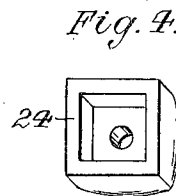
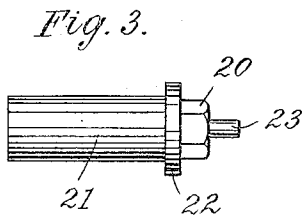
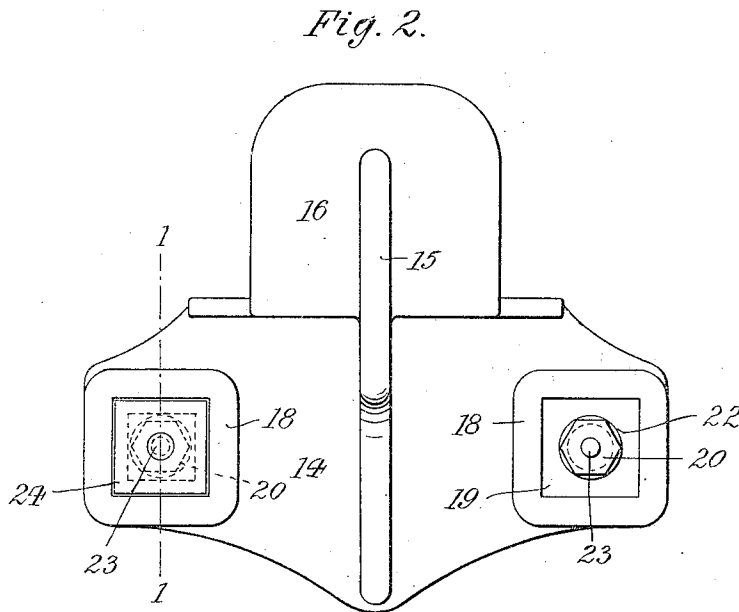
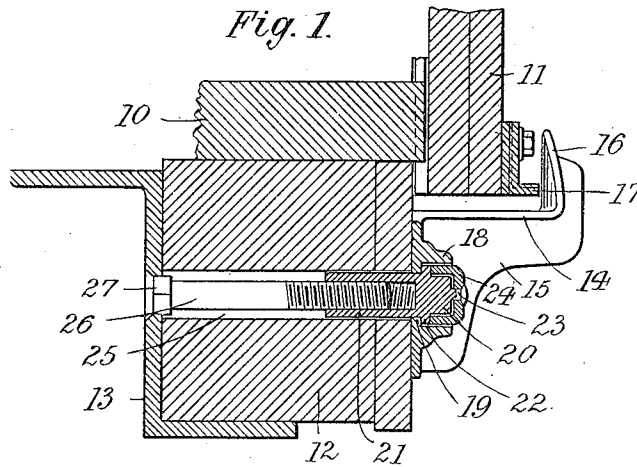


H. KAPPELE.
BRACKET FOR FREIGHT CAR DOORS.
APPLICATION FILED OCT. 23, 1909.

949,484.

Patented Feb. 15, 1910.



Witnesses:
W. R. Schuch
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UNITED STATES PATENT OFFICE.

HENRY KAPPELE, OF STAMFORD, CONNECTICUT.

BRACKET FOR FREIGHT-CAR DOORS.

949,484.

Specification of Letters Patent.

Patented Feb. 15, 1910.

Application filed October 23, 1909. Serial No. 524,157.

To all whom it may concern:

Be it known that I, HENRY KAPPELE, a citizen of the United States, residing at Stamford, Fairfield county, State of Connecticut, have invented new and useful Improvements in Brackets for Freight-Car Doors, of which the following is a specification.

This invention relates to a bracket which is adapted to engage the bottom of a suspended freight car door and hold it against forward tilting.

The invention comprises more particularly means for so securing the bracket to the car that it cannot be tampered with, without extended manipulations leading to detection. In this way the contents of the car are effectively protected against pilfering.

In the accompanying drawing: Figure 1 is a vertical section through my improved bracket on line 1—1, Fig. 2, showing the bracket attached to a car; Fig. 2 a front view of the bracket with one of the caps removed; Fig. 3 a detail of the nut, and Fig. 4 a detail of the cap.

The numeral 10 indicates the floor of a freight car provided with a door 11 which is slidably suspended by overhead rollers, (not shown), as usual. Floor 10 rests on beams 12 reinforced by Z-iron 13. A bracket 14 which is secured to beam 12, in manner hereinafter described, has a reinforcing rib 15 and an upper hook 16 adapted to engage a flange 17 bolted to the lower end of door 11, as usual.

The means for securely attaching bracket 14 to beam 12, are as follows: At each side of rib 15 bracket 14 is provided with an integral box 18 having a perforated base 19. This box is adapted for the reception of the angular head 20 of a tubular nut 21, which is also provided with a collar 22 back of head 20. From head 20 extends forwardly a pin 23 adapted to be passed through an apertured cap 24 which is accommodated by

box 18, around head 20. The threaded tubular stem of nut 21 extends into a bore 25 of beam 12 and receives a bolt 26 having an angular head 27 which is countersunk in rail 13.

In assembling the parts, bolt 26 is passed from the rear into bore 25 and nut 21 is screwed down upon the bolt until its collar 22 is tightly jammed against the perforated base 19 of box 18. Cap 24 is projected over pin 23 into box 18, so as to cover head 20 and render the same inaccessible. Finally, the protruding end of pin 23 is upset against the face of cap 24, by which operation all the parts are connected in such a manner that the bracket cannot be removed without lengthy manipulation, so that the contents of the car are effectively protected against pilfering.

I claim:

1. A device of the character described, comprising a perforated bracket having a box, a nut having a head received within the box, an outwardly projecting pin on the head, a bolt engaging the nut, a cap projecting over the head into the box and adapted to be engaged by said pin whereby the cap may be secured to the nut.

2. A device of the character described, comprising a perforated bracket having a box, a nut having an angular head and a pin projecting from said head, a bolt engaging the nut, and an apertured cap secured to the pin and received within the box.

3. A device of the character described, comprising a perforated bracket having a box, a nut having a collar, an angular head and a pin projecting from said head, a bolt engaging the nut, and an apertured cap secured to the pin and received within the box.

Signed by me at Stamford, Connecticut, this 21st day of October, 1909.

HENRY KAPPELE.

Witnesses:

CHAS. ALBIEZ,
MAX TAUBERT.