

(No Model.)

J. B. CALKINS.
Car Door Fastening.

No. 238,344.

Patented March 1, 1881.

Fig. 1.

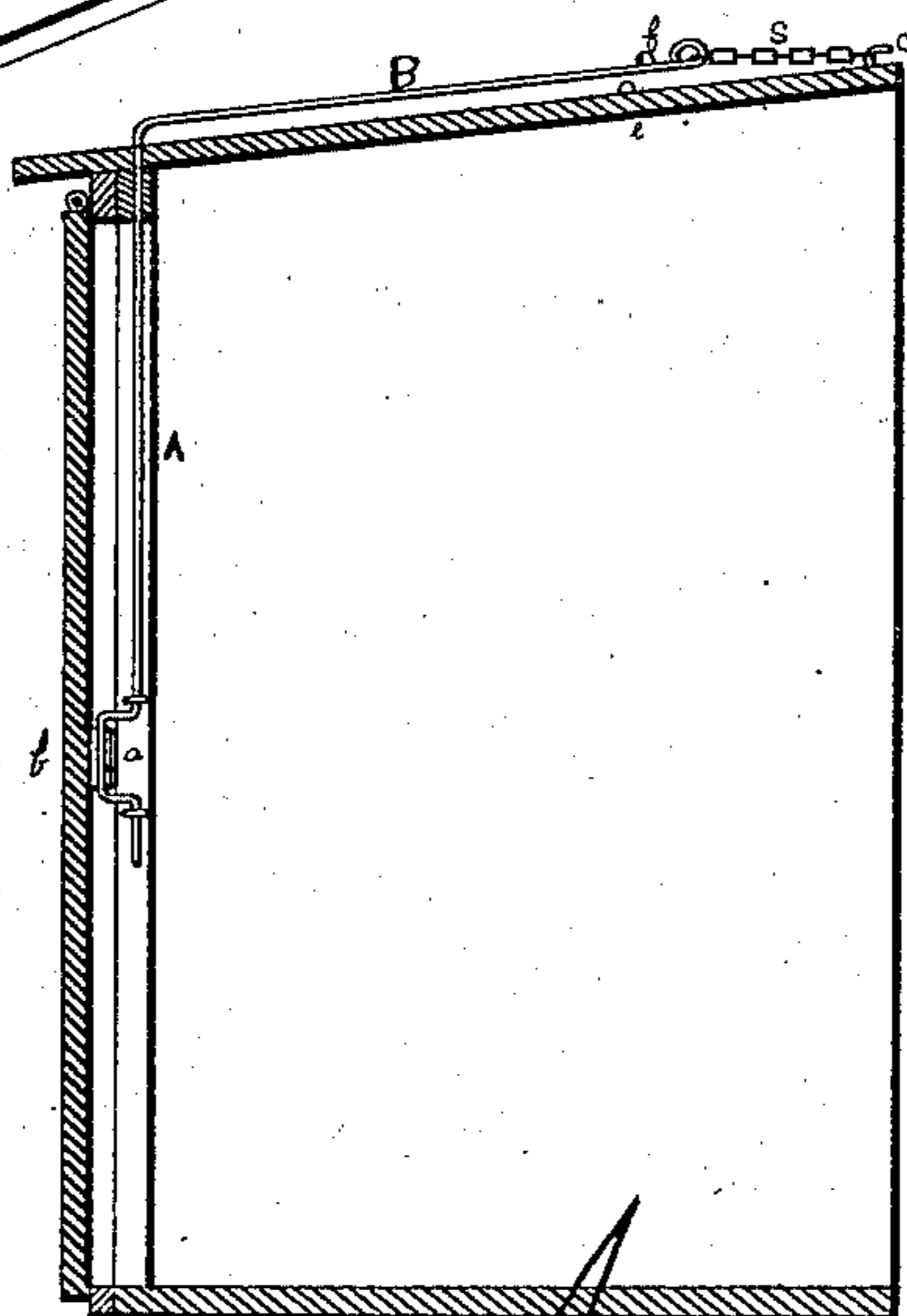
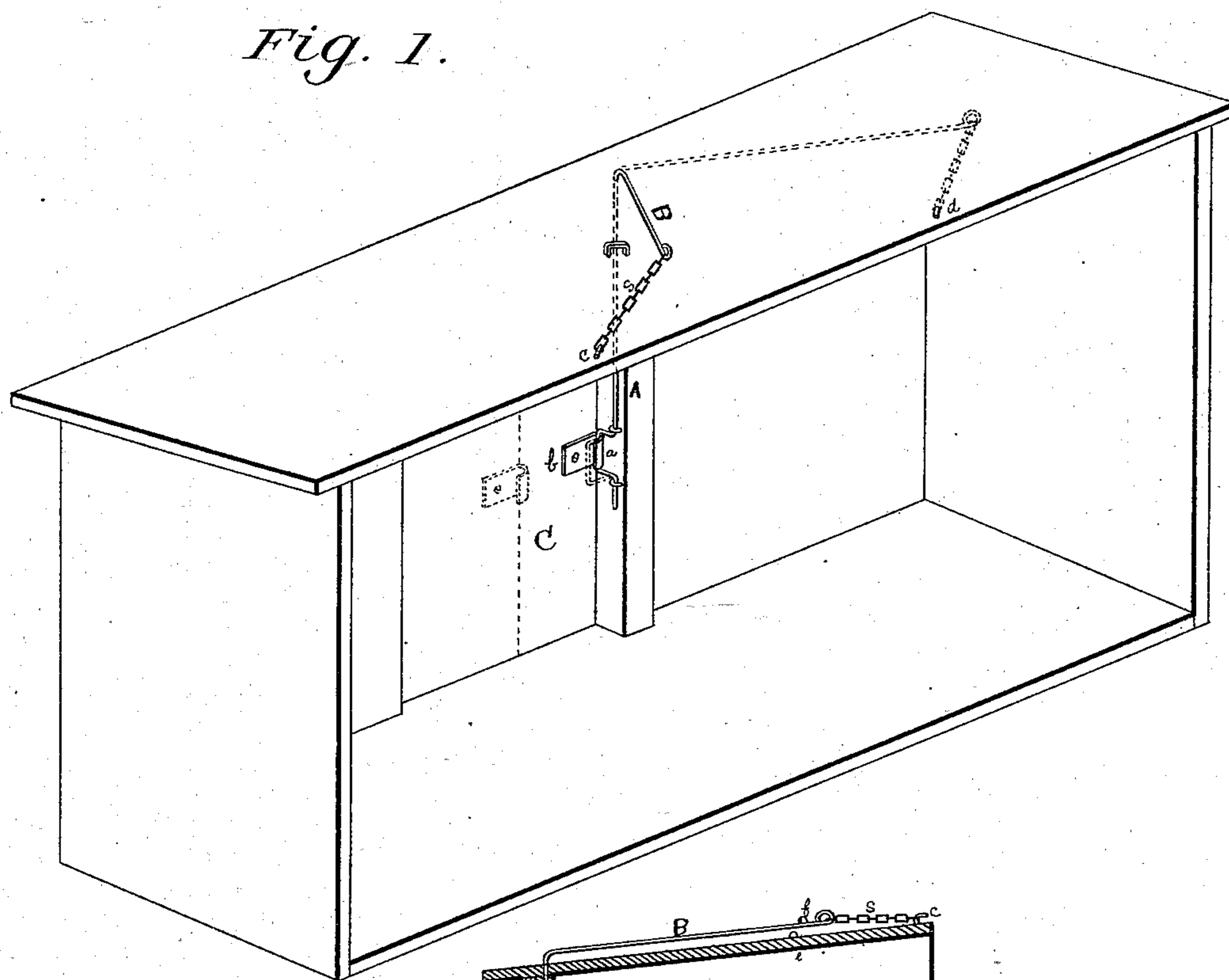


Fig. 2

Witnesses:

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UNITED STATES PATENT OFFICE.

JAMES B. CALKINS, OF PACIFIC, MISSOURI.

CAR-DOOR FASTENING.

SPECIFICATION forming part of Letters Patent No. 238,344, dated March 1, 1881.

Application filed November 9, 1880. (No model.)

To all whom it may concern:

Be it known that I, JAMES B. CALKINS, of Pacific, Missouri, have invented a new and useful Car-Door Fastener, of which the following is a specification.

My invention relates to an improved manner of fastening car-doors by means of a rod on the inside of the car connected with a handle or crank on top of car, and to be locked or unlocked at this place.

The object of my improvements is to lock a merchandise-car door so that it cannot be entered or opened without first going on top of the car near the running-board, where the seal is placed, also where the locking arrangement is placed for each door, so that no one who desires to enter a car, either stealthily or otherwise, can do so without first cutting the seal and putting lever or crank out of its proper place, where it will be instantly discovered by the first man passing over the car at night or day. I attain these objects by the mechanism illustrated in the following drawings, in which—

Figure 1 is an inside view of the car-door fastener. Fig. 2 is a vertical section of the car, representing the entire car-door fastener.

Similar letters refer to similar parts throughout the several views.

The iron rod A is attached to the car-door post so that it can be turned. At any point on the rod opposite the door it is bent in the form of a half-circle or half-square, so that

when the rod is turned the bent part turns on or off the hook *b*, which is attached to the door C, locking or unlocking it.

B is a handle or crank, attached to the end of rod A on top of the car, for turning rod A on or off the hook *b*, locking or unlocking, as desired.

S is a chain fastened to the handle or crank B, to hold it in place, when the door is locked by slipping the end of the chain over the hook *c*, which is driven into the car-roof or over the hook *d*, when the door is unlocked, to prevent it from swinging off from the car out of reach.

e and *f* are two staples, one secured to the handle or crank B near its upper extremity, and the other into the car-roof, for the purpose of putting the common car-seal through each, so that the handle or crank B cannot be moved out of place when the car is locked without first cutting the seal.

What I claim, and desire to secure by Letters Patent, is—

The combination of the rod A, with its bent-out portion or loop *a*, the handle B, the chain S, the hook *b*, and the two staples *e* and *f* upon the top of the car, and rod B, respectively, all substantially as set forth, and for the purpose specified.

JAMES B. CALKINS.

Witnesses:

JAS. C. BYERS,

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