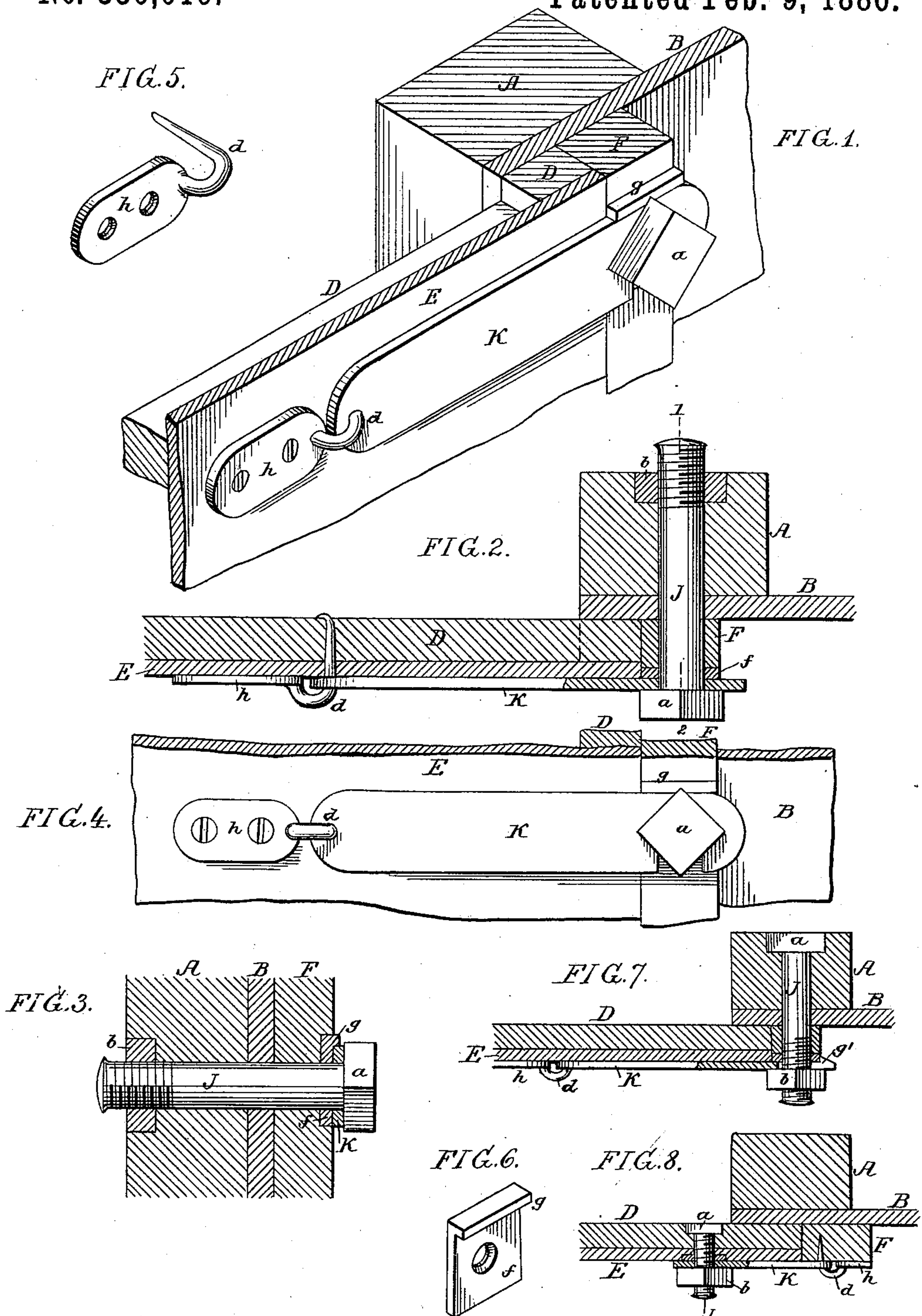


(No Model.)

A. ROELOFS.
CAR DOOR RETAINER.

No. 336,019.

Patented Feb. 9, 1886.



Witnesses:
David S. Williams
William F. Davis

Inventor:
Anthony Roelofs
by his Attorneys
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UNITED STATES PATENT OFFICE.

ANTHONY ROELOFS, OF PHILADELPHIA, PENNSYLVANIA.

CAR-DOOR RETAINER.

SPECIFICATION forming part of Letters Patent No. 336,019, dated February 9, 1886.

Application filed November 21, 1885. Serial No. 183,524. (No model.)

To all whom it may concern:

Be it known that I, ANTHONY ROELOFS, 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 in the adaptation to a hasp-fastening of the main principle of the car-door retainer forming the subject of my
10 Letters Patent No. 329,340, dated October 27, 1885, the manner of carrying out my present invention being fully set forth hereinafter.

In the accompanying drawings, Figure 1 is a sectional perspective view of part of the frame and door of a railway-car with my improved door-retainer; Fig. 2, a sectional plan
15 view of the same; Fig. 3, a vertical section, partly in elevation, on the line 1 2, Fig. 2; Fig. 4, a face view; Figs. 5 and 6, perspective views of parts of the device, and Figs. 7 and
20 8 views illustrating modifications of the invention.

A represents one of the posts of the door-frame of the car; B, part of the sheathing of the car-side; D, part of the framing of the
25 door, and E part of the planking of the latter, F being the jamb against which the door strikes when closed. Passing through this jamb, through the sheathing B, and through
30 the post A is a bolt, J, having at the outer end a head, *a*, the inner threaded end of the bolt being adapted to a nut, *b*, which is contained in a recess in the post A, so as to be prevented from turning therein. The inner end of the
35 bolt is enlarged, or has its thread battered, or is otherwise so constructed that the bolt cannot be unscrewed from the nut, such movement of the bolt in the nut being permitted, however, that a slight movement of the head
40 *a* of the bolt from and toward the face of the jamb F is permitted.

Hung to a staple, *d*, on the door is a hasp, K, the end of which is slotted for adaptation to the stem of the bolt J, as shown in Fig. 4,
45 so that when said bolt is screwed up to its full extent the end of the hasp will be confined between the head *a* of the bolt and a plate, *f*, secured to the face of the jamb F.

The friction between the face of the hasp and
50 the inner side of the bolt-head *a* may be relied upon to prevent the raising of said hasp, so as to free it from the control of the bolt; but

for additional security I prefer to provide the plate *f* with a lug or flange, *g*, which overlaps the hasp and prevents the elevation of the
55 same until the bolt has been so far unscrewed as to permit lateral movement of the hasp to an extent sufficient to free it from the control of the flange. When the bolt is screwed up by a wrench or other suitable implement, the
60 head of the same bears with such force against the face of the hasp, and the threads of the bolt are jammed so tightly against those of the nut that the bolt cannot be unscrewed except by the use of a proper implement, the
65 access of tramps or yard-thieves to the car being thus prevented, while the mutilation of the side of the car by the nailing of the usual batten thereon is effectually overcome, as in the patented device.
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When the use of a swinging hasp is not desired, the hasp may be slotted at the end and provided with a catch, *g'*, for engagement with the jamb F or its plate *f*, as shown in Fig. 7, and, if desired, the arrangement of bolt
75 and nut shown in Fig. 1 may be reversed, the head of the bolt being adapted to the recess in the inner side of the post A, and the nut being adapted to the outer threaded portion of said bolt, so as to bear upon the hasp, 80 as also shown in Fig. 7.

A hasp hung to the car-side may in some cases be used in combination with a bolt and nut carried by the door, as shown, for instance, in Fig. 8; but the construction shown
85 in Fig. 1 is preferred.

The staple *d*, as shown in Fig. 5, has but one prong for entering the door, said staple forming part of a plate, *h*, which can be secured to the face of the door by suitable
90 screws, so as to provide for the more secure attachment of the staple than when it has two prongs driven into the door in the usual manner.

I claim as my invention—

1. The combination of a car-door and door-frame with a bolt and nut carried by one of said parts and a hasp carried by the other part, and so constructed as to be clamped by the bolt-head or nut, all substantially as specified.
95 100

2. The combination of a car-door and door-frame, a bolt and nut carried by one of said parts, a hasp carried by the other part, and so

constructed as to be clamped by the bolt-head or nut, and a catch-lug, whereby the release of the hasp is prevented until the bolt or nut has been partially or wholly unscrewed, all substantially as specified.

3. The combination of a car-door and door-frame, a bolt and nut carried by one of said parts, and a hasp carried by the other part, slotted for adaptation to the bolt, and clamped by the head or nut of said bolt, all substantially as specified.

4. The combination of a car-door and door-frame, a bolt and nut carried by one of said parts, a hasp carried by the other part, and a

plate between which and the head or nut of the bolt the hasp is confined, said plate having a lug, whereby the removal of the hasp is prevented until the bolt or nut is partly or wholly unscrewed, all substantially as specified.

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

ANTHONY ROELOFS.

Witnesses:

WILLIAM F. DAVIS,
HARRY SMITH.