(No Model.)

HENRY E. HOKE & HARRY E. HOKE.

CAR DOOR FASTENER.

No. 463,511. Patented Nov. 17, 1891.

Fig. 1

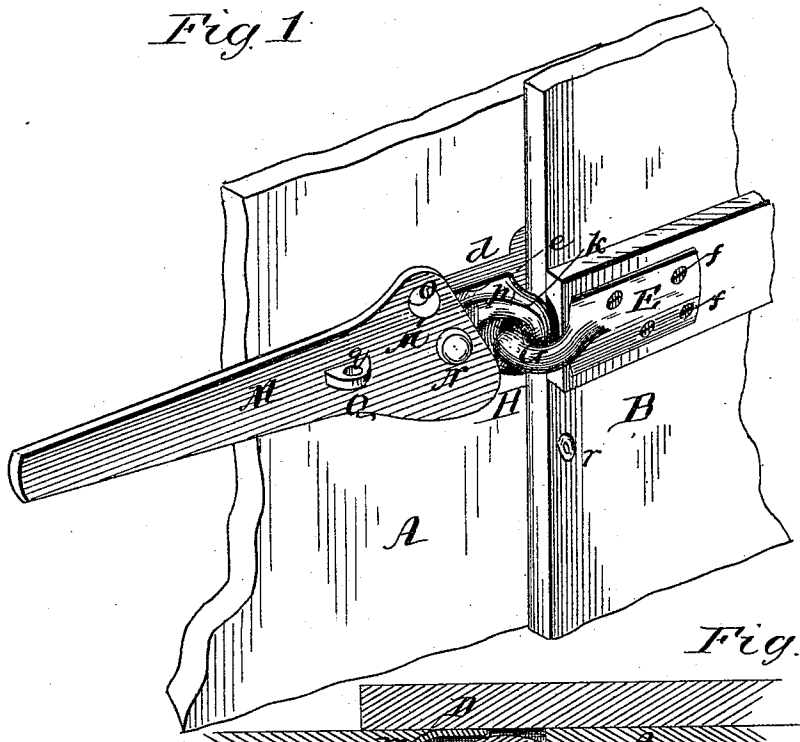


Fig. 3

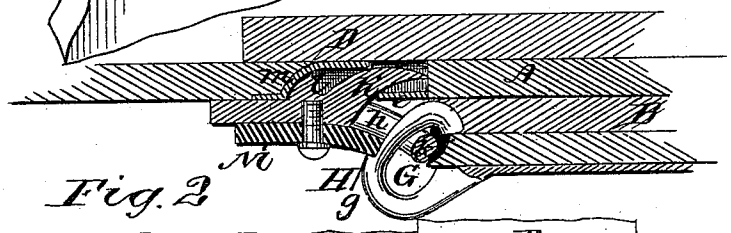
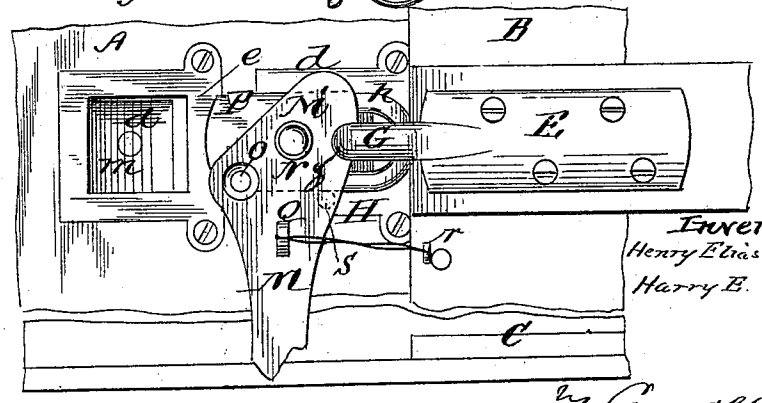


Fig. 2



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HENRY ELIAS HOKE AND HARRY E. HOKE, OF CHAMBERSBURG, PENNSYLVANIA.

CAR-DOOR FASTENER.

SPECIFICATION forming part of Letters Patent No. 463,511, dated November 17, 1891.

Application filed June 24, 1891. Serial No. 397,326. (No model.)

To all whom it may concern:

Be it known that we, HENRY ELIAS HOKE and HARRY E. HOKE, citizens of the United States, residing at Chambersburg, in the county of Franklin and State of Pennsylvania, have invented certain new and useful Improvements in Car-Door Fasteners; and we do hereby declare the following to be a full, clear, and exact description of the invention, reference being had to the accompanying drawings, which form part of this specification.

This invention has relation to fasteners for the doors of freight-cars; and it consists in the novel construction, combination, and arrangement of devices, as hereinafter described, and specifically claimed.

In the accompanying drawings, Figure 1 is a perspective view showing the fastener applied to a car-door; Fig. 2, a front elevation of the same, and Fig. 3 a horizontal sectional view.

The letter A designates the side wall of a freight-car, and B the door sliding on ways C. In the wall A adjacent to the doorway are formed recesses to receive the keepers *d d*, which consist of box-like castings having open faces and open at one end, as shown, the open end being bridged by the parts *e e*, under or back of which the toe of the fastener is inserted in locking the door.

E is a metallic plate fastened by screws *f f* to the outer face of the door and formed at one end with the introverted loop, eye, or ring G, which projects beyond the edge of the door and carries the fastener H. The latter consists of two parts—viz., the shoe or swinging bolt *h* and the locking or unlocking lever M. The shoe or bolt *h* is a substantial casting of oblong shape, curved in the direction of its length outwardly at one end and formed with an eye *k* in the outwardly-turned end, through which passes the loop G on the end of the plate E. On the inner or under side of the shoe *h* is formed a toe *h'*, which in locking the fastener passes under the bridge of the keeper *d*. Back of this toe a cam-shaped lug or lugs *l* are formed to abut against the curved end *m* of the keeper and by frictional pressure against the same to insure of the toe being pressed forward and under the bridge and at the same time forcing the door tightly against the jamb.

M designates a lever, which is formed with a flattened enlargement or head M', through which passes a bolt or pivot N, which secures the lever to the shoe *h* and forms a pivot upon which the lever turns. The flattened head or enlargement M' is made segmental or cam-shaped on the side or edge nearest the door, and in certain positions—that is, in locking the door—this edge passes under a shoulder *g*, formed on the outer surface of the loop G. The upper end of the lever is cut off or formed with an oblique edge, which is a continuation of the segmental or cam-shaped edge, and is in such relation to the latter that when the lever is raised to a horizontal position the segmental or cam-shaped edge will clear the shoulder on the loop G and allow of the lever and the locking-shoe being drawn outwardly and the door unlocked. In the rear portion of the flattened head or enlargement M' is formed a hole O, which in the lowered position of the lever registers with the semicircular notch P, formed in the side of the shoe, and is adapted for the reception of a padlock by which the lever is locked in position.

Q designates a lug formed on the upper surface of the lever and having a hole *q* bored through it for the passage of the seal-wire, which, when the door is locked and the lever lowered, is also passed through a metallic eye-piece fastened in the door, as shown.

Fig. 1 of the drawings shows the lever in a horizontal position, the door being unlocked, but the shoe remaining in the keeper.

To lock the door the lever is allowed to drop from the position shown in Fig. 1 to the vertical position shown in Fig. 2, which movement causes the cam-shaped edge of the flattened head M' to pass under the shoulder *m* of the loop G, and thus interlock the parts together. The padlock or seal is now applied for the usual purposes. To unlock the door after removing the seal or padlock, the lever is raised to a horizontal position, thus clearing the shoulder on the loop, after which the lever is drawn outwardly, carrying with it the shoe, which swings on the loop, and the lever and shoe are then allowed to drop down along-

side the edge of the door and hang depending from the loop.

A stud S projects from the inner surface of the head of the lever, and when the latter is raised this stud strikes the edge of the shoe and limits the upward movement of the lever, thus forming a brace which will allow the shoe and lever to be manipulated together.

Having described our invention, we claim—

1. In a car-door fastener, the combination, with the plate E, having the shouldered loop G, of the shoe or bolt *h*, coupled to said loop, the keeper *d*, adapted to receive a toe on said shoe, and the lever M, pivoted on the shoe and formed with a cam-shaped head adapted to engage with the shouldered loop, substantially as described.

2. In a car-door fastener, the combination, with the plate E, having the shouldered loop G, of the shoe or bolt *h*, coupled to said loop, the keeper *d*, adapted to receive a toe on said shoe or bolt, and a movable plate attached to said shoe or bolt and having a beveled edge adapted to engage with the said shouldered loop, substantially as described.

In testimony that we claim the foregoing we have hereunto set our hands this 5th day of June, 1891.

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