

(No Model.)

P. W. CONNOR.
CAR DOOR FASTENER.

No. 464,242.

Patented Dec. 1, 1891.

Fig. 1

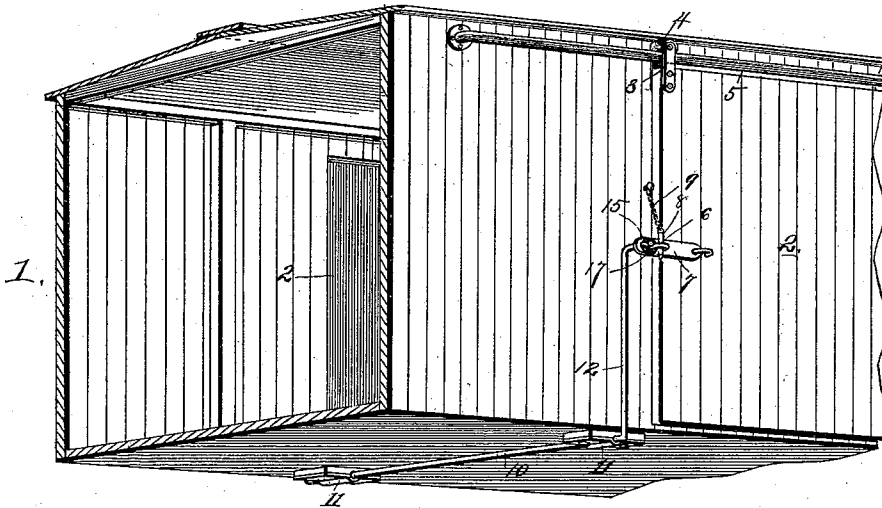


Fig. 2.

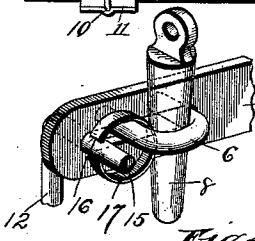
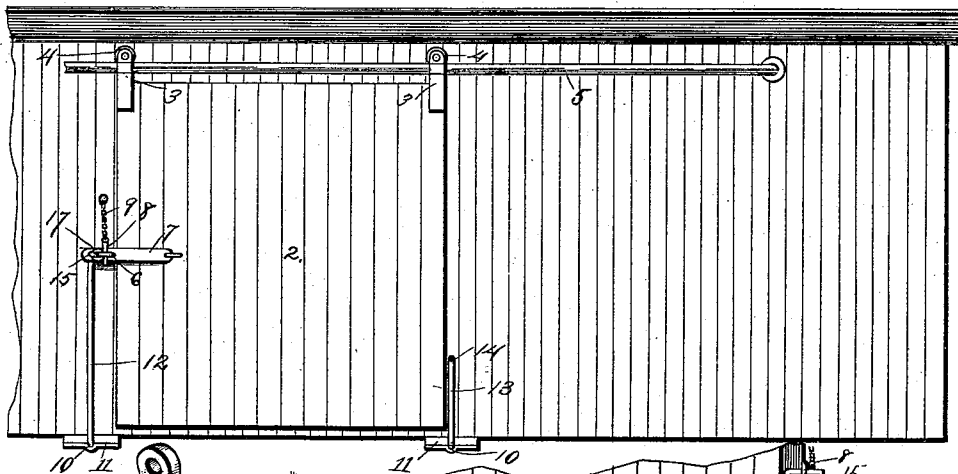


Fig. 4.

Witnesses:

W. L. Condon
Jno. L. Condon

Fig. 3.

Inventor,
Patrick W. Connor,

By
Higdon & Higdon
Attorneys.

UNITED STATES PATENT OFFICE.

PATRICK W. CONNOR, OF KANSAS CITY, MISSOURI.

CAR-DOOR FASTENER.

SPECIFICATION forming part of Letters Patent No. 464,242, dated December 1, 1891.

Application filed May 28, 1891. Serial No. 394,379. (No model.)

To all whom it may concern:

Be it known that I, PATRICK W. CONNOR, of Kansas City, Jackson county, Missouri, have invented certain new and useful Improvements in Car-Door Fasteners, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming a part hereof.

My invention relates to appliances for securing the doors of "box-cars" in closed position; and the object of my invention is to produce a fastener which shall be simple, durable, and inexpensive in construction, and which can be readily applied to various forms of box-cars, and by means of which neither of the side doors can be opened while one of said doors is closed and locked with the fastener.

To the above purposes my invention consists in certain peculiar and novel features of construction and arrangement, as hereinafter described and claimed.

In order that my invention may be fully understood, I will proceed to describe it with reference to the accompanying drawings, in which—

Figure 1 is a perspective view of a box-car body with my improved door-fasteners applied thereto, one end of the car being removed. Fig. 2 is a side elevation of the same. Fig. 3 is an end elevation of the same. Fig. 4 is a detached perspective view of a car-door fastening in locked and sealed condition with my improved fastener applied thereto.

In the said drawings, 1 designates the body of a box-car, which may be of any usual or preferred type, and 2 designates the two opposite side doors of the same, said doors being provided at their tops with hangers 3, in which are journaled rollers or wheels 4, running on horizontal rails 5, secured to the side of the car beneath its top. It is to be understood that the doors may be hung either in the manner shown and described or in any other suitable or preferred manner, the door on one side opening by a movement toward one end of the car, while the door on the opposite side opens by a movement toward the opposite end of the car, as is usual in freight-cars of this class.

Adjacent to the closing side of each car-door is placed a staple 5, which projects from

the outer side of the car-body and which is designed to pass through a slot in the free end of a hasp 6, the opposite end of which is suitably secured to the outer side of each car-door near the closing edge thereof. A pin 7 is shown as connected by a chain 8 to the car-body near the closing side of each door-opening, and the arrangement is such that when the door is closed the hasp is first placed so that the staple extends through the slot of the hasp and the pin is then dropped into the staple outside of the hasp, and thus the door is locked. It is to be further understood that this form of lock is shown simply to better illustrate the operation and advantages of my improved fasteners, and that the said improved fasteners can be applied to cars having either this precise form of fastener or to cars provided with any other suitable or preferred form of fasteners.

9 designates two rods which extend transversely beneath the car-body and which are attached thereto by suitable bearings 10, said bearings being either two or more in number, as preferred, and screwed or otherwise suitably connected to the under side of the car-body. At one end each of these rods 9 is provided with a long arm 11, which extends upwardly at right angles to the portion 9, and which is preferably formed by simply bending two parts of a single rod at right angles to each other. At its opposite end said portion 9 is provided with a shorter upwardly-extending arm 12, preferably formed in similar manner as the arm 11. The upper end of the shorter arm 12 is preferably provided with an outwardly-projecting portion 13, while the upper end of the longer arm 11 is provided with a similar outwardly-extending arm 14, through which is formed an opening 15. It will be seen that these two rods 9 are so placed beneath the car-body that the shorter arm 12 of each rod shall come against the opening edge of one door, while the longer arm 11 of the same rod shall come against the closing edge of the opposite door, or that edge to which the hasp is secured. Ordinarily the arms occupy these vertical positions, and when it is desired to lock and seal the doors the hasps are placed so that the staples and ends 14 of the arms 11 shall pass through the slots of the hasps and the pins 7 are dropped

into the staples as usual. A seal 15 is now preferably passed through the opening 14 in the arm 13 of each arm 11 and also through the staple 5, and the ends of the seal are clinched or otherwise secured together in any usual or preferred manner, it being understood that the seal is either of the usual or any preferred type. It will thus be seen that in order to open either door of the car the seals of both doors must be broken, because if the seal of one door only be broken the rod whose long arm is sealed to the other door will resist by its short arm 12 the opening of the unsealed door. Thus great security is insured against the loss of the contents of the car.

The device is extremely simple and inexpensive in construction, is readily applied, and constitutes a strong and durable attachment to the car.

Having thus described my invention, what I claim as new therein, and desire to secure by Letters Patent, is—

1. The combination, with a freight-car having oppositely-opening side doors, staples secured to the car-body adjacent to the opening sides of said doors, hasps secured to the opening sides of the doors and engaging the staples, and pins for retaining the hasps in engagement with said staples, of a rod or bar extending transversely throughout the under side of the car-body and having at one end a longer arm to extend upward adjacent to the opening side of one of the car-doors and at its opposite end with a shorter arm to extend

upward against the closing edge of the opposite door, the upper end of the longer arm having an outwardly-extending portion to extend through the hasp of one door and the upper end of the opposite arm having an outwardly-extending portion to engage the closing side of the opposite door, substantially as set forth.

2. The combination, with a freight-car having oppositely-opening side doors, staples secured to the sides of the car adjacent to the opening sides of the doors, hasps secured to the opening sides of said doors, and pins for retaining the hasps in engagement with said staples, of a pair of rods or bars extending transversely of the bottom of the car, each of said rods having at one end a longer arm and at the opposite end a shorter arm, the longer arm of one rod being at the same side of the car as the shorter arm of the companion rod, and the said longer arms being provided with an outwardly-extending portion to pass through the hasps, and said outwardly-extending portion being slotted to receive a suitable seal and the shorter arms being provided at their upper ends with outwardly-extending portions to engage the closing edges of the doors, substantially as set forth.

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

PATRICK W. CONNOR.

Witnesses:

JNO. L. CONDRON,
H. E. PRICE.