

O. H. DRINKWATER:
Grain-Car Door-Fastening.

No. 226,728.

Patented April 20, 1880.

Fig. 1.

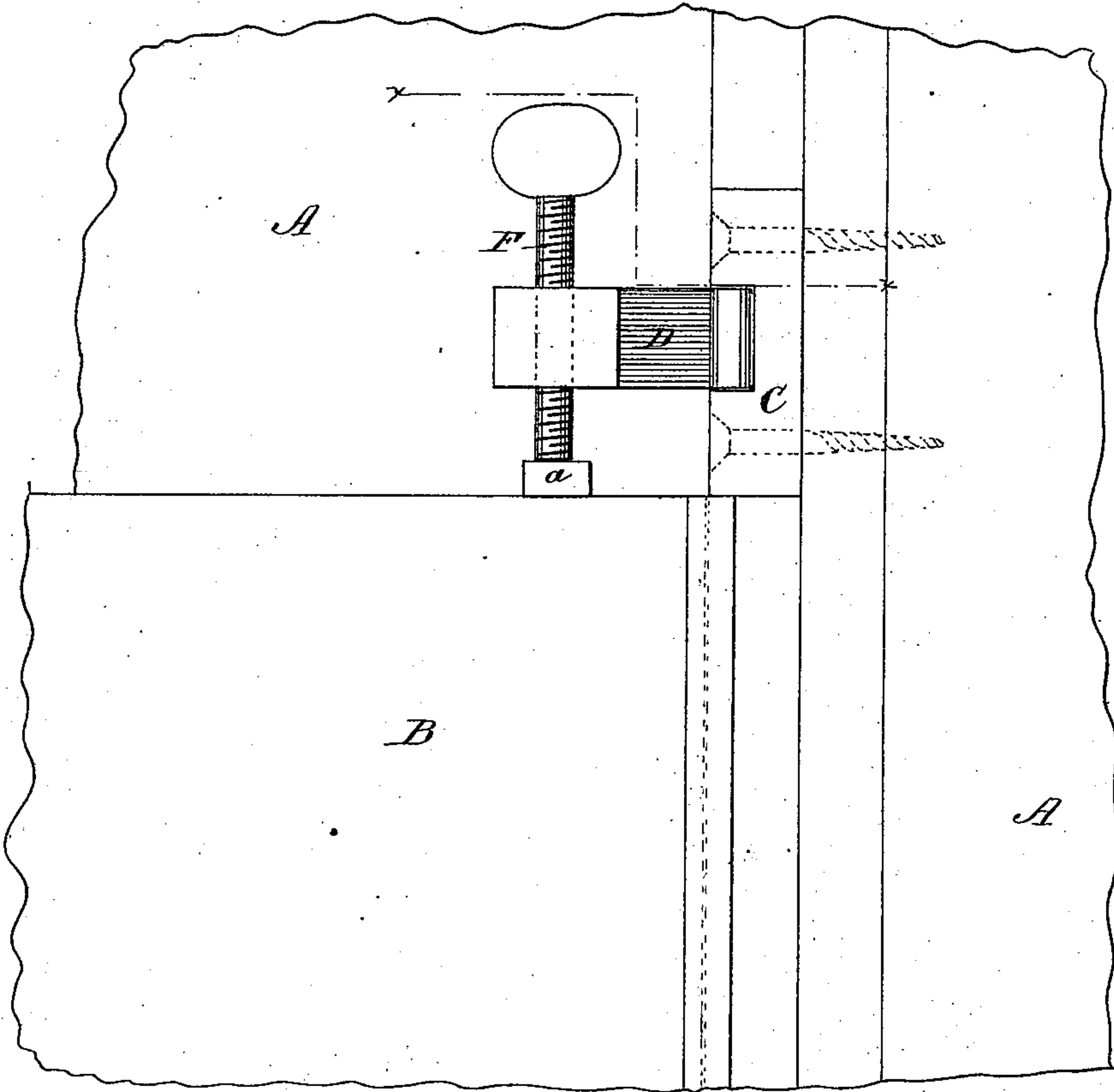
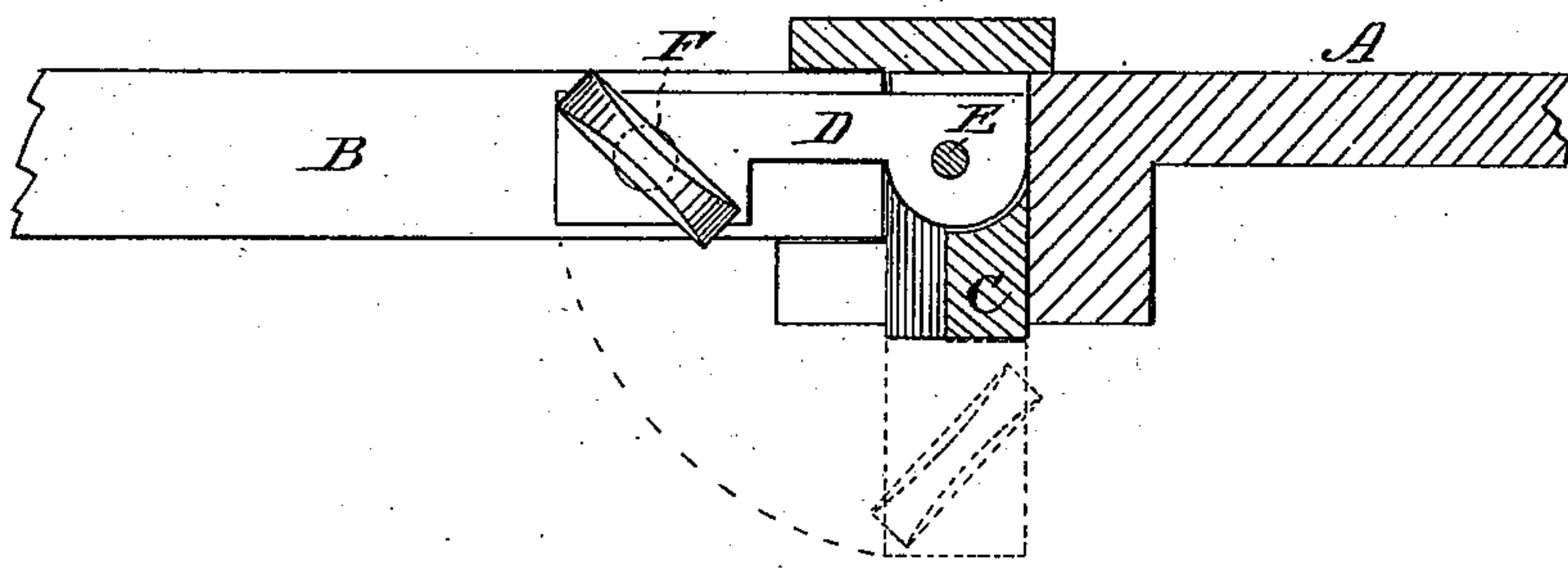


Fig. 2.



WITNESSES:

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GRAIN-CAR-DOOR FASTENING.

SPECIFICATION forming part of Letters Patent No. 226,728, dated April 20, 1880.

Application filed January 5, 1880.

To all whom it may concern :

Be it known that I, ORLO H. DRINKWATER, of Cedar Point, in the county of Chase and State of Kansas, have invented a new and Improved Fastening for Grain-Car Doors; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a side view of the device, showing it applied to a car-door inside the car. Fig. 2 is a top view, showing the jamb of the car-door in section through the line *x x* of Fig. 1.

In transporting loose grain in cars which have vertically-sliding doors it has been found necessary heretofore in some cases to nail these doors down to prevent the loss of grain in transportation due to leakage under the doors. My invention is designed to dispense with that practice and avoid mutilating the doors, and to still hold the doors tightly against leakage.

To this end my invention consists of a quickly-adjustable fastening formed of a horizontal arm jointed in the jamb of the car-door about the level of the top of the door when the latter is down, which arm is provided with a vertical screw tapped through a hole in the extremity of said arm and carrying below a foot which rests upon the top of the car-door, and when the screw is tightened clamps the door tightly down to its place, the said arm being capable of being swung into the plane of the door when the latter is to be fastened, or be turned outwardly at right angles when the door is to be opened, all as hereinafter fully described.

In the drawings, A represents the side of a car whose door B is made to slide vertically in suitable guides. In a mortise in the jamb

of the door, on one or both sides, is fitted a block, C, which is firmly secured to the said jamb by screws, so as to be flush with its face. To this block C is hinged or jointed a horizontal arm, D, the said arm and block being connected by a pintle, E, and the said block and adjacent end of the arm being mutually recessed, the one for the other, so that when the arm is thrown out at right angles to the car its inner side is flush with the face of the block and jamb. In the outer end of the horizontal arm is tapped a set-screw, F, having at its upper end a thumb-piece and at its lower end a foot, *a*. Now, when it is desired to fasten the door down tightly to its place the arm is swung into the plane of the door and the screw turned down until its foot rests upon the top of the door, when a few turns will tightly clamp the door down and hold it securely against rising.

For holding the screw against turning I may employ a square cap adapted to fit over the thumb-piece, or any other suitable locking device which will prevent the screw from jolting loose.

Having thus described my invention, what I claim as new is—

1. A fastening for a car-door consisting of a block having an arm jointed thereto, with a clamping-screw and foot at the end of said arm, adapted to tightly hold the said door in its closed position, as described.

2. The combination, with a car and its vertically-sliding door, of a block, C, fitted in the jamb of the door, a horizontal swinging arm, D, jointed to said block and carrying at its outer end a clamping-screw, substantially as described.

ORLO H. DRINKWATER.

Witnesses:

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