

(No Model.)

H. McCAFFREY.
CAR DOOR RETAINER.

No. 311,134.

Patented Jan. 20, 1885.

FIG. 1.

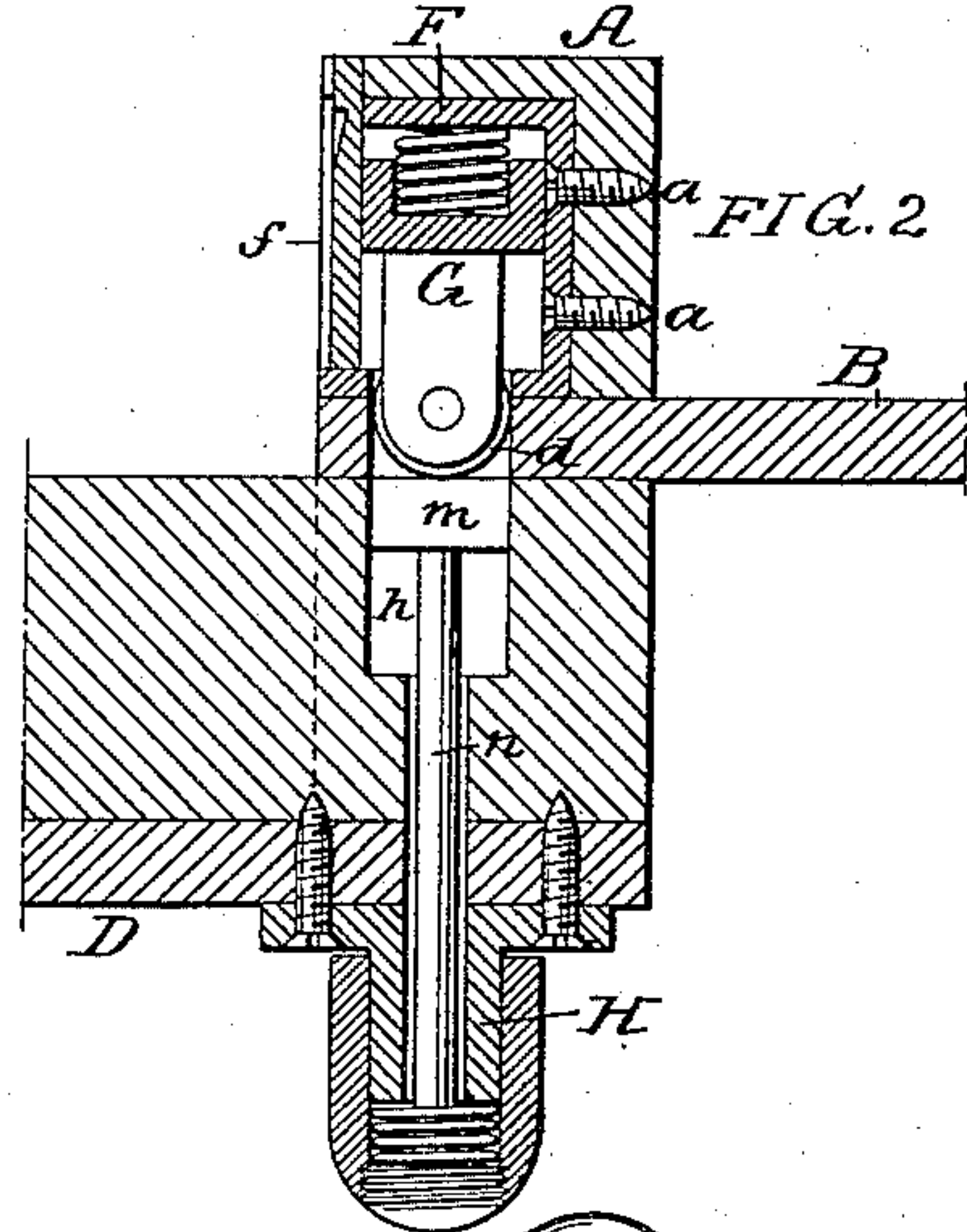
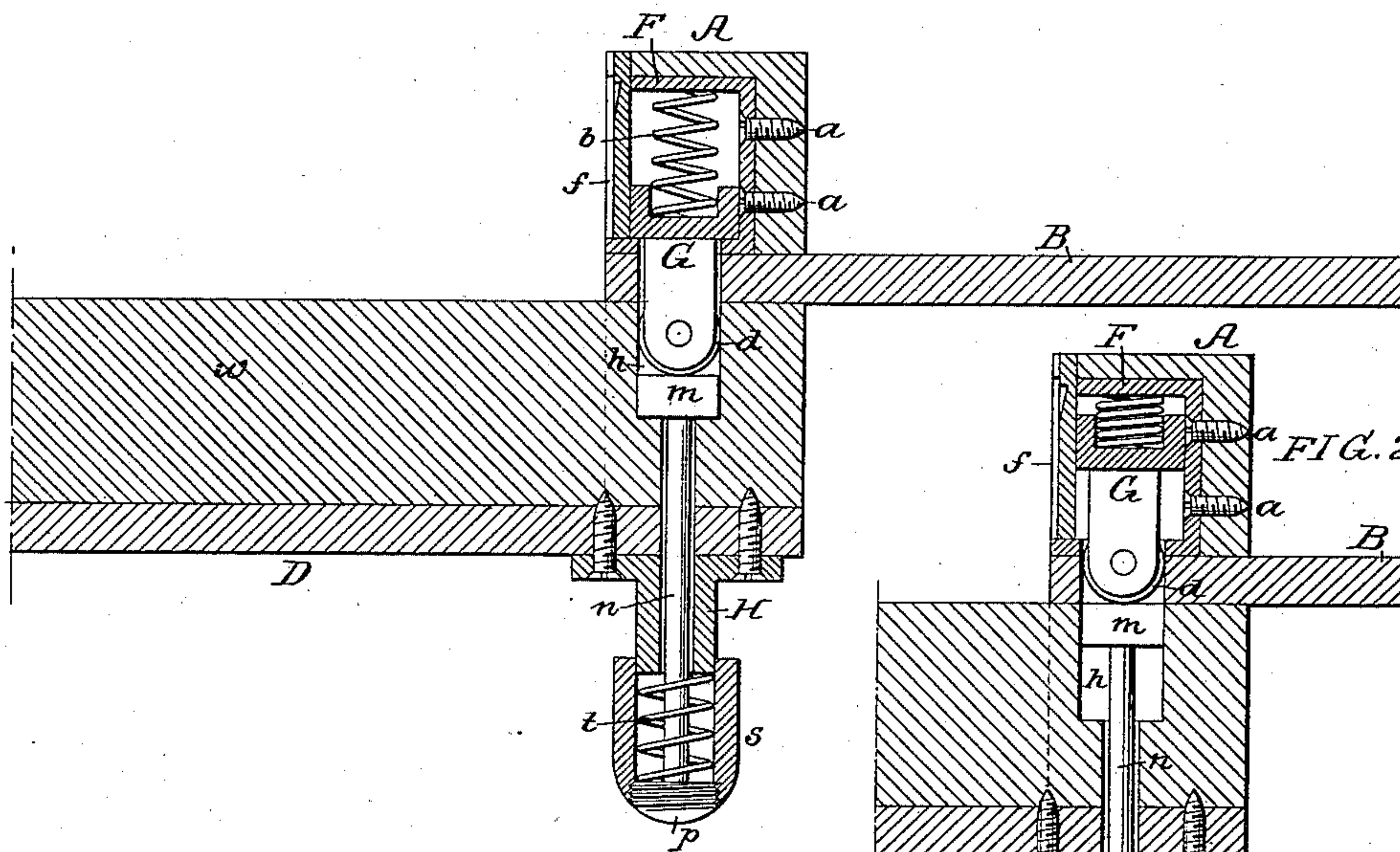


FIG. 3.

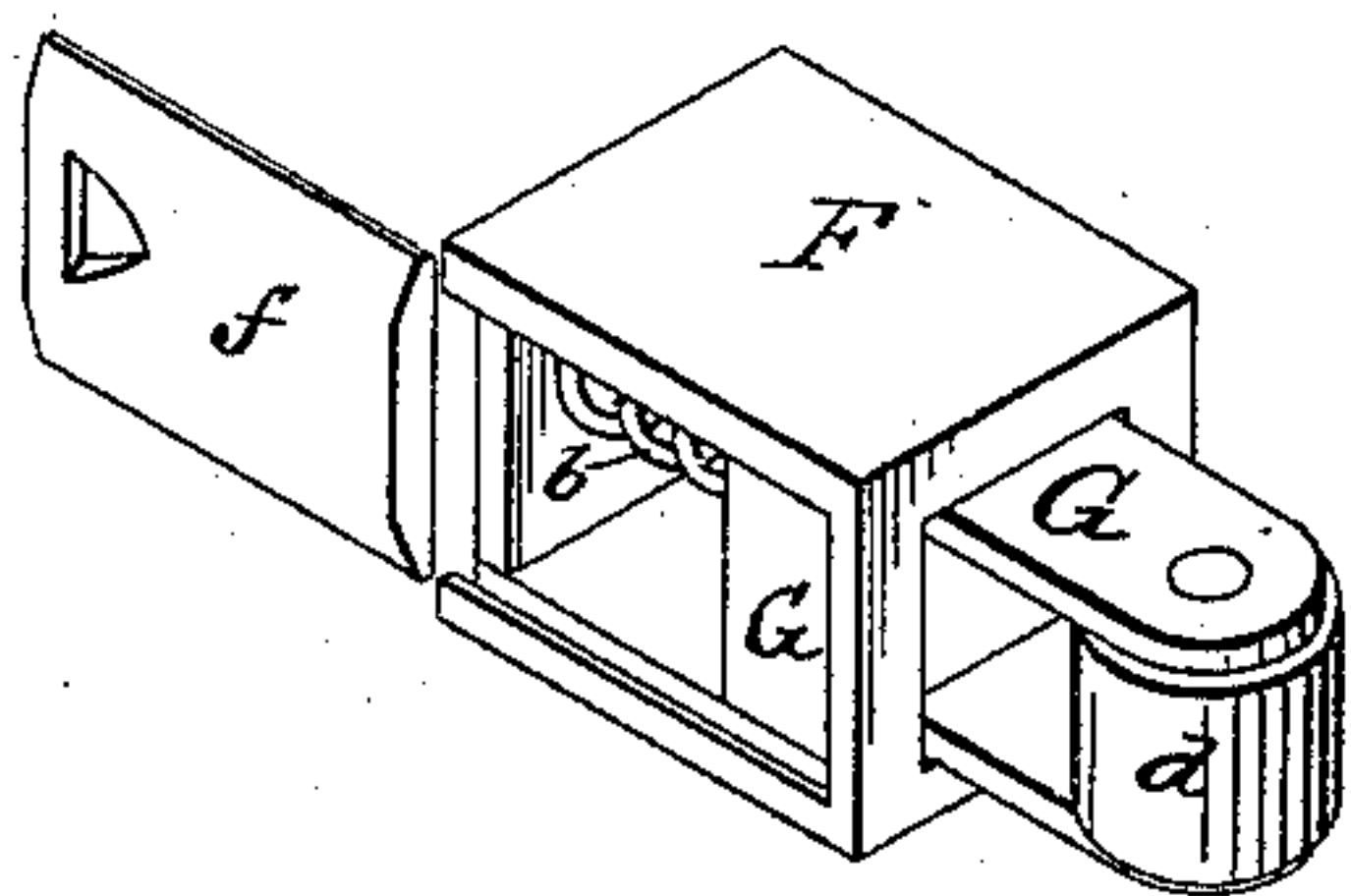
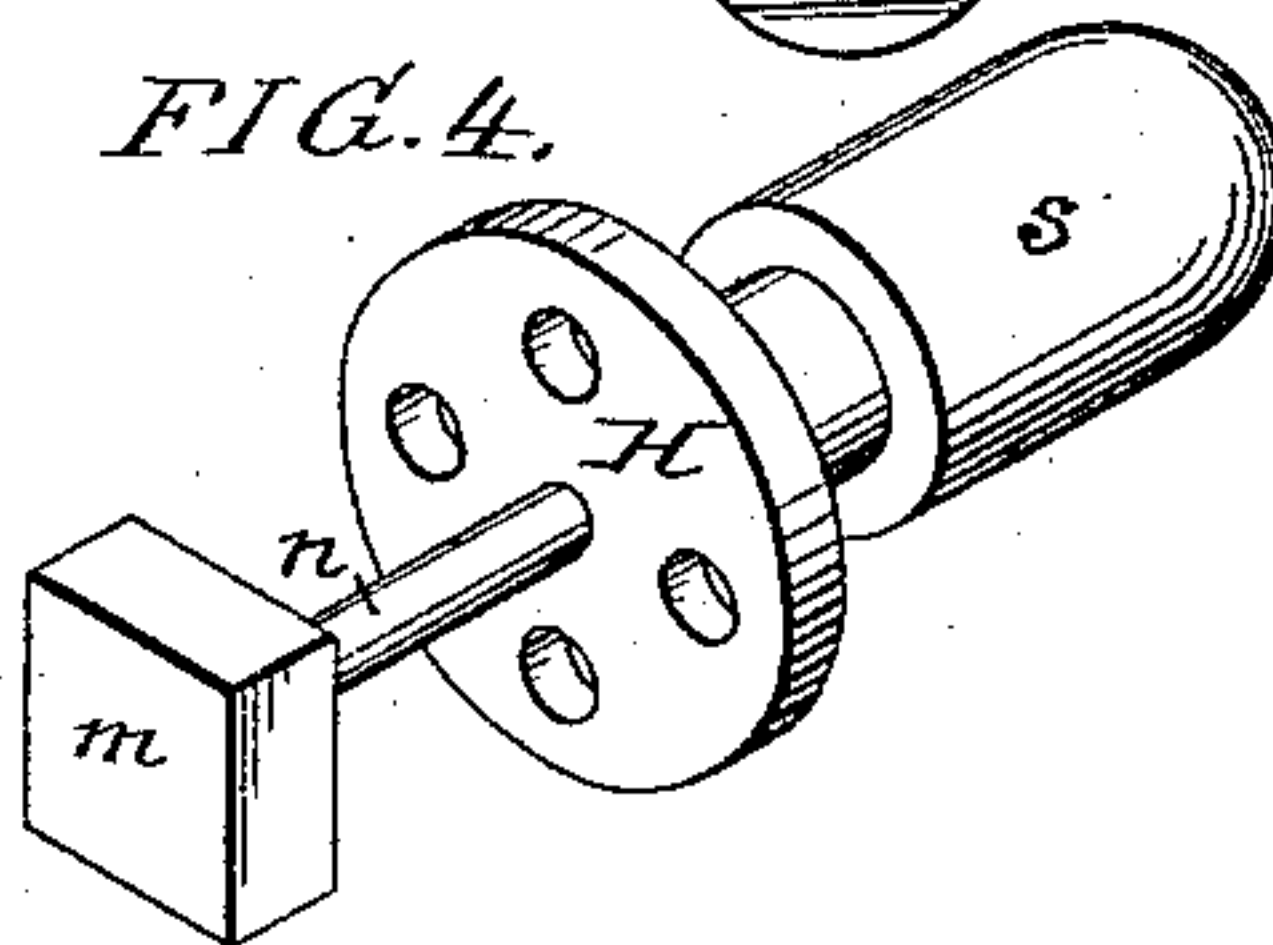


FIG. 4.



Witnesses:-

Harry Leruy

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Inventor:-

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UNITED STATES PATENT OFFICE.

HUGH McCAFFREY, OF PHILADELPHIA, PENNSYLVANIA, ASSIGNOR OF ONE-HALF TO JOHN PHIPPS, OF SAME PLACE.

CAR-DOOR RETAINER.

SPECIFICATION forming part of Letters Patent No. 311,134, dated January 20, 1885.

Application filed August 22, 1884. (No model.)

To all whom it may concern:

Be it known that I, HUGH McCAFFREY, a citizen of the United States, residing in Philadelphia, Pennsylvania, have invented certain
5 Improvements in Car-Door Retainers, of which the following is a specification.

My invention consists of a simple and effective retaining device, described and claimed hereinafter, to take the place of the usual bat-
10 ten nailed to the side of a freight-car to prevent the opening of the sliding door.

In the accompanying drawings, Figure 1 is a sectional plan view, partly in elevation, of part of the side of a freight-car, showing the
15 retainer; Fig. 2, a similar view with some of the parts in positions differing from those shown in Fig. 1; Figs. 3 and 4, perspective views of parts of the retainer detached from the car and door.

20 In Fig. 1, A represents one of the door-posts of the car, B part of the sheathing of the same, and D part of the sliding door. The post A is recessed for the reception of a casing, F, which is secured to the said post by screws a
25 a, or in any other suitable manner, the casing containing a sliding bolt, G, acted upon by a spiral spring, b, and a portion of the bolt projecting through a slot in the casing and through the side of the car. The bolt is fur-
30 nished at the outer end with an anti-friction roller, d. The casing F is provided with a sliding cover, f, on removing which ready access may be had to the bolt and spring, when any defects in the same suggest their removal.
35 The door D has a recess, h, a plunger, m, the stem n of the latter projecting beyond the outer face of the door and through a tubular stud, H, secured to said door. On the outer end of the stem is a plug, p, which is screwed
40 into and forms a part of the hollow button S, the latter fitting over and being guided by the stud H. When it is desired to open the door,

the plunger m is thrust inward by a pressure applied to the button, the bolt being thereby retracted, and the parts assuming the relative
positions shown in Fig. 2, when the door can
4 be readily opened by moving it endwise. The anti friction roller at the end of the bolt bears on the central rail, w, of the door during this movement. On again closing the door the
5 end of the bolt G is caused by the spring B to enter the opening h, and thus retain the door in a closed condition.

The object of the anti-friction roller at the end of the bolt is to prevent the latter from
5 being an obstacle to the free movement of the sliding door.

It should be understood that the device is not intended as a lock for the door, but simply as a retainer, to take the place of the usual
6 batten which is nailed to the side of the car and bears against the end of the door when the latter is closed, these battens being objectionable because when they are detached to
open the door they are often thrown aside, 6 and are not at hand when required.

I claim as my invention—

1. The combination of the side of the car, the spring-bolt, and its anti-friction roller with the door and its spring-plunger for re-
7 tracting said bolt, substantially as set forth.

2. The combination of the car-frame and its spring-bolt G with the door, having a recess, h, tubular stud H, attached to the door, plunger m, its stem n, hollow button S, and spring i, 7 all substantially as described.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

HUGH McCAFFREY.

Witnesses:

JOHN M. CLAYTON,
HENRY HOWSON, Jr.