

(No Model.)

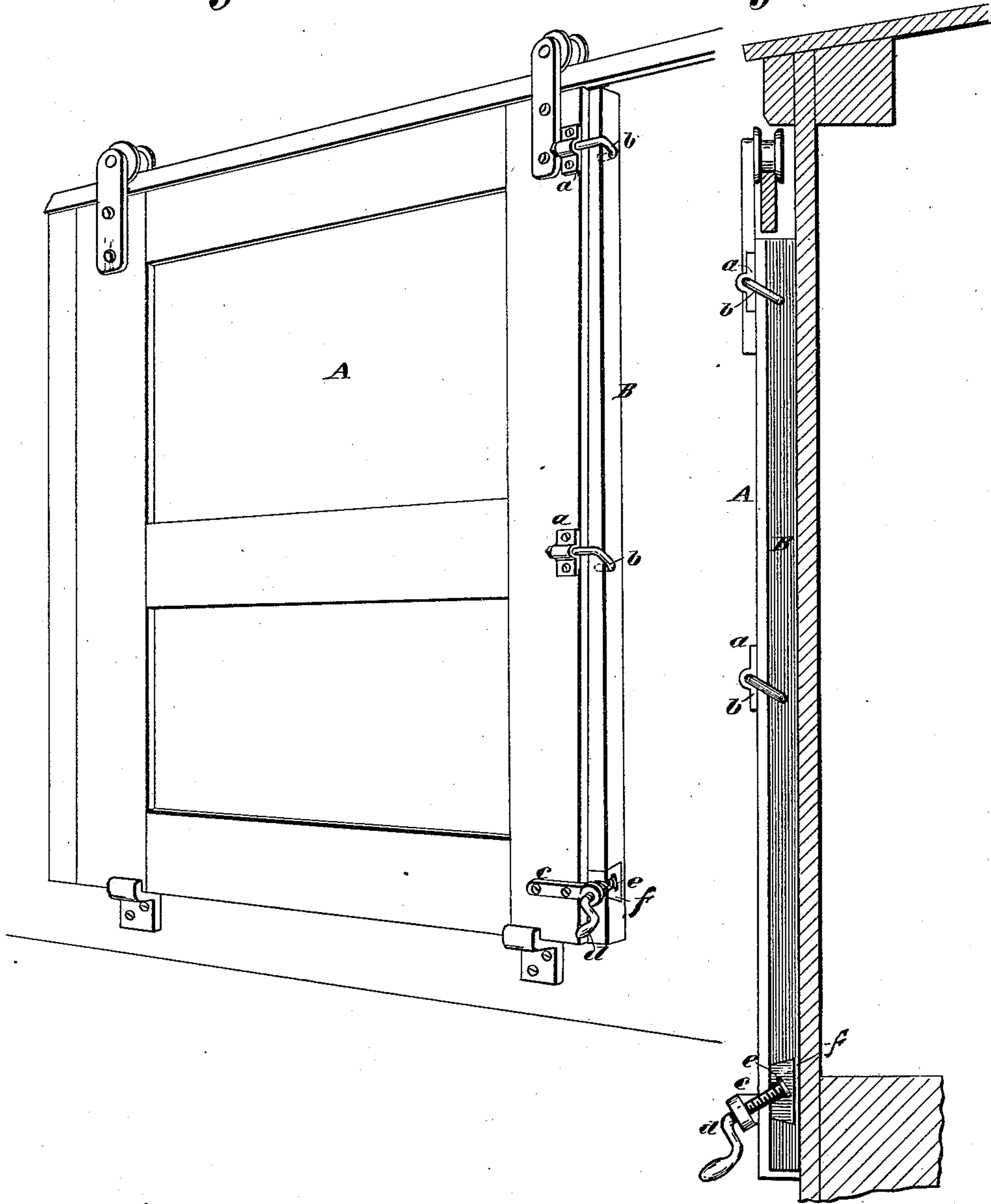
G. L. WEBSTER.
FREIGHT CAR DOOR CLEAT.

No. 431,632.

Patented July 8, 1890

Fig. 1.

Fig. 2.



Attest:
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UNITED STATES PATENT OFFICE.

GEORGE L. WEBSTER, OF RUSSELLVILLE, ARKANSAS, ASSIGNOR TO THE HOME NOVELTY MANUFACTURING COMPANY, ELMER E. LACEY, AND JOHN N. DENNY, ALL OF ST. LOUIS, MISSOURI, AND W. S. NEWTON AND WILLIAM BEAUVAIS, OF FORNEY, TEXAS.

FREIGHT-CAR-DOOR CLEAT.

SPECIFICATION forming part of Letters Patent No. 431,632, dated July 8, 1890.

Application filed February 24, 1890. Serial No. 341,491. (No model.)

To all whom it may concern:

Be it known that I, GEORGE L. WEBSTER, a citizen of the United States, residing at Russellville, in the county of Pope and State of Arkansas, have invented certain new and useful Improvements in a Freight-Car-Door Cleat; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

My invention is in the nature of certain improvements in freight-car-door cleats, designed to close the crack between the car-door and the car-body, so as to prevent the loss of grain, and also prevent the entrance of rain or sparks of fire.

It consists in the peculiar construction and arrangement of a closing-strip and its adjusting devices arranged at the rear edge of the door, as hereinafter shown and described.

Figure 1 is a perspective view of a car-door with my invention applied thereto, and Fig. 2 is an edge view of the strip with the car-body in section.

A represents a car-door, which is arranged to slide horizontally on guides on the car-body, as usual. The rear edge of this door is provided with a closing-strip B, which extends the vertical height of the door (about six feet) and is about one and a quarter inch wide.

This strip is attached to the edge of the car-door adjustably, so as to be projected at right angles to the plane of the car-door against the body of the car to close the crack between.

For making this connection journal-plates *a* are screwed to the top and middle of the edge of the door, and bent V-shaped rods *b* form double hinge-pins, one leg of which is arranged in the journal-plate *a*, and the other leg of which is arranged in the closing-strip B and forms an axis parallel to the first. This hinged connection causes the strip to

swing with a parallel motion to or from the car-body. To adjust and hold it to the car-body, a plate *c* is fixed to the car-door and has a screw-threaded hole, through which there passes the threaded shank of a crank-screw *d*. The inner end of the crank-screw has a button or head *e*, that swivels in the undercut slot of a casting *f*, which is embedded in the closing-strip. The axis of the crank-screw is somewhat inclined to adapt it to the rise of the strip in closing. When this crank-screw is turned up, it will be seen that it screws (in connection with the double hinge-pins above) to force the strip tightly against the car-door, this securely closing the crack. The great advantage of this device is that it requires to be manipulated at a single point only, for by turning the crank-screw the entire strip is equally adjusted to close the crack.

I claim—

1. The combination, with a car-door, of the strip B, the hinge-plates *a*, and double hinge-pins *b*, said hinge-plates being secured to said car-door, and said hinge-pins at one end being journaled in said hinge-plates and at the other end in said strip, substantially as shown and described.

2. The combination, with a car-door, of the strip B, the hinge-plates *a*, double hinge-pins *b*, screw-plate *c*, crank-screw *d*, with button *e*, and plate *f*, with undercut slot to receive the button of the screw, substantially as shown and described.

3. The combination, with a car-door, of the strip B, having plate *f*, with undercut slot, the screw-plate *c*, and the crank-screw *d*, passing through the screw-plate and having a button on its end swiveling in the undercut slot, substantially as shown and described.

In testimony whereof I affix my signature in presence of two witnesses.

GEORGE L. WEBSTER.

Witnesses:

HUGH M. THOMPSON,
L. A. BROWN.