

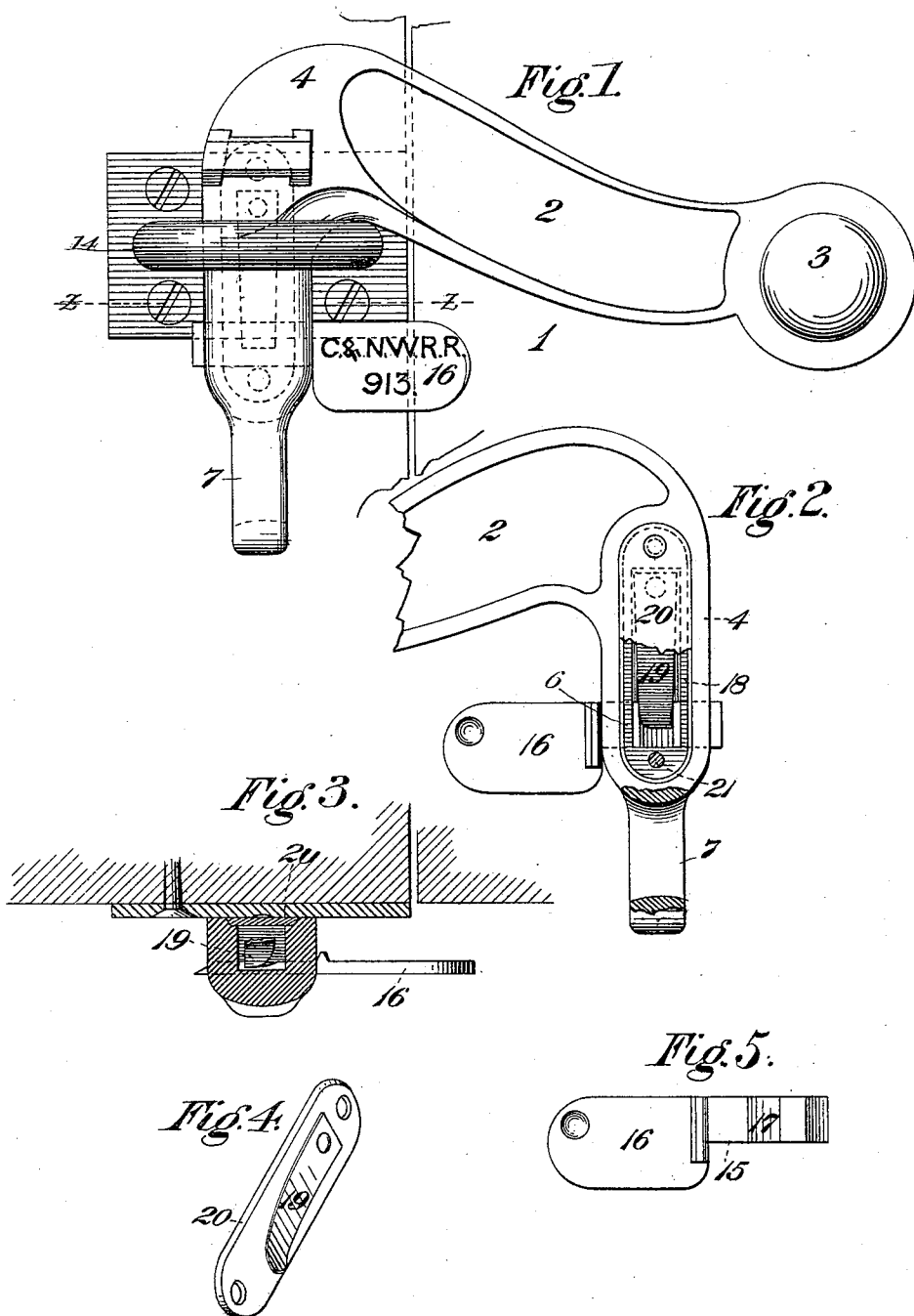
(No Model.)

F. P. HANCHETT.

CAR DOOR FASTENER.

No. 338,519.

Patented Mar. 23, 1886.



WITNESSES:  
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# UNITED STATES PATENT OFFICE.

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## CAR-DOOR FASTENER.

SPECIFICATION forming part of Letters Patent No. 338,519, dated March 23, 1886.

Application filed August 15, 1885. Serial No. 174,468. (No model.)

*To all whom it may concern:*

Be it known that I, FRED P. HANCHETT, residing at Madison, in the county of Dane and State of Wisconsin, a citizen of the United States, have invented or discovered certain new and useful Improvements in Car-Door Fasteners, of which improvements the following is a specification.

In the accompanying drawings, which make part of this specification, Figure 1 is a view in front elevation of my improved car-door fastener and seal. Fig. 2 is a view of a portion of the device in rear elevation, a portion of the cap-plate being broken away. Fig. 3 is a horizontal section on the line  $z z$ , Fig. 1. Figs. 4 and 5 are detail views of the spring-catch and the locking-seal, respectively.

The invention herein relates to certain improvements in devices for securing the doors of railroad-cars in place, and the object of the invention is to so construct such a device that the locking key or bolt will also serve as a seal, which must be destroyed before the door can be opened; and to these ends my invention consists in the construction and combination of parts, all as more fully hereinafter described and claimed.

To the door 1 of the car is secured the swinging hook-catch 2 by the bolt 3. The head 4 of the catch is formed with a recess, 18, in its rear side, intercepted at its lower end by the passage 6, and in this recess is arranged the spring-detent 19, attached at one end to the cap-plate 20, which is secured over the mouth of the recess in any suitable manner, but preferably by rivets 21, formed integral with the head. The lower or free end of the spring is located within the passage 6, and is curved slightly to one side, as shown, to engage the notch 17, which is formed in one side of the tongue of the locking-bolt, as shown, the curved point of the spring-catch being beveled off on one side to permit of the entrance of the beveled point of the tongue between the point of the spring and the side of the passage 6. To the side of the car adjacent to the door is secured the staple 14, into which the head of the hook is inserted, as shown, sufficiently far to bring the transverse passage 6 below the staple.

To secure the hook or catch in place, the tongue 15 of the locking-bolt 16 is thrust

through the passage 6 below the staple, as shown. The body of the locking key or bolt is made of a width sufficient to prevent its being pushed through the passage 6, and in the tongue portion 15 is formed a notch, 17, with which the point of the spring-detent 19 engages, thereby preventing the withdrawal of the tongue. Thus it will be seen that it is impossible to remove the locking-bolt after it has been once pushed into place, unless the head or body portion of the bolt be broken off from the tongue, which can then be drawn through the passage, the inclined side of the notch 17 forcing the detent-block up, as will be clearly understood.

The locking-bolts are preferably made of cast-iron or other suitable metal, which can be broken by a blow of a hammer or other implement. The point of the tongue 15 is beveled off in order to enable it to force back the spring-detent 19 as the locking-bolt is being applied, and, if desired, letters or words indicative of the station at which the car was locked and sealed may be formed or printed on the body of the locking-bolt. It will be noticed that the cap-plate 20 is in the rear side of the head of the hook, and cannot therefore be removed without detaching the hook from the door.

The slot or loop 7 is for the purpose of using the ordinary padlock, if desired.

In place of pivoting the hook it may be so constructed as to be slid or moved longitudinally into engagement with the staple or analogous device.

I claim herein as my invention—

In a car-door fastener, a movable catch having its head recessed in its rear side and provided with a transverse passage therethrough, in combination with a cap-plate, 20, adapted to close said recess, a spring-detent, 19, secured to the cap-plate, and a frangible key or bolt notch to engage the detent, substantially as set forth.

In testimony whereof I have hereunto set my hand.

FRED P. HANCHETT.

Witnesses:

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