

(No Model.)

J. B. NOWLAND.

COMBINED LOCK AND CINDER GUARD FOR CAR DOORS.

No. 506,065.

Patented Oct. 3, 1893.

Fig. 1.

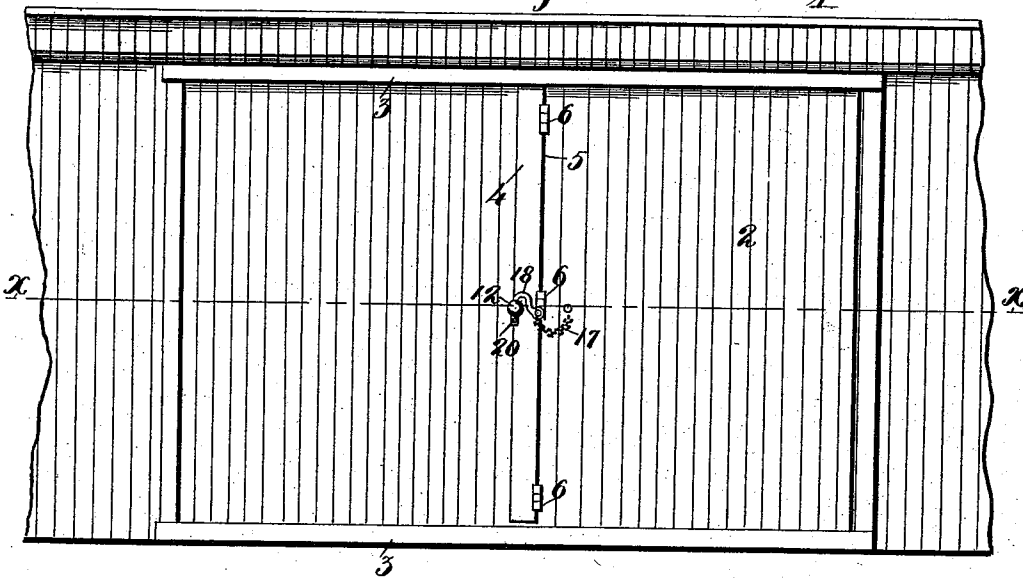


Fig. 2.

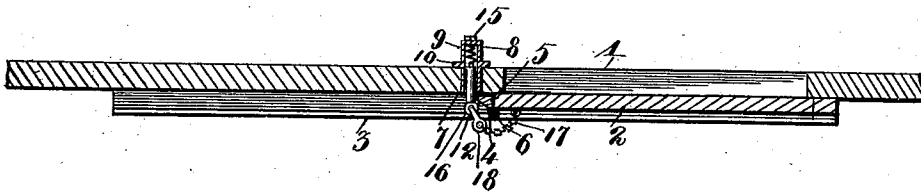


Fig. 3.

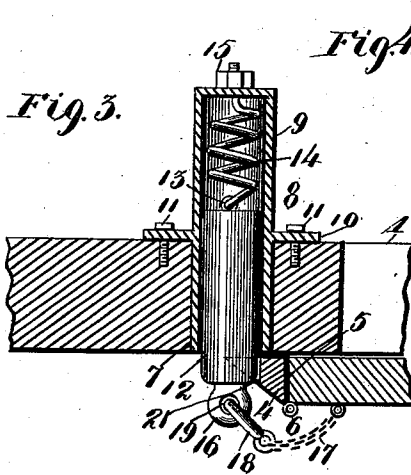


Fig. 4.

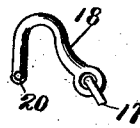
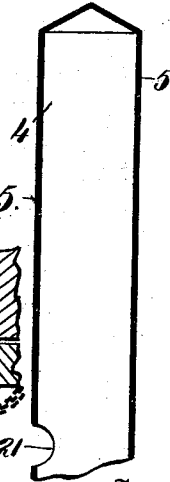
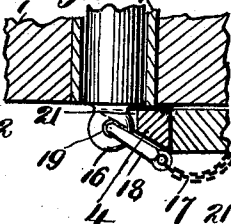


Fig. 5.



Witnesses
James J. O'Donohue
John B. Dempsey

Inventor
John B. Nowland.
By his Attorneys
Keller & Starek

UNITED STATES PATENT OFFICE.

JOHN B. NOWLAND, OF HARVEY, ILLINOIS.

COMBINED LOCK AND CINDER-GUARD FOR CAR-DOORS.

SPECIFICATION forming part of Letters Patent No. 506,065, dated October 3, 1893.

Original application filed October 10, 1892, Serial No. 448,384. Divided and this application filed January 9, 1893. Serial No. 457,730. (No model.)

To all whom it may concern:

Be it known that I, JOHN B. NOWLAND, of Harvey, county of Cook, State of Illinois, have invented certain new and useful Improvements in a Combined Lock and Cinder-Guard for Car-Doors, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming a part thereof.

My invention has relation to a combined lock and cinder guard for car doors, and consists in the novel arrangement and combination of parts more particularly described in the specification and set out in the claims.

In the drawings Figure 1 is a side elevation of a car and door having my invention applied thereto. Fig. 2 is a longitudinal section taken on the line $x-x$ of Fig. 1. Fig. 3 is an enlarged transverse section showing in detail the bolt and the three-cornered strip. Fig. 4 is a side elevation of a hook which I employ in connection with the spring bolt. Fig. 5 is a perspective view of one end of the three cornered strip, and Fig. 6 is a similar view to Fig. 3 showing the parts in their normal position.

The present invention is a divisional application of the application filed by me October 10, 1892, Serial No. 448,384, for car door fasteners.

In the present application I employ a three cornered strip having one of its edges or corners hinged to that edge of the car door opposite to which the lock is secured, and adapted to be turned against the door and car respectively for preventing the access of cinders, smoke, &c., into the interior of the car.

The invention consists in means for locking said strip in a closed position whereby a lock is also provided for the door in addition to the one commonly employed and carried by the opposite edge of the door.

Referring to the drawings, 1 represents a car body, and 2 the ordinary sliding door for the same which is movably fixed to the car by guide ways 3.

4 represents a three cornered strip two sides of which are of equal length and each provided with rubber or other elastic material 5 which material is adapted to be brought in contact with the outside of the car and that

edge of the door to which the said strip is attached, respectively. It will be observed that the elastic material is secured to the adjacent right angular sides of the strip the surfaces of which material correspond to the angle formed by the car body and edge of the door.

6 represent hinges which provide means for attaching the said strip to one edge of the car door, allowing the said strip to be turned in the position as shown in Figs. 1 and 2, after the door is closed, or turned against the door when the same is opened, and out of contact with the car body when the said door is opened. In order to hold the three cornered strip in a locked position after the door is closed, and additionally lock the said door against movement, I employ means as follows: Formed in the body 1 of the car adjacent to one edge of the strip when the same is closed, is a transverse opening 7, and fixed to the inside of said body is a casting 8 having a tubular portion 9 one end of which is inserted into the opening 7 formed in the body 1. The said casting is provided with a flange 10 which is brought in contact with the inner surface of the car body and through which are passed screws 11 and into the body for securing the said casting in position.

12 represents a spring bolt which is loosely fixed within the casting 8 and one end of which is provided with a perforated extension 13 for receiving one end of a coiled spring 14. The opposite end of said spring is passed through the said casting, and a nut 15 screwed thereon for holding the said spring and bolt within the said casting. The tendency of said spring is to always retract the bolt or pull the same within the casting so that the head 16 formed on the opposite end of the said bolt will normally be out of contact with the door of the car, and allow the same to be moved in either direction.

Attached to the car door 2 in proximity to the strip 4 is a short chain 17 carrying a hook 18 which hook is passed through the opening 19 formed in the head 16 of the bolt after the same has been withdrawn or pulled out. After the bolt is pulled out and the hook passed through the same the strip is held against the car body, securely locking the door against movement in one direction, the bolt prevent-

ing any movement of the door, and the hook preventing the spring attached to the bolt from pulling the same back within the car body.

5 In Figs. 2 and 3 it will be seen that I have shown the bolt 12 slightly pulled out from its normal position and consequently the hook is not in contact with the strip 4; the parts being shown in this manner for clearness as
10 to their construction, but in Fig. 6 the parts are shown in their normal or locked position—that is, the hook is in contact with the strip it being caused to assume said position by the spring 14.

15 In one end of the hook 18 is formed an opening 20 through which a wire is passed after the said hook has been received by the opening 19 formed in the head of the bolt 12, and a seal is attached to the said wire in a well
20 known manner. The three cornered strip 4 is provided with a circular depression 21 in that edge of the strip which comes in contact with the bolt 12 for allowing the said bolt to be withdrawn into the position for locking
25 the same.

From the foregoing description the general operation of the device will be readily understood.

30 Having particularly described my invention, what I claim is—

1. A combined lock and cinder guard for car doors, having a three cornered strip hinged to one edge of the door, elastic material secured to two of its sides, and a spring bolt

secured to the car body for holding the said strip in a locked position, substantially as set forth. 35

2. A combined lock and cinder guard for car doors, having a spring bolt secured within the car body, a head formed on said bolt and provided with an opening, a three cornered strip hinged to one edge of the door, against one edge of which the said bolt is brought in contact, and a hook adapted to be passed through the said opening formed in the head of said bolt for holding the same in a locked position against the strip, substantially as set forth. 40 45

3. A combined lock and cinder guard for car doors, consisting of a three-cornered strip 4 hinged to one edge of the car door and provided with a depression 21, a casting 9 co-operating with an opening 7 formed in the car body, a bolt 12 located within said casting, a coiled spring 14 one end of which is attached to the bolt and the opposite end to the casting, a head 16 formed on the opposite end of said bolt and having an opening 19 formed therein, a hook 18 attached to the car door and adapted to be passed through the opening 19, and a hole 20 formed in one end of said hook, substantially as set forth. 50 55 60

In testimony whereof I affix my signature in the presence of two witnesses.

JOHN B. NOWLAND.

Witnesses:

F. S. BENTLEY,
A. A. NANCE.