

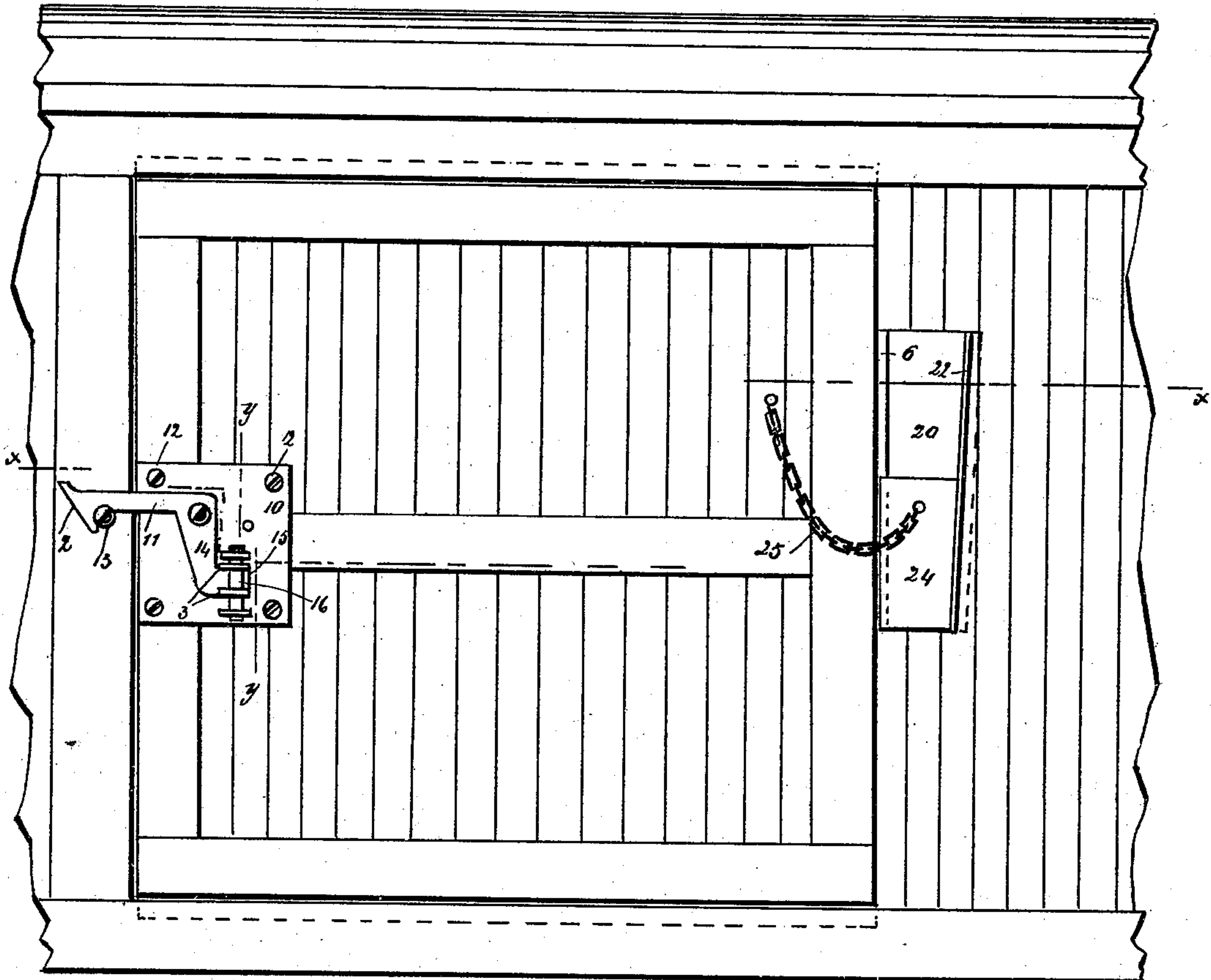
(No Model.)

E. F. HARDIN.  
CAR DOOR FASTENER.

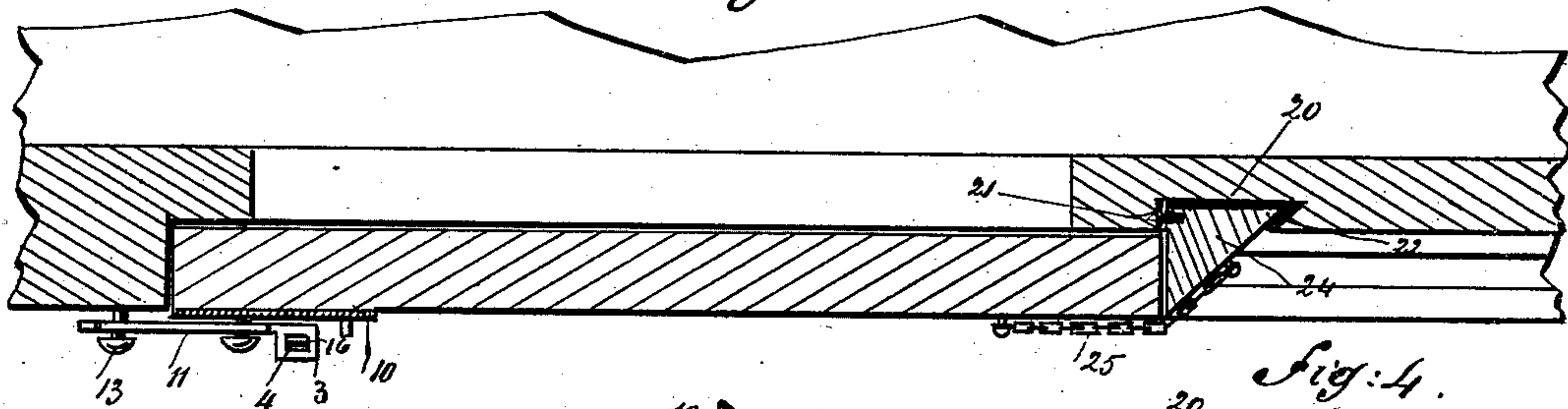
No. 370,699.

Patented Sept. 27, 1887.

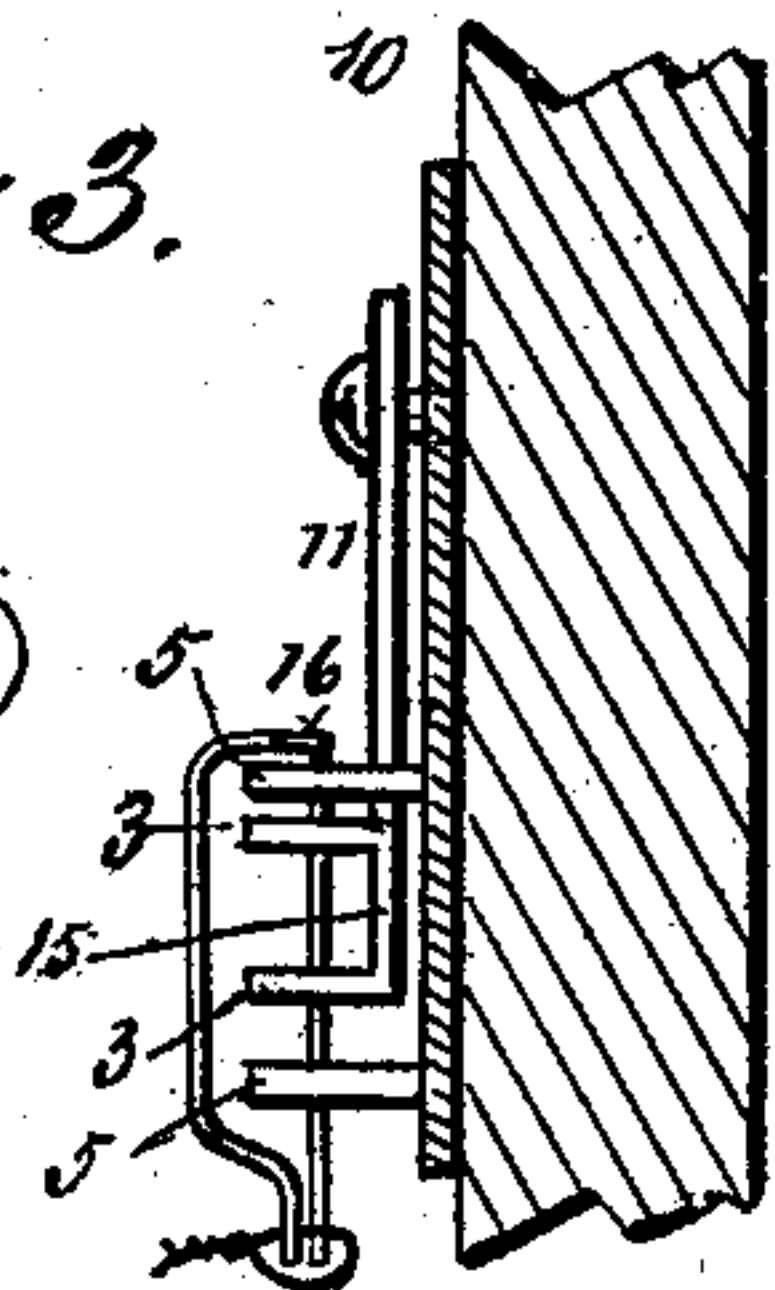
*Fig: 1.*



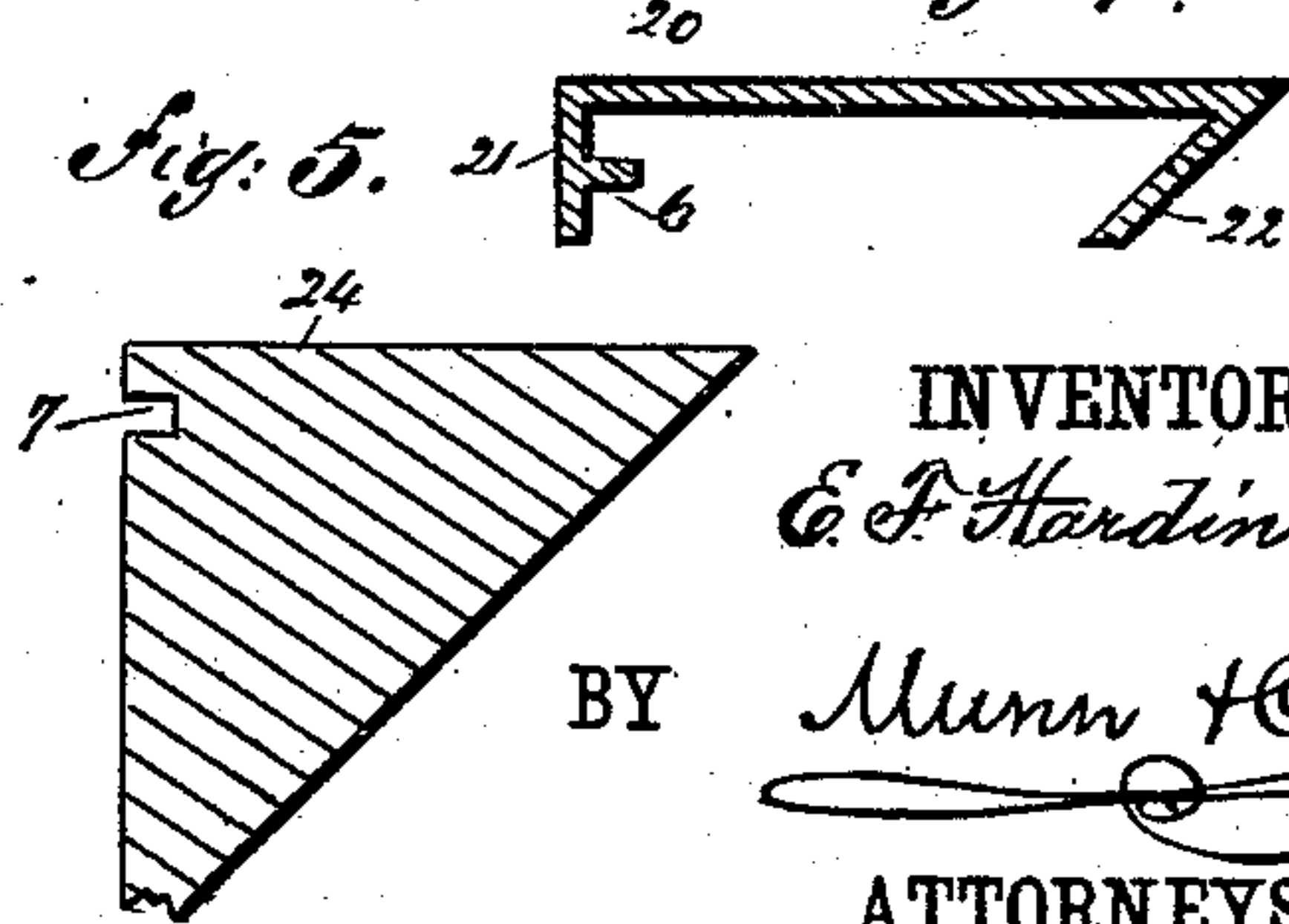
*Fig: 2.*



*Fig: 3.*



*Fig: 4.*



WITNESSES:

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# UNITED STATES PATENT OFFICE.

EUGENE F. HARDIN, OF LINCOLN, NEBRASKA, ASSIGNOR TO DINGES,  
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## CAR-DOOR FASTENER.

SPECIFICATION forming part of Letters Patent No. 370,699, dated September 27, 1887.

Application filed January 21, 1887. Serial No. 225,016. (No model.)

*To all whom it may concern:*

Be it known that I, EUGENE F. HARDIN, of Lincoln, in the county of Lancaster and State of Nebraska, have invented a new and Improved Car-Door Fastener, of which the following is a full, clear, and exact description.

This invention relates to a cheap, durable, and efficient car-door lock, the object of the invention being to provide a lock which may be quickly applied, and which, when applied, will prevent any accidental opening of the door, the invention consisting, essentially, of a catch, a sealing attachment arranged in connection therewith, and a retaining-block, all parts being arranged as will be hereinafter more specifically described.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar figures of reference indicate corresponding parts in all the views.

Figure 1 is a side view of a portion of the car, the door of which is provided with my improved form of fastener. Fig. 2 is a sectional plan view taken on the broken line *xx* of Fig. 1. Fig. 3 is a sectional detail view taken on line *yy* of Fig. 1. Fig. 4 is a cross-sectional view of the casing, within which the retaining wedge or block fits; and Fig. 5 is a cross-sectional view of the retaining wedge or block.

The fastening forming the subject-matter of this application consists of two parts, one of which—the seal-catch—is arranged for connection to the outer face of the forward end of the door, while the other is a retaining block or wedge that is arranged to be slid downward in a suitable way at the rear of the door, this arrangement of the two parts of my fastening being clearly shown in Figs. 1 and 2, 10 representing a plate, to which there is studded or otherwise pivotally connected a catch, 11, the plate 10 being arranged so that it may be secured to the car-door by screws or bolts 12. The point of the catch 11 is beveled or inclined, as shown at 2, and is arranged to engage with a stud or pin, 13, that projects outward from the frame-work of the door. The catch 11 is formed with an arm, 14, which extends downward from the pivot pin or stud upon which the catch is mounted, and from this arm 14

there is a rearwardly-extending projection, 15, that is formed with lugs or ears 3, which lugs or ears are apertured, as shown at 4 in Fig. 2. The plate 10 is in turn provided with outwardly-extending apertured lugs 5, that are so placed that the extension 15 will enter the space between the lugs 5, the apertures in the two sets of lugs being arranged so that they will register when the parts are in the position in which they are shown in Fig. 1. When said apertures have been so brought into register, a sealing-strip, 16, may be passed through the apertures and the ordinary form of seal attached to the ends of the strip, as will be readily understood.

To the rear of the door there is formed a recess, within which there is mounted a wedge-shaped casting, 20, said casting being formed with a forward rectangular flange, 21, that is provided with a rib, 6, and an inclined rear flange, 22, as best shown in Fig. 4.

In connection with the casting 20, I employ a wedging-block, 24, that is connected to the car-door by means of a chain, 25, the wedging-block 24 being formed with a groove, 7, within which the rib 6 fits; while the outer face of the block is inclined at an angle corresponding to that given to the flange 22.

With such a fastener as has been described the car-door may be caught to place by means of the catch 11, which catch will be held in engagement with its stud 13 by the sealing-strip 16; and in order that the catch may be relieved of any excessive strain I have provided the block 24, which is adjusted to place within the casting 20, as clearly shown in the drawings.

Although I have described 20 as a casting, it will of course be understood that it might be made of wrought metal, or in any way so as to constitute a way for the block 24.

Having thus fully described my invention, I claim as new and desire to secure by Letters Patent—

1. A car-door fastening comprising an attaching-plate, an angular catch pivoted at its angle thereon and apertured at the lower end of its vertical arm, and apertured lugs secured to the attaching-plate, said apertured lugs being adapted to receive a sealing-strip to pre-



vent the catch from movement, substantially as set forth.

2. The car-door fastening herein shown and described, comprising the attaching-plate 10, the angular catch 11, hooked at the forward end of its horizontal arm and having an apertured lug on the lower end of its downward-extending arm, and an apertured lug secured to the attaching-plate, with its aperture in alignment with that of the lug on the catch, whereby a sealing-strip may be passed through said lugs to lock the hooked arm of the catch from vertical movement, substantially as set forth.

3. The herein-described car-door fastening, consisting in the attaching-plate, angular catch 11, having the hook 2, the rearward projection 15, having outwardly-extending vertically-apertured lugs 3, and the vertically-apertured lugs 5 on the attaching-plate above and below

the lug 3, to receive a sealing-strip, substantially as set forth.

4. The combination, with a car-door having a fastener at its front edge, of the removable wedging-block mounted in a wedge-shaped recess in the car at the rear edge of the door, whereby the catch will be relieved from the strain due to sudden jars, substantially as set forth.

5. The combination, with the wedge-shaped part 20, having a forward flange, 21, provided with the rib 6, and an inclined rear flange, 22, of the wedge-shaped block 24, having a groove, 7, receiving the rib 6, and an opposite inclined face fitting behind the inclined flange 22, substantially as set forth.

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