figure 4 is an elevational view of the outer connector.

Figure 5 is an end elevational view of the connector in assembled relation with a portion broken away to show the arrangement of the clamping bolt.

Referring now to the drawings, the numeral 10 generally designates the illustrated safety catch device which comprises an elongated platelike connector 11 and an elongated platelike connector 12, slidably connected to the connector 11. Each of the connectors has its outer end formed to provide a hook 13 adapted to hook behind a vertical flange 14 of an automobile window opening. One hook is adapted to be hooked behind the flange 14 of the front door 15, while the hook 13 of the other connector is adapted to be hooked behind a similar flange 14 of the rear door 16. Between the doors is the usual door post 17 having jamb surfaces 18, 18 for receiving the free edges of the frames of the two doors.

2

On the inner connector 11 and at the top edge thereof, there are provided a series of notches 19 adapted to receive an inwardly bent projection 21 on the inward end of the other connector 12. The projection 21 is adapted to be entered in that one of the notches 19 which spaces the hooks 13 at the proper distance between the window flanges 14. The inner connector 11 also has an outwardly and downwardly bent projection 22 adapted to rest over the top edge of the outer connector 12 to keep the connectors from buckling downwardly. Traversing the outer connector 12 is a clamping bolt 23 flared as indicated at 24 and at its outer end, having threads on its outer end accommodating a clamping nut 25, as shown in Figure 5. The flared end 24 of the bolt is slidably confined in an elongated slot 26 extending longitudinally in the inner connector 11. With the projection 21 in place in one of the notches 19 and the clamping bolt 23 and nut 25 tightened, the connectors are rigidly associated and provide positive locking of the car doors 15 and 16.

The catch may be located either on the exterior of the car or on the inside thereof. It is preferably placed high in the window openings so that any attempt by a child to release the clamping bolt nut 25, would be quickly observed by one sitting in the car.

To take care of variations in the thicknesses of the car door flanges 14, a spring clip 28 on the outer connector 12 is provided, to engage the door post 17 between the doors 15 and 16 in a manner to hold the catch hooks 13, 13 engaged with the door flanges 14, 14 by tensioning the catch as a whole in a direction away from the door post.

Having now described my invention, what I claim is:

A catch for holding two adjacent doors closed on opposite sides of a door post with the free edges of the doors abutting the door post, said catch comprising a pair of elongated plates arranged in side by side relation to slide longi-

tudinally and adapted to be placed across the door post, hooks on the outer ends of said plates retainably engageable around portions on the free edges of the doors, a longitudinal series of notches formed in a longitudinal edge of one of said plates, a lateral lug on a related longitudinal edge of the other plate, said lug being selectively engageable in one of said notches to adjust the longitudinal relation of said plates to provide for retaining engagement of said hooks with said portions on the free edges of the doors, a bolt having a shank passing slidably through a hole in one of said plates and extending freely through a longitudinal slot formed in the other of said plates, a head on said shank bearing against the outer side of the slotted plate, and a clamping nut threaded on said shank and bearing against the outer side of the other of said plates whereby said lug is maintained in the selected one of the notches and said plates are clamped together, a lateral projection on a longitudinal edge of one of said plates projecting across the related longitudinal edge of the other plate and formed

with a groove slidably receiving the last mentioned longitudinal edge, said bolt traversing said slotted plate at a point longitudinally displaced from said grooved lateral projection whereby tilting of the plates in one direction on the axis of said bolt is positively precluded while the longitudinal edge of the other of the plates is positioned in the groove of said projection.

CHARLES R. BRADLEY.

REFERENCES CITED

The following references are of record in the file of this patent:

UNITED STATES PATENTS

Number	Name	Date
897,423	Stenberg	Sept. 1, 1908
1,165,895	Nies et al.	Dec. 28, 1915
1,402,652	Protis	Jan. 3, 1922
1,571,543	Fratzke	Feb. 2, 1926
1,803,084	Wiziarde et al.	Apr. 28, 1931
1,845,338	Querna	Feb. 16, 1932