

(Model.)

2 Sheets—Sheet 1.

E. J. BROOKS.
CAR DOOR FASTENING.

No. 270,874.

Patented Jan. 16, 1883.

Fig. 1.

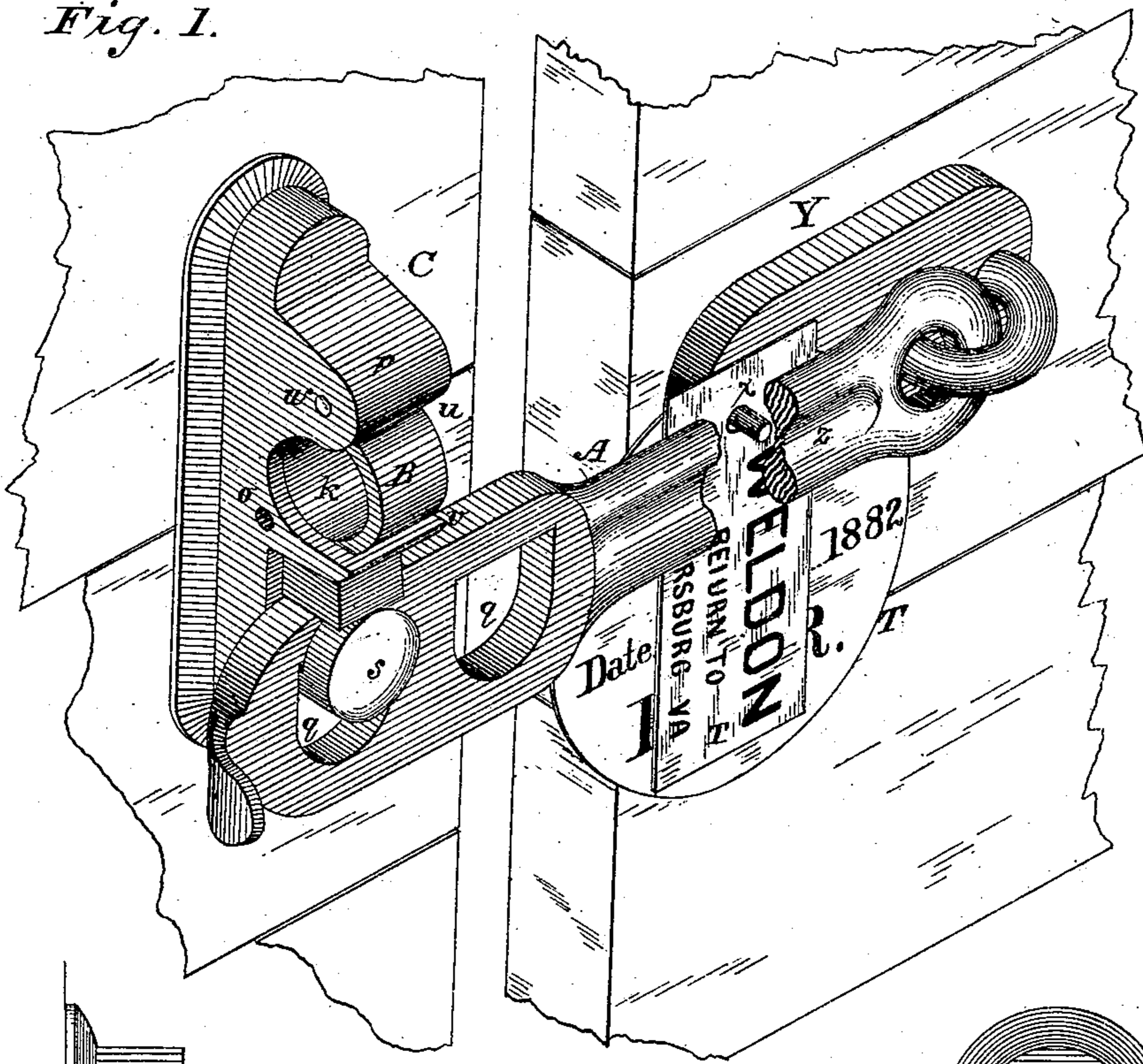


Fig. 2.

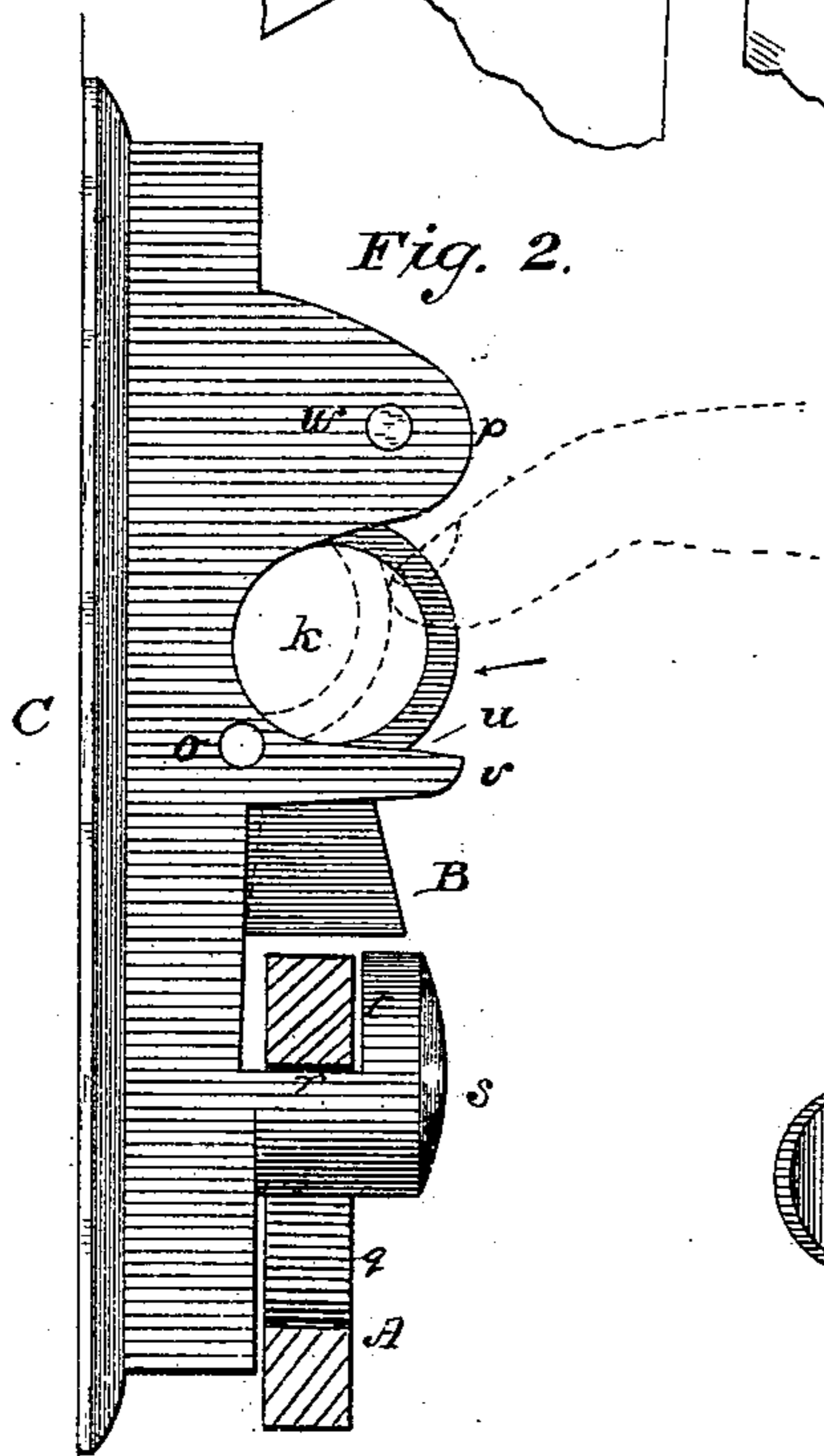
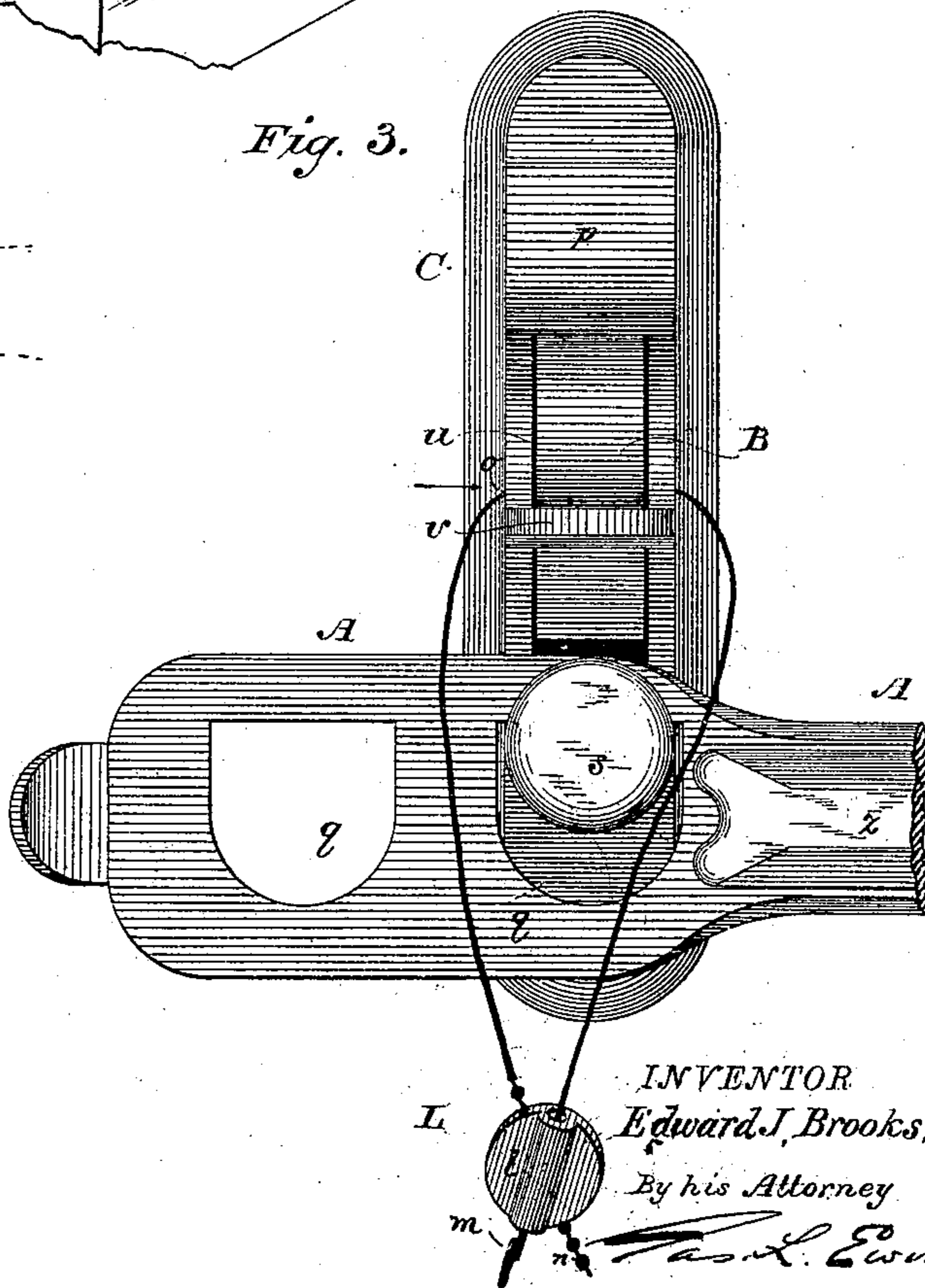


Fig. 3.



WITNESSES

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Jos. S. Latimer

INVENTOR

Edward J. Brooks,

By his Attorney

Thos. L. Ewin

(Model.)

2 Sheets—Sheet 2.

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Fig. 4

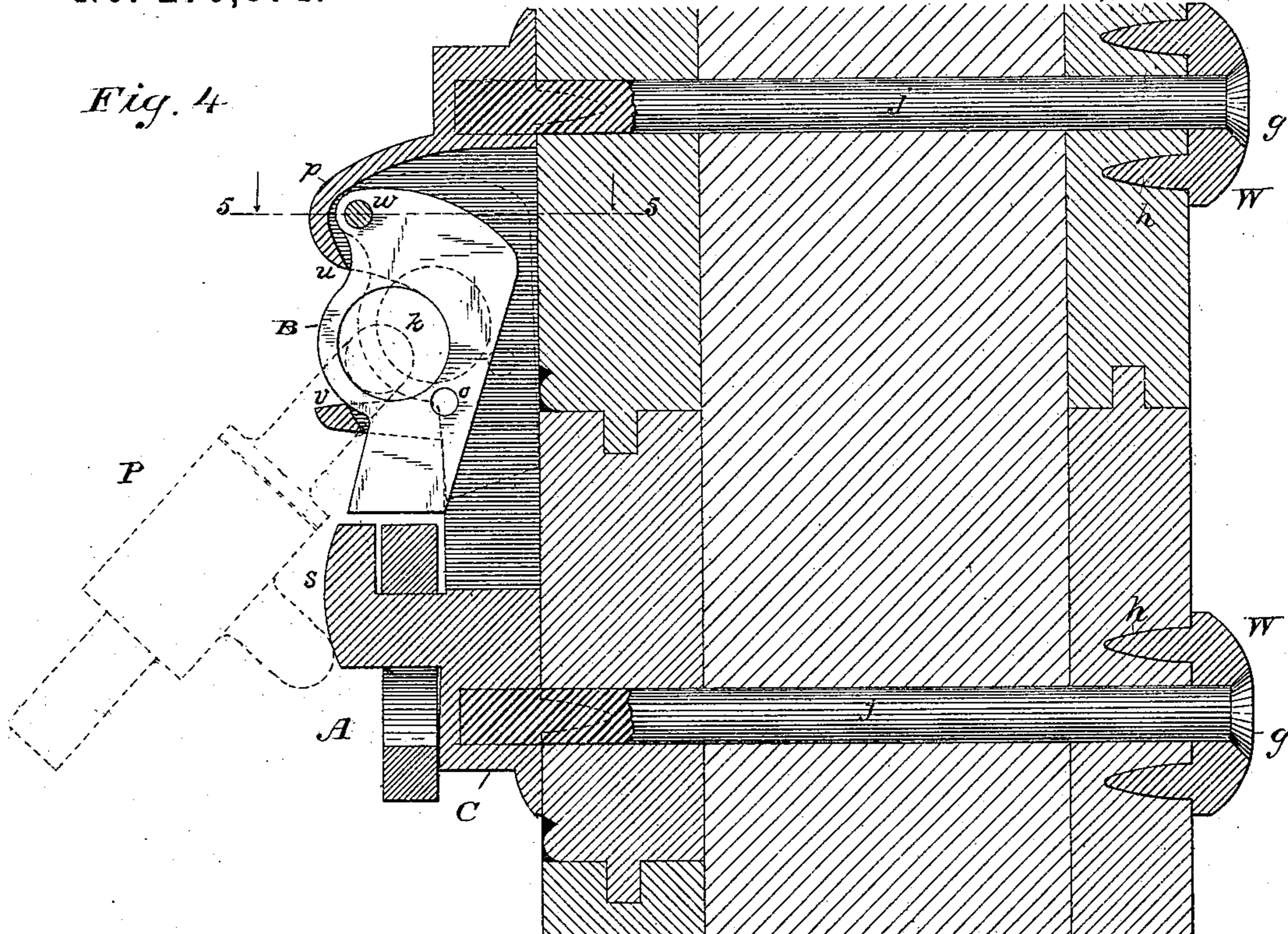


Fig. 5

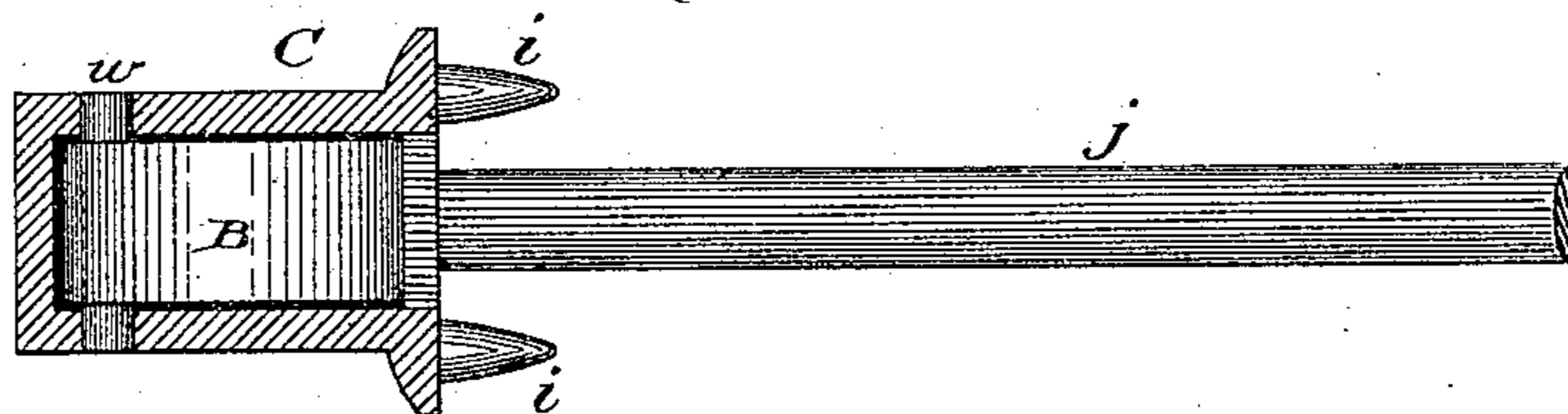
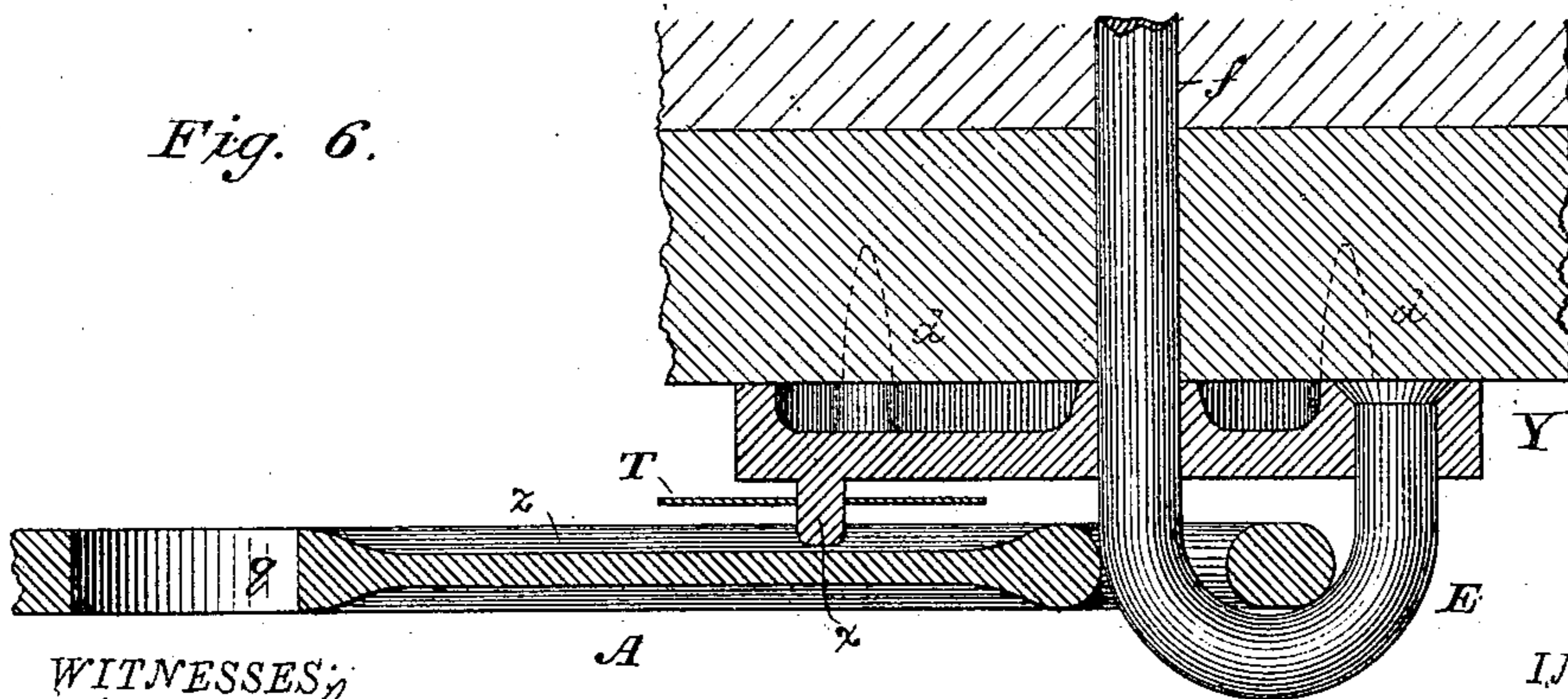


Fig. 6.



WITNESSES:

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UNITED STATES PATENT OFFICE.

EDWARD J. BROOKS, OF EAST ORANGE, NEW JERSEY, ASSIGNOR TO E. J. BROOKS & CO., OF NEW YORK, N. Y.

CAR-DOOR FASTENING.

SPECIFICATION forming part of Letters Patent No. 270,874, dated January 16, 1883.

Application filed October 7, 1882. (Model.)

To all whom it may concern:

Be it known that I, EDWARD J. BROOKS, a citizen of the United States, residing at East Orange, in the State of New Jersey, have invented a new and useful Improvement in Car-Door Fastenings, of which the following is a specification.

The present invention is additional to my improvement in car-door fastenings described and claimed in Letters Patent No. 256,791, dated April 18, 1882, having reference primarily to improved means for temporarily fastening the doors of railway freight-cars, and for securing the same by lead-and-wire seals and padlocks, either or both. The present invention relates also to improved means for labeling such fastenings, so as to show when and where they were sealed or locked, the contents and destination of the car, or like information.

This invention consists, first, in a novel combination of parts for fastening a car-door, comprising a gravitating swinging bolt which engages automatically with the hasp and is readily disengaged at will by the pressure of a finger when it is unlocked and unsealed; and, secondly, in peculiar means for adapting the said swinging bolt to be secured by a glass-seal padlock, or a padlock of any other description, the same means serving also in part to facilitate disengaging said swinging bolt from the hasp in the manner aforesaid, as hereinafter more particularly described and claimed.

In the two sheets of drawings which accompany this specification as part thereof, Figure 1 is a perspective view of my improved car-door fastening simply "fastened" and provided with a labeling-tag. Fig. 2 is an edge view of the same, partly in section, illustrating the unfastening operation. Fig. 3 is a partial front view, illustrating the operation of securing the fastening by a lead-and-wire seal. Fig. 4 represents a vertical longitudinal section in the plane of the said swinging bolt, showing the fastening as seen in Fig. 1, with a padlock as applied thereto, in dotted lines. Fig. 5 represents a horizontal section on the line 5 5, Fig. 4, and Fig. 6 represents a horizontal section through the hinge end of the hasp and the tag-support.

Like letters of reference indicate correspond-

ing parts in all the figures, and Figs. 2 to 6, inclusive, are drawn to one and the same scale, larger than that of Fig. 1.

As in the drawings of my aforesaid previous Letters Patent, No. 256,791, A (in each of the figures where it occurs) represents a shackle or hasp attached at one end to a car-door; B, a bolt adapted to engage by gravitation with the free end of said hasp, so as to retain it; and C, a casing for said bolt, constructed with a support, s, for said hasp, and attached to the side of the car or to another door in proper position to receive said free end of the hasp, each of these parts being a single iron casting; and L, Fig. 3, represents a lead-and-wire seal, and P, Fig. 4, a padlock, the shackles of which said casing and bolt are adapted to receive to secure the latter. In the generic features thus indicated the new car-door fastening resembles those shown and described in said previous Letters Patent, No. 256,791. I will now proceed to set forth its distinctive construction and mode of operation.

The hasp A is constructed with a shank, z, of I shape in cross-section, as shown by a break in Fig. 1. Behind its hinge end a plate, Y, is secured, and this plate extends beneath said shank and is provided with a stud-pin, x, to coact with the hollow back of the shank as a support for labeling-tags T, as shown in Figs. 1 and 6. These tags may be of metal, paper, or waterproof cloth, of any shape, size, and color, and may be printed or stamped on one or both sides with appropriate information and instructions, and one or more may be used at a time. Two are shown in Fig. 1, representing respectively a substitute for a "car-card" and a "return-tag." I prefer round tags of enameled sheet metal printed with blanks to be filled by means of a rubber stamp. The tags being applied, as shown, and the hasp secured by seal or lock, it will be apparent that they cannot be released without first unsealing or unlocking the fastening. I propose, as a modification, locating the stud-pin x on the lower end of the casing C and providing the free end of the hasp with a hollow back to coact therewith.

The bolt B is of peculiar shape, (shown most clearly in Figs. 4 and 5,) and swings within the casing C, upon a horizontal pivot, w, paral-

lel to the side of the car, said pivot being lo-
 cated at its upper end and in front of its cen-
 ter of gravity, while the lower extremity of the
 bolt fits above the top of the free end of the
 5 hasp A when the latter is engaged with its
 support *s*, as shown in Figs. 1 and 3 and in
 full line in Fig. 2, and at two intermediate
 points, respectively. The bolt is supported in
 front by a lower stop, *v*, forming part of the
 10 casing C, and is exposed by a recess, *u*, in the
 front of said casing. When unlocked and un-
 sealed, as shown in Figs. 1 and 2, the pressure
 of a finger upon the exposed front of the bolt,
 as indicated in Fig. 2, releases the hasp A with
 15 the utmost facility. In the fastening opera-
 tion the bolt yields in like manner to the pres-
 sure of the entering hasp until the latter passes
 a shoulder, *t*, and drops into a recess, *r*, with
 which the top of the hasp-support *s* is provided.
 20 The bolt then swings outward automatically
 and fastens the hasp.

The casing C is constructed of the shape
 clearly represented by Figs. 1 to 4, comprising
 those features already mentioned. The hasp-
 25 support *s*, which is cast on the casing C as a
 stud, is by preference cylindrical, apart from its
 recess *r*, and the free end of the hasp A is cor-
 respondingly constructed with U-shaped holes
q, of which there may be two, as shown, or but
 30 one, or more than two, to engage with said sup-
 port. Two or more of the holes *q* provide for
 fastening the door partly open as well as
 closed. A hollow projection, *p*, on the front
 of the casing C, at its upper end, is drilled
 35 transversely to receive the pivot *w*, which is in
 the shape of a pin or rivet. The top of the
 casing is free from joints, and, in connection
 with said projection *p*, sheds water and dust.

The lead-and-wire seal L is accommodated,
 40 in substantially the same manner as in my pre-
 vious fastenings aforesaid, by a threading-hole,
o, which is formed by holes in the casing C and
 bolt B, so drilled as to coincide when the bolt
 is in its normal or fastened position. Two or
 45 more such threading-holes may be formed in
 like manner, and they may be adapted to re-
 ceive sheet-metal shackles, as well as shackles
 of wire. A preferred style of lead-and-wire
 seal is shown unpressed in Fig. 3. It con-
 50 sists of a shackle-wire having one of its ends,
n, "indented," as patented by me June 27,
 1876, and the other, *m*, provided with "anchor-
 ing-projections," as patented by me July 3,
 1877, with a peculiarly-shaped seal-disk, *l*, of
 55 "lead," cast on said indented end, as described
 in my patents of September 1, 1874, August
 23, 1881, and February 14, 1882, and the other
 end, *m*, so directed by the threading-hole of
 the seal-disk *l* as to "cross" the wire within the
 60 seal-disk, as patented by me March 30, 1875,
 the requisite large threading-hole being ac-
 commodated by a diagonal semi-cylindrical
 projection on the face of the seal-disk, as shown.
 Seals made under either of my patents, or of

any approved description having shackles of 65
 sufficient strength, may be used.

The padlock P may be a glass-seal padlock,
 as indicated, or a suitable padlock of any de-
 scription. Its shackle is accommodated by the
 said recess *u* in the face of the casing C, and 70
 by a large threading-hole, *k*, in the bolt B, co-
 inciding with said recess, as shown in Figs. 1,
 2, and 4. It thus secures said bolt in the most
 direct and positive manner. Its application
 and removal are facilitated, and the projection 75
 of the bolt B, which accommodates said thread-
 ing-hole *k*, facilitates pushing back the bolt to
 release the hasp, in the manner aforesaid, as
 illustrated by Fig. 2.

The preferred mode of securely attaching the 80
 casing C to the side of the freight-car is clearly
 represented by Figs. 4 and 5. A pair of "cast-
 in" iron rods, *j*, of suitable length, project
 from the back of the casing, and holes are
 bored in the side of the car to receive them, 85
 and spurs *i*, on the back of the casing, are driven
 into the outer surface of the car-side in the act
 of setting the casing solidly against the car-
 side. Countersunk washers H, having like
 spurs, are now driven home upon the ends of 90
 the rods *j*, and the latter are headed within the
 countersinks, as shown at *g*. The hasp A is
 preferably attached to the car-door in sub-
 stantially the same manner, a rivet-rod, *f*, be-
 ing formed in continuation of the hinge-staple 95
 E, to coact with a countersunk washer, similar
 to W, while the said plate Y, which supports
 said hinge-staple, as shown, is provided with
 spurs *d*, similar to *i*. I do not, however, limit
 myself to this mode of attaching the parts, as 100
 bolts or screws may be used, as shown, for ex-
 ample, in my aforesaid previous Letters Pat-
 ent, No. 256,791.

Having thus described my present inven-
 tion, I claim as new—

1. In a car-door fastening, in combination 105
 with a hasp, A, and a bolt-casing, C, the lat-
 ter having a support for the free end of said
 hasp, a gravitating swinging bolt, B, adapted
 to fasten said hasp upon said hasp-support by 110
 its lower end, and having its pivot at its up-
 per end in front of its center of gravity, a por-
 tion of its front below said pivot being ex-
 posed, substantially as herein specified, for the
 purpose set forth.

2. In combination with the bolt-casing C, 115
 constructed with a recess, *u*, in its front, as de-
 scribed, the swinging bolt B, pivoted within
 said casing, having its pivot parallel to said
 front of said casing, and constructed with a 120
 transverse threading-hole, *k*, coinciding with
 said recess *u*, to receive the shackle of a pad-
 lock, substantially as herein specified.

EDWARD J. BROOKS.

Witnesses:

N. S. KLINE,
J. S. JENNINGS.