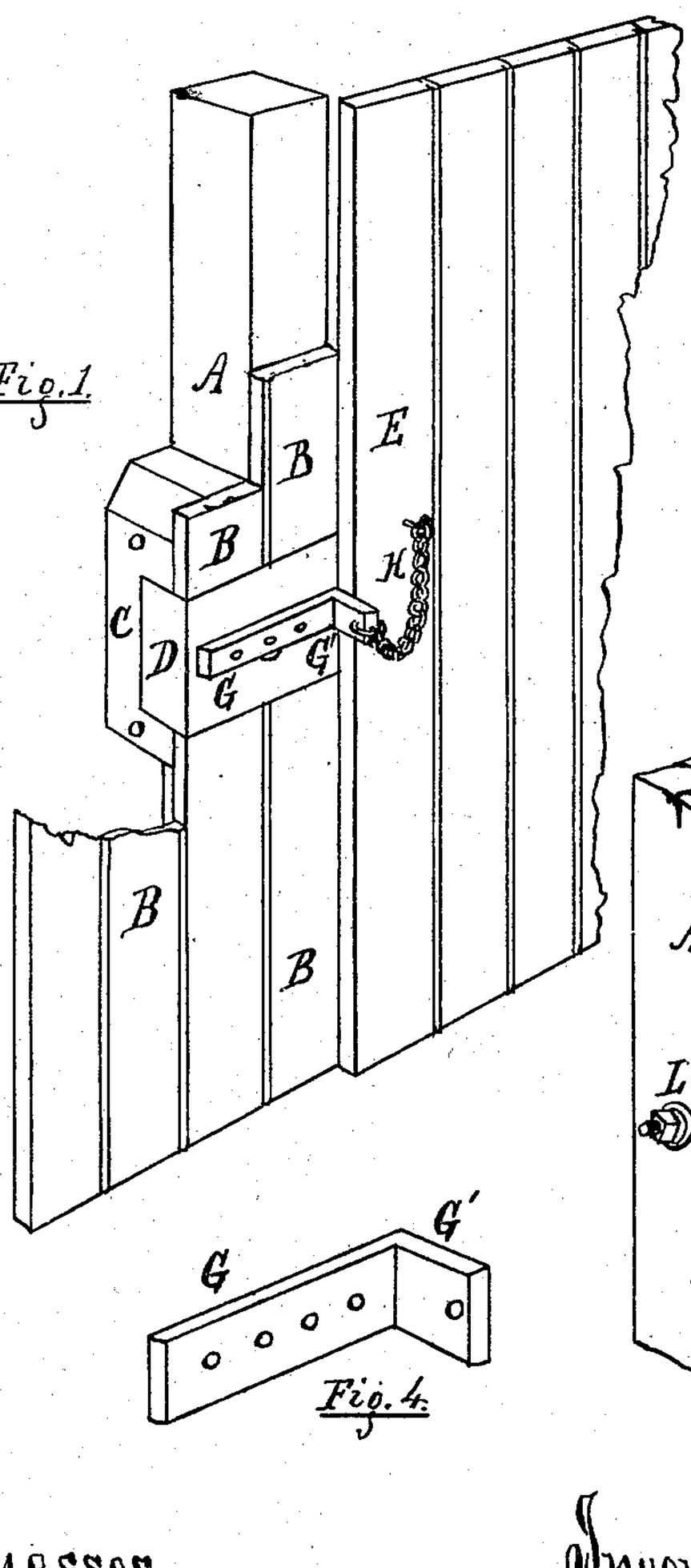
(No Model.)

J. JACKSON & J. W. BROCKWAY.

FASTENING FOR FREIGHT CAR DOORS.

No. 254,821. Patented Mar. 14, 1882

Fig. 1.



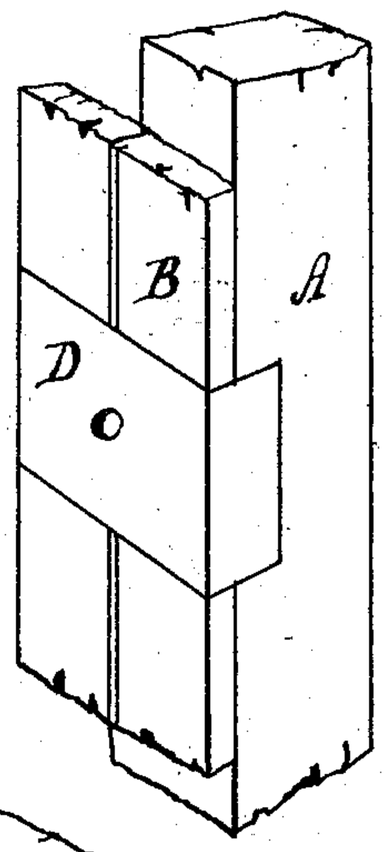


Fig. 2.

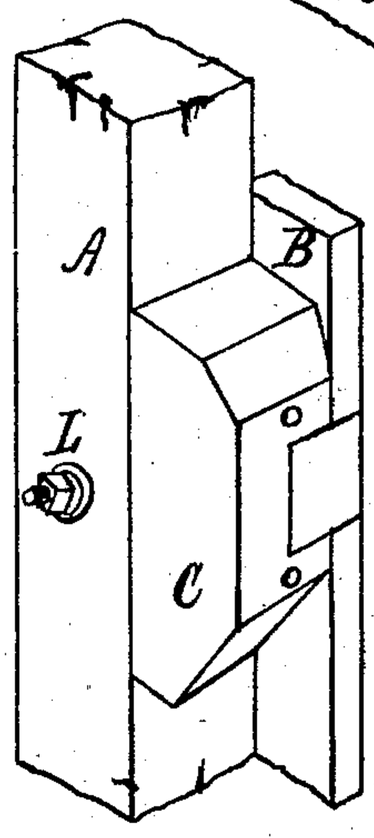


Fig. 3.

Fig. 4.

Witnesses.

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UNITED STATES PATENT OFFICE.

JAMES JACKSON AND JAMES W. BROCKWAY, OF NEW YORK, N. Y., ASSIGNORS OF ONE-THIRD TO EDWARD H. CARPENTER, OF SAME PLACE.

FASTENING FOR FREIGHT-CAR DOORS.

SPECIFICATION forming part of Letters Patent No. 254,821, dated March 14, 1882.

Application filed December 22, 1881. (No model.)

To all whom it may concern:

Be it known that we, JAMES JACKSON and JAMES W. BROCKWAY, both citizens of the United States, residing at the city of New York, in the county of New York and State of New York, have invented a new and useful Improvement in Fastenings for Freight-Car Doors, which improvement is hereinafter fully set forth in this specification and accompanying drawings.

Heretofore freight-car doors have been commonly fastened by means of a wooden block nailed upon the siding of the car and abutting against the car-door after the door has been shut, the block preventing the door from sliding back from the doorway. This method of fastening has been adopted, as locking by means of bolt or spring locks has been found impracticable. Railroads have their freight-cars scattered over a great number of other roads, while a given road may be using at one time the cars of many others, and no uniform method of fastening freight-car doors is in use by the various roads, save the method just described. Cars accordingly are locked by nailing on these wooden blocks, as described, unlocked by simply knocking them off, and relocked by putting new blocks on. This system of fastening is subject to two grave disadvantages—first, its great cost, as large quantities of blocks have to be cut and supplied continually; and, second, the damage it causes to the car-siding and door-post by reason of the frequent driving of nails into the same, and the consequent necessity for the frequent repair of the same.

The object of our invention is to provide a fastening which shall possess all the advantages of the wooden block, and which shall at the same time obviate its disadvantages; and this object we accomplish by means of our invention, as hereinafter described.

The nature of our invention consists—

First, of a brace or cleat of iron provided with nail-holes and having at one end a knee, to which is attached a chain, by which the cleat is permanently secured in conjunction with a staple to the car-door, being thus adapted to hang by the chain to the door when not used to fasten the same, and, when used, to be secured to the post or car-body by nails driven through the nail-holes aforesaid, and being intended to take the place of the heretofore-used wooden block, as hereinbefore described.

Second, of a combination of the iron cleat aforesaid with a block of wood inserted into the siding of the car-body and door-post, said block being bolted to the post by an iron bolt and nut, and being thus adapted to be easily removed and replaced by a similar block when worn out by use. This block is intended to preserve the car-siding and door-post from the damage caused by the use of nails in the system of fastening now in general use. The iron cleat, as above mentioned, is secured to the face of this wooden block by nails in such manner that its knee will abut against the edge of the closed door, and thereby prevent the sliding of the door back from the doorway, thus effectually securing the door in its p'ace.

Third, of the combination, with an outside block of wood, of an additional block of wood located at the side of the door-post and back of the outside block, giving greater width thereto at the point where the outside block is inserted, as aforesaid, the outside block being also inserted into this additional block, and the whole made secure and firm. This additional block is nailed, screwed, or bolted to the door-post, and the outside wooden lock-block enters into combination therewith. This additional block, however, may be dispensed with in cases where it is not necessary or desirable that the wooden lock-block should be of greater width than the door-post.

The closed door of a car by this system is fastened by nailing the iron cleat to the wooden lock-block, the chain by which the cleat hangs being of just sufficient length to allow of the cleat being nailed only in its proper place. The door is unfastened by simply knocking off the cleat from the wooden lock-block, and the cleat then hangs by its chain to the door, and is ready to be nailed on again. Screws may be used instead of nails, but nails are preferable.

In the accompanying drawings, Figure 1 represents, in perspective, a door-post with portions of siding as forming a part of a car-body, with the wooden lock-block in place, and with

the additional block at the side of the door-post. A portion of the car-door is shown with the iron brace or cleat secured thereto by chain and staple; and this brace or cleat is also shown as secured to the wooden lock-block when the door is locked thereby. Fig. 2 shows, in perspective, the post, lock-block, and portions of siding, showing the jamb of the door-way at the opening. Fig. 3 shows, in perspective, the reverse side (or inside) of post and blocking. Fig. 4 shows, in perspective, the iron brace or cleat alone.

A represents the door-post; B, the siding; C, the additional block at the side of the post and back of the siding; D, the wooden lock-block, inserted into post A and block C, and through the siding B, or flush-faced therewith.

E represents the door, its edge lapping the jamb, to enable it to slide past in opening.

G represents the iron brace or cleat, formed with a knee at G′, and attached to door E by chain and staple H, by means of which it hangs to the door when not in use for locking; and it is secured by nails to the wooden lock-block D, in position as shown in Fig. 1, when in use, thus locking or securing the closed door. The lock-block is secured to the post A by bolt K and nut L.

Having thus described our invention, what we claim as new, and desire to secure by Letters Patent of the United States, is—

1. In combination with door E of a freight-car, the brace or cleat G, provided with nail-holes to secure it to the removable block D, and secured by chain and staple H to door E, substantially as and for the purpose set forth.

2. The combination of block D and brace or cleat G, secured to the door, substantially as and for the purpose set forth.

3. In combination with post A of the door-way of a freight-car, the removable block D, substantially as and for the purpose set forth.

4. In combination with post A and removable block D, the block C.

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Witnesses:
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