(No Model.)

W. SCHARNWEBER.

FASTENING FOR CAR DOORS.

No. 270,252. Patented Jan. 9, 1883.

Fig 1.

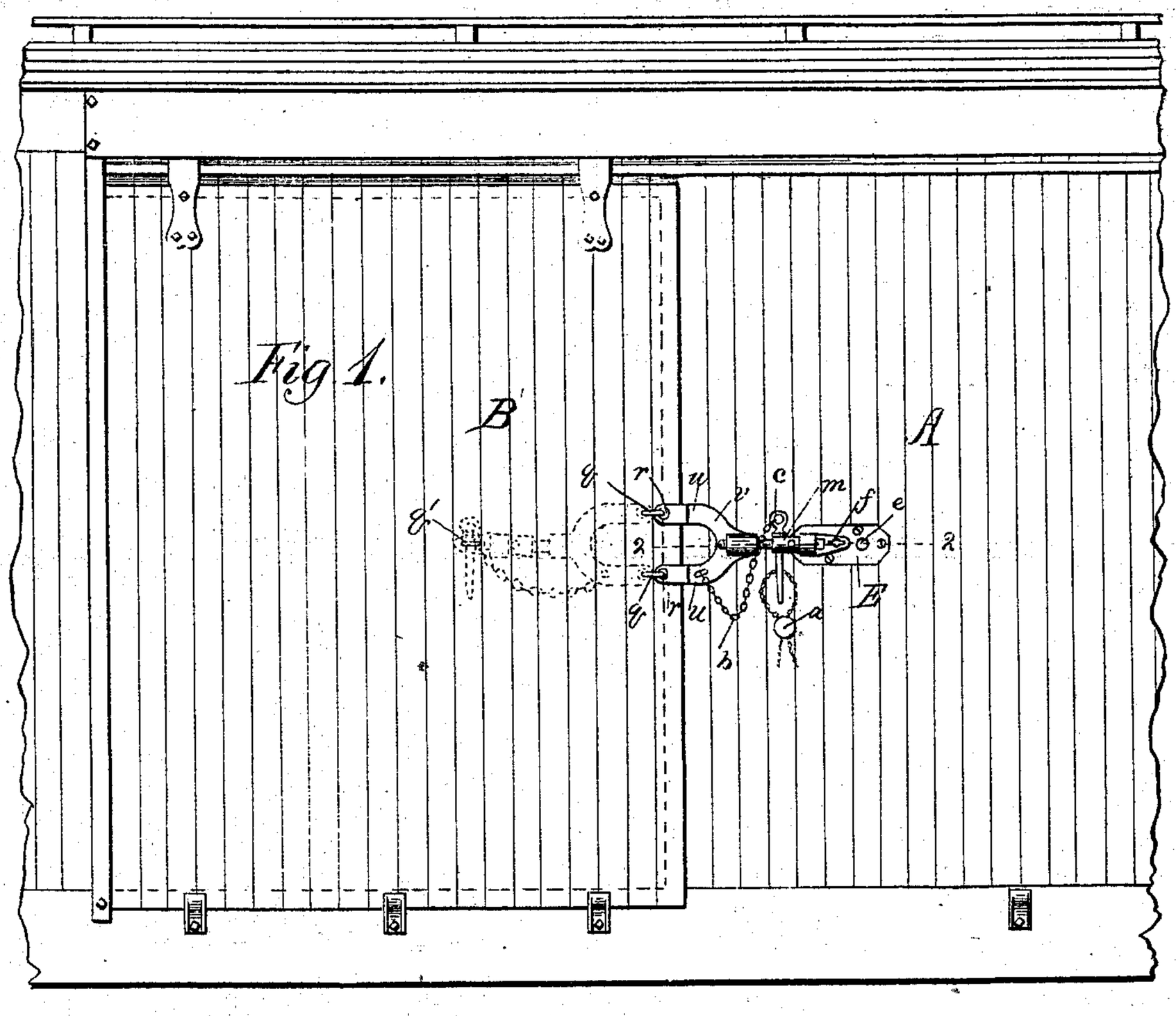
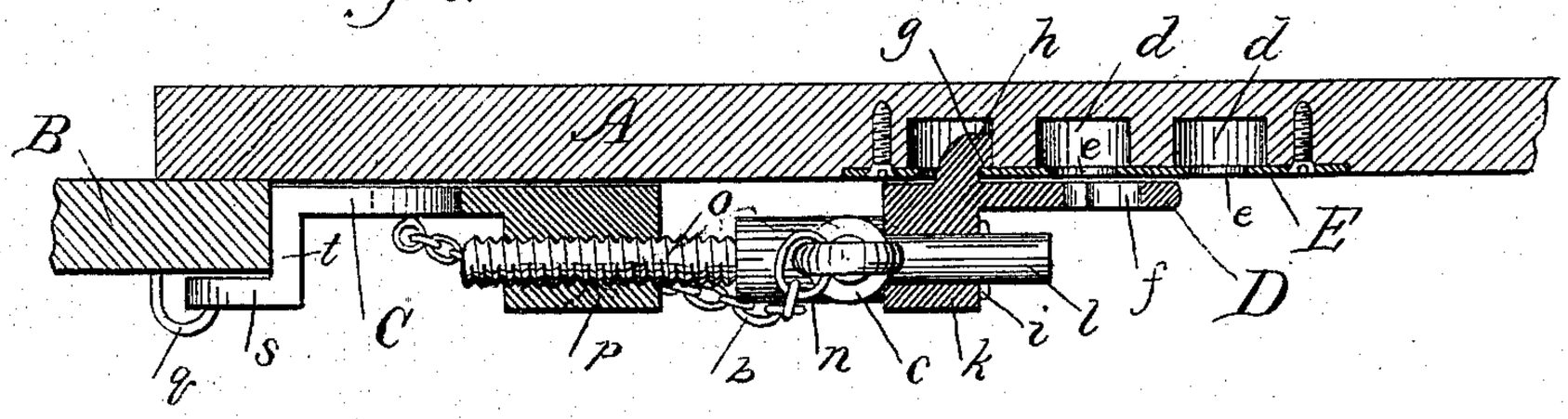


Fig. 2.



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UNITED STATES PATENT OFFICE.

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FASTENING FOR CAR-DOORS.

SPECIFICATION forming part of Letters Patent No. 270,252, dated January 9, 1883.

Application filed August 7, 1882. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM SCHARNWEBER, a citizen of the United States, residing at Jefferson, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Fastenings for Car-Doors; and I hereby declare the following to be a full, clear, and exact description of the same.

My invention relates to an adjustable fastening for car-doors for the purpose of holding the same wholly shut or partly shut, as desired, and preventing them from jarring open by the movement of the car, the fastening also affording convenient means for attaching the car-seal. It belongs to the class of devices known as "hasp-locks," some of which are provided with a screw adapted to connect the door with the post or jamb through the medium of a nut thereon, and by turning to draw the two more closely together. My device is intended only for sliding doors, and is peculiar in the fact, among others, that it operates by means of a screw to push instead of to draw upon the door, being secured to the edge opposite the closing edge and bearing between the door and a stop.

My invention accordingly consists in a hasp formed of two parts, serving as nuts for a screw which connects them, so that by turning the screw the two parts may be brought either nearer together or farther apart, as required, one of the parts being hinged by staples or otherwise to the edge of the door and the other part being provided with a notched lug to enter a hole in a metal plate, set into the wall flush with the surface thereof, thus serving as a stop for the lug without offering any obstruction to the door in opening.

It consists, also, in certain details of construction and combinations of parts, all as hereinafter more fully set forth.

In the drawings, Figure 1 is a side elevation of a freight-car door and part of the wall provided with my device, and Fig. 2 an enlarged horizontal section of the same on the line *z z* of Fig. 1.

A is the wall of the car, and B the sliding door, opening toward the right.

C is a metal plate, consisting of the body *v* and two branches, *u*, each branch, toward its end being bent outward to a right angle, as shown at *t*, forming a shoulder to rest against the edge of the door, and then backward, as shown at *s*, to project over the edge of the door. The end of each branch is provided with an eye, *r*, to fit upon a staple, *q*, in the door. Upon the body *v* a lug, *p*, is cast, threaded upon its interior to receive a screw, *o*, having a rather long cylindrical head, *n*, provided with two holes, *m*, passing through it at right angles with each other. Projecting longitudinally from the head opposite the screw, and cast with it, but of smaller circumference than the same, is a long cylindrical shank, *l*.

D is a second metal plate, provided with a lug, *k*, having a cylindrical opening through it to receive the shank *l*. The shank *l*, being passed through this opening, is held in place therein by a pin, *i*, passing through the shank. On the side of the plate D, opposite the lug *l*, is a second lug, *h*, notched on its side opposite the screw *o* to form a shoulder, *g*. The plate D is also provided near its outer end with a slot, *f*, enlarged to a circular opening at its center.

E is a third plate, provided with three or more openings, *e*, in line, each large enough to permit the passage through it of the lug *h*. This plate is set into the wall of the car flush with the surface thereof, and secured in place by means of screws.

The wall of the car is provided with recesses *d* under the holes *e*, but larger than the same in diameter, as shown. A long bolt, *c*, of the proper diameter to pass through the holes *m* in the screw-head, is attached to a convenient part of the device by a chain, *b*, and is provided with a hole toward its lower end to receive a car-seal, *a*.

The application of my device is as follows: The door being shut, the device is turned over to the right and the screw turned until the lug *h* registers with and enters the left-hand opening, *e*. The screw is then turned to the left, (the end of the bolt *c* being inserted in the holes *m* for this purpose,) thus forcing the shoulder *g* of the lug *h* under the edge of the plate E and causing the parts *t* of the branches to bear against the edge of the door.

If it is desired to have the door not wholly shut, as is often the case, the lug *h* may be

caused to enter one of the other holes, *e*, in the plate E, a block of the proper width being inserted between the opposite edge of the door and the side of the opening for the door to bear against in opposition to the screw. The device being in the position shown, with the door shut or nearly shut, the car-seal *a* may be passed through the hole of the bolt, thus preventing the fastening from being undone without breaking the seal, since the screw cannot be turned without first removing the bolt. When the door is to be opened the device is unfastened and turned over on the staples to the position indicated by the dotted lines in Fig. 1, the plate D being turned around on the swivel *l*, and the slot *f* therein passed over a staple, *q'*, in the door. The bolt *c* is then inserted in the staple *q'*, thus holding the device in place out of the way. A recess should be made in the door near the staple *q* to receive the lug *h*.

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

1. In combination with a wall and sliding door, a hasp formed of two parts connected together by an adjusting-screw, one of said parts being hinged to the edge of the door opposite its closing edge and the other being provided with a lug having a notch in its outer side, and a metal plate with one or more openings to receive the lug secured to the wall of the car flush with the surface thereof, substantially as shown and described.

2. In combination with the wall and sliding door of a freight-car, provided with staples and recesses, as shown, the plate C, comprising the body *v*, branches *u*, bent to the form shown and fitting upon the staples *q* by means of eyes *r*, and lug *p*, having a threaded opening through it, screw comprising the threaded portion *o*, head *n*, having holes *m* and cylindrical extension *l*, plate D, having the lug *k*, with an opening for the part *l* of the head, and lug *h*, having a shoulder, *g*, plate E, having openings *e*, and the bolt *c*, substantially as described.

WILLIAM SCHARNWEBER.

In presence of—
EPHRAIM BANNING,
THOS. A. BANNING.