

No. 620,049.

Patented Feb. 21, 1899.

J. C. PEARSON.  
FASTENER FOR STOCK CARS.

(Application filed June 30, 1898.)

(No Model.)

2 Sheets—Sheet 1.

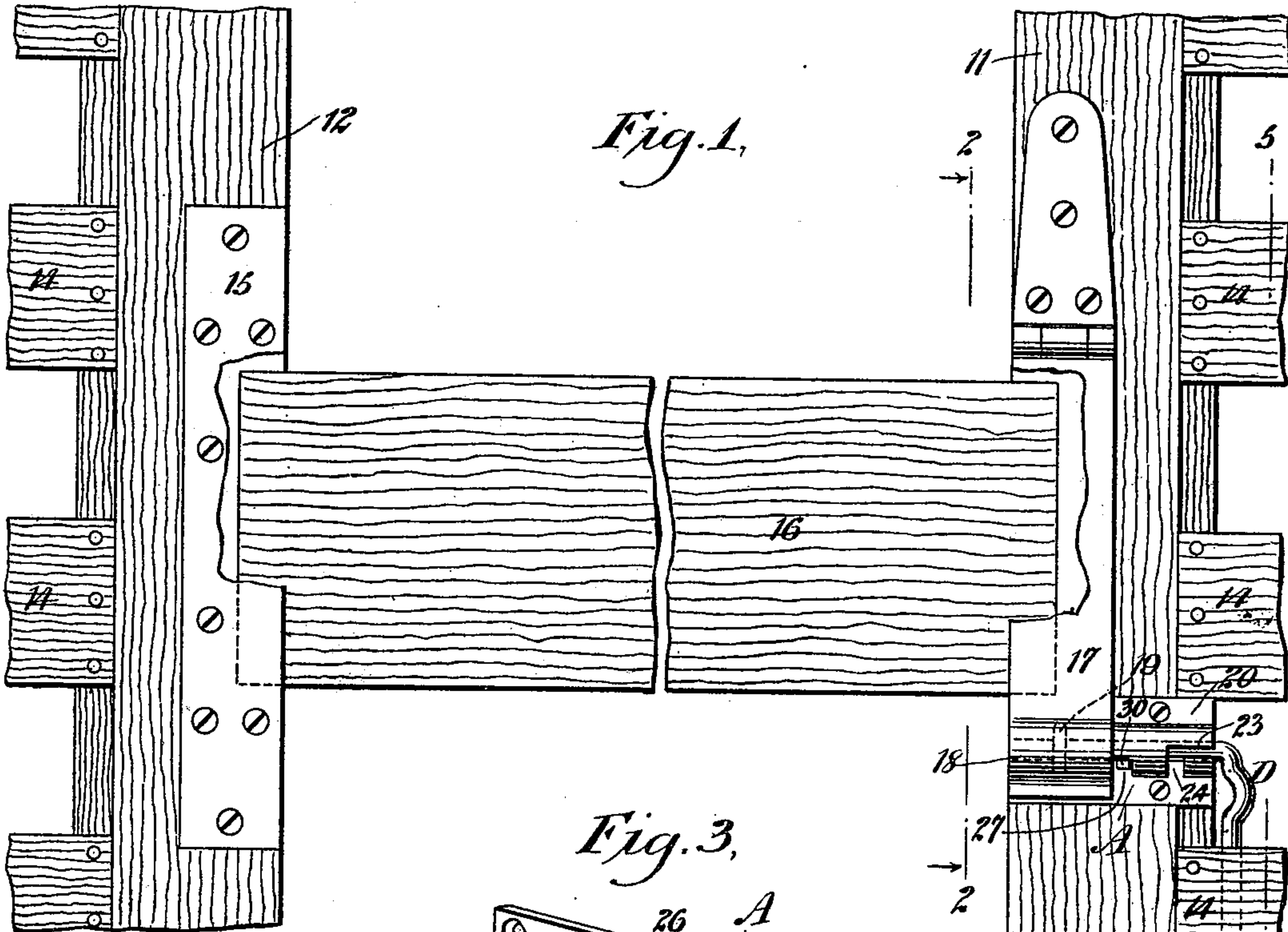
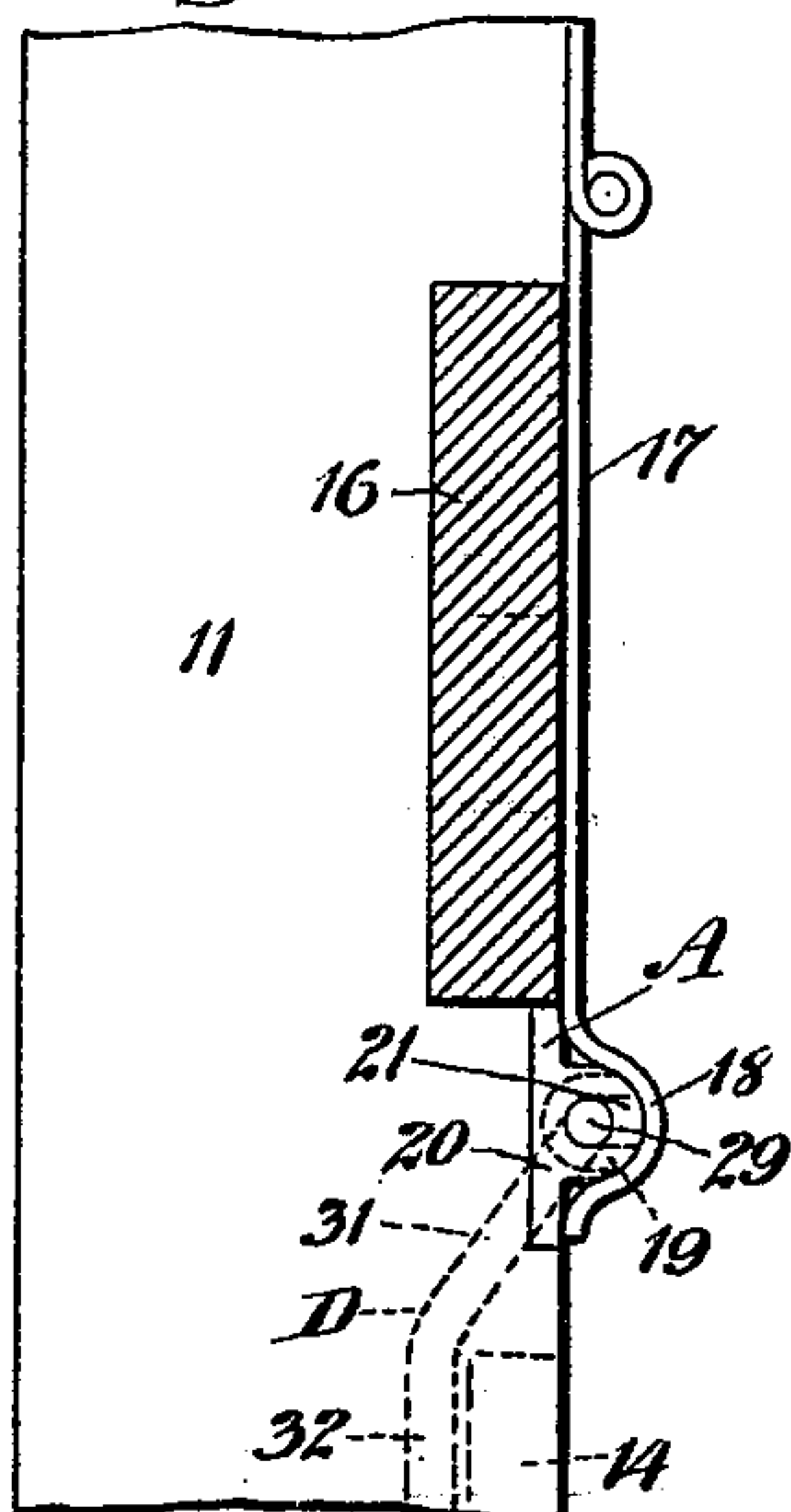


Fig. 2.



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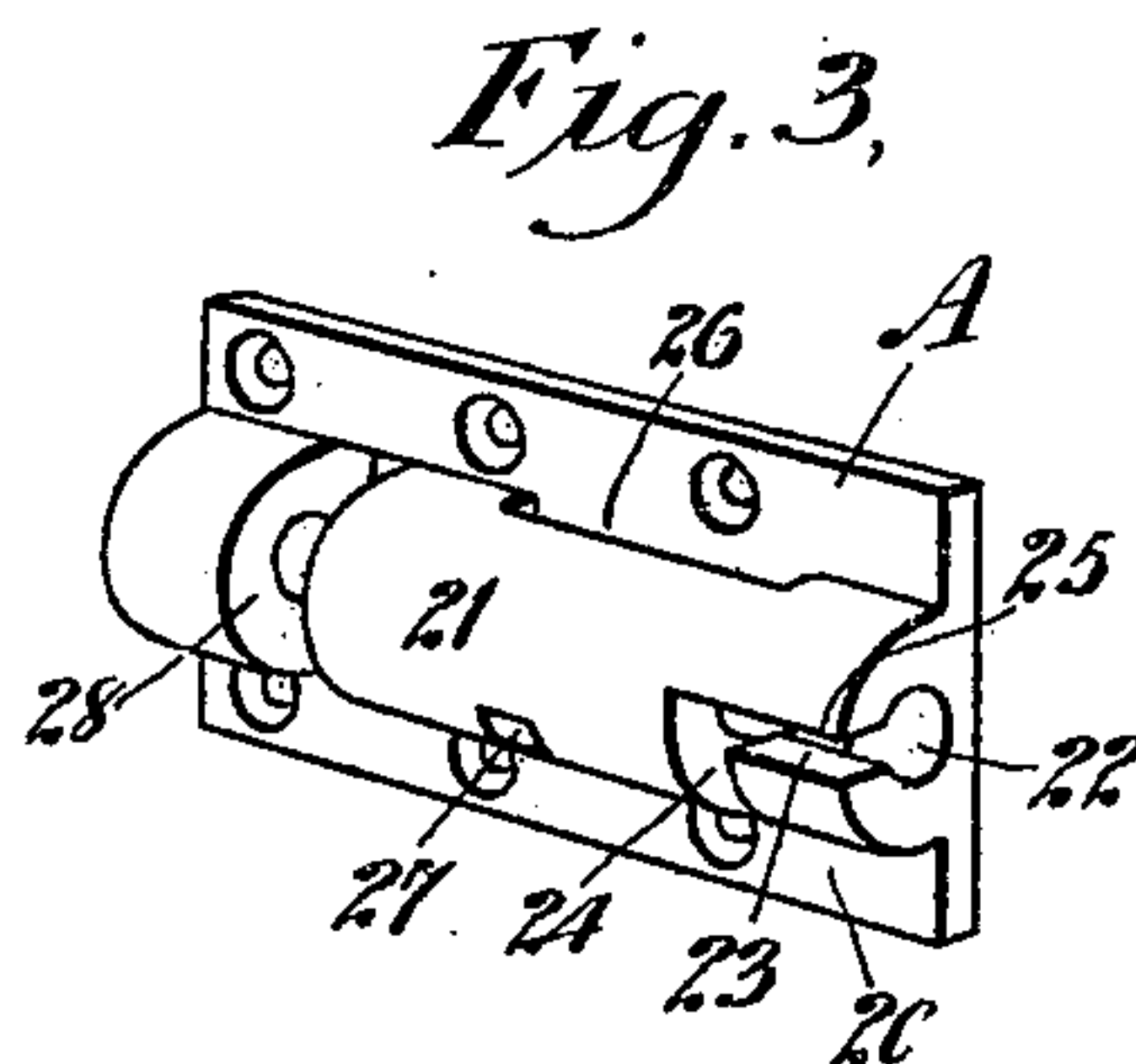


Fig. 3.

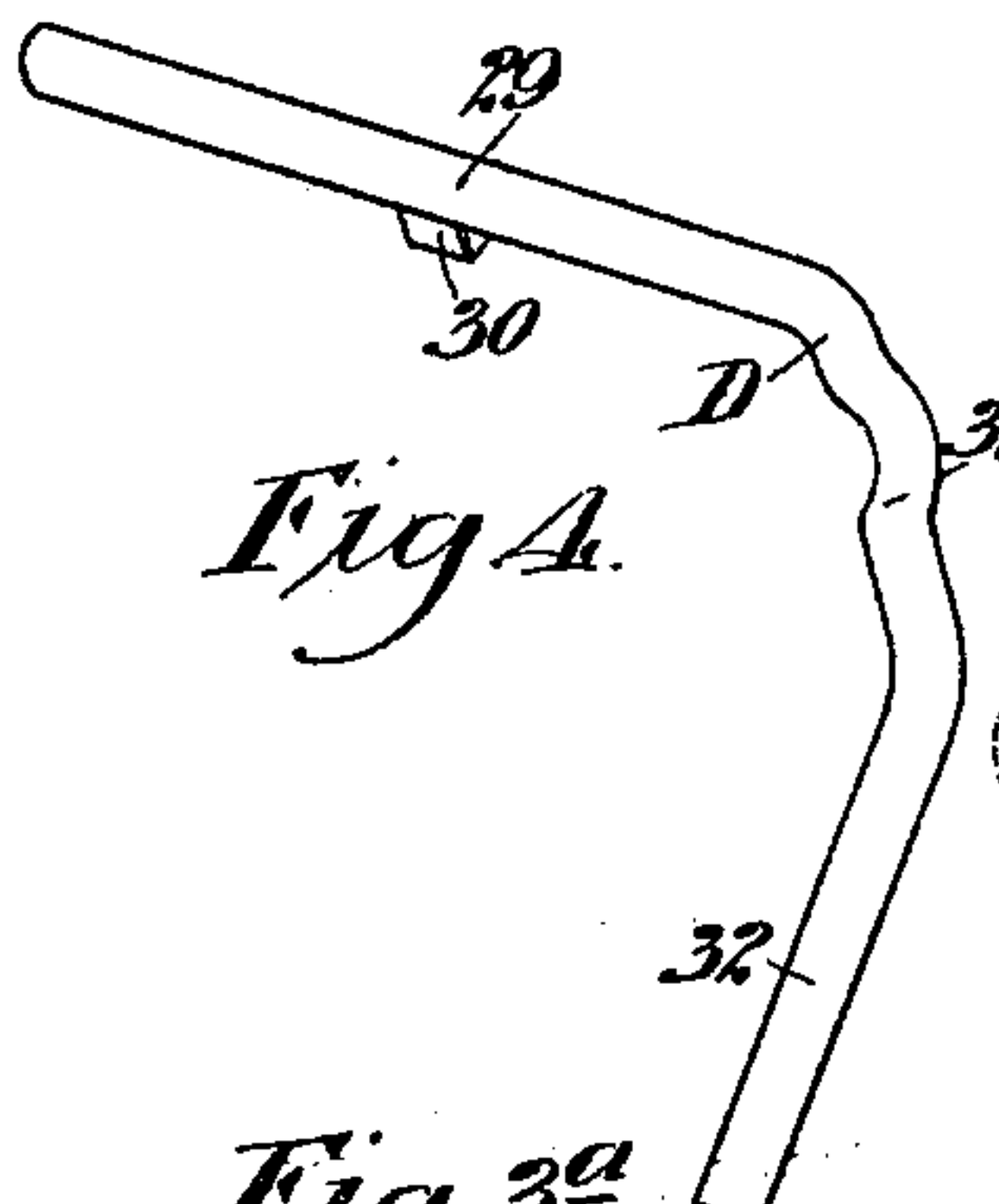


Fig. 3<sup>a</sup>.

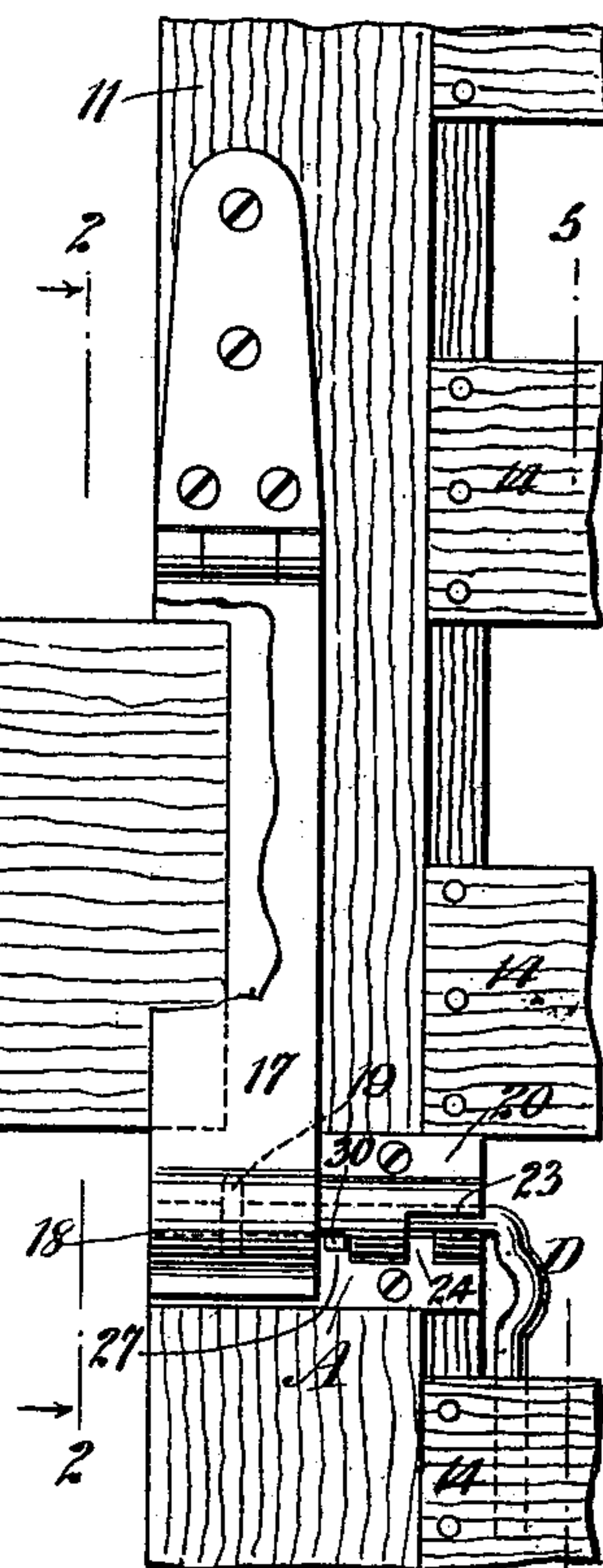
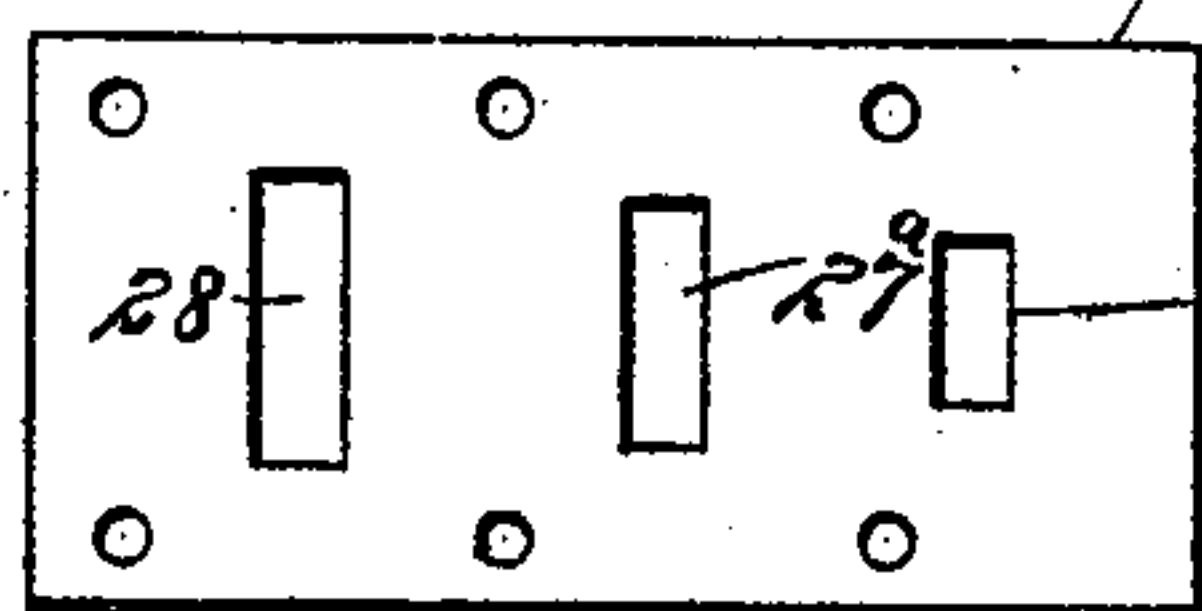
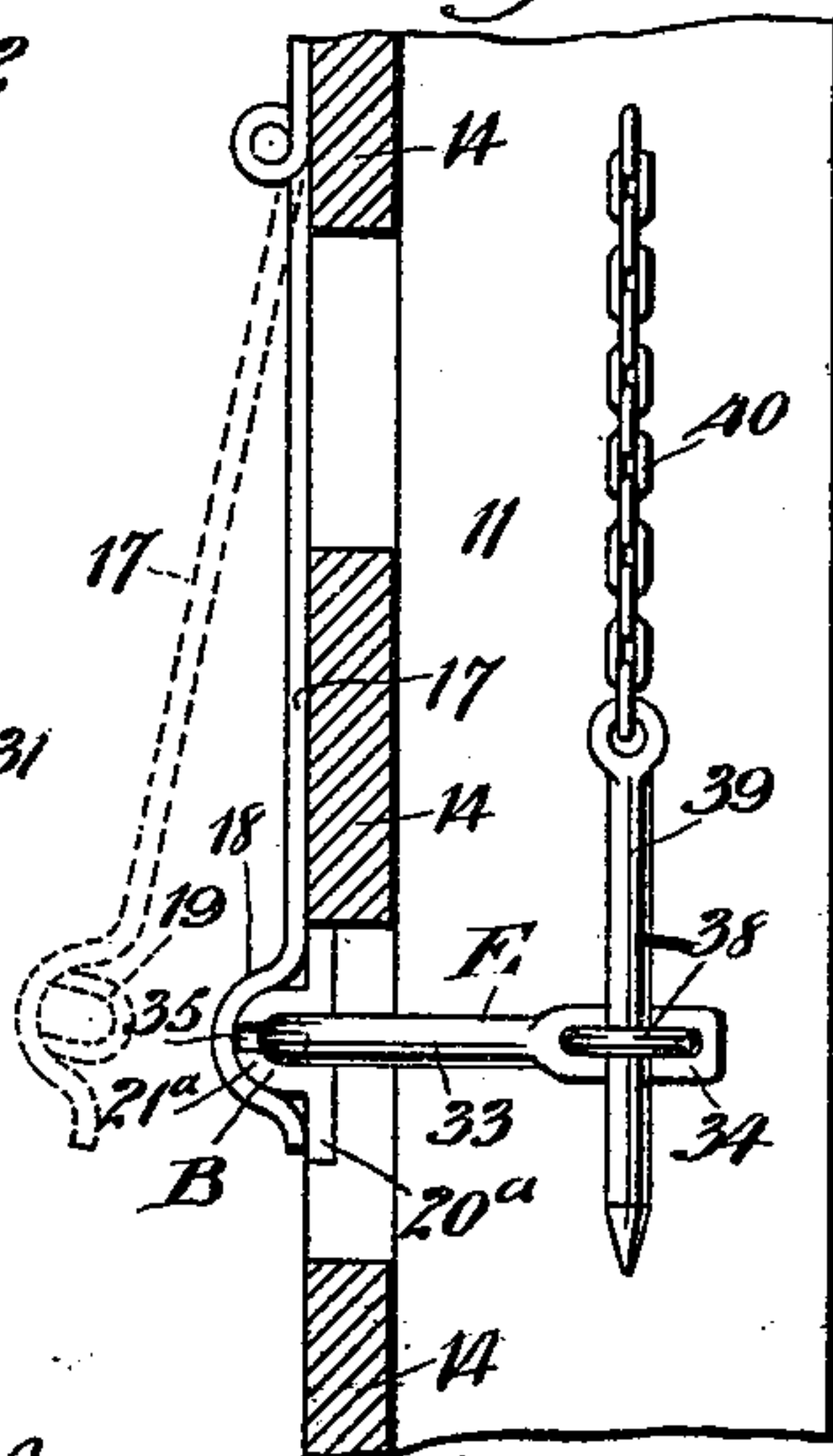


Fig. 5.



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2 Sheets—Sheet 2.

Fig. 7.

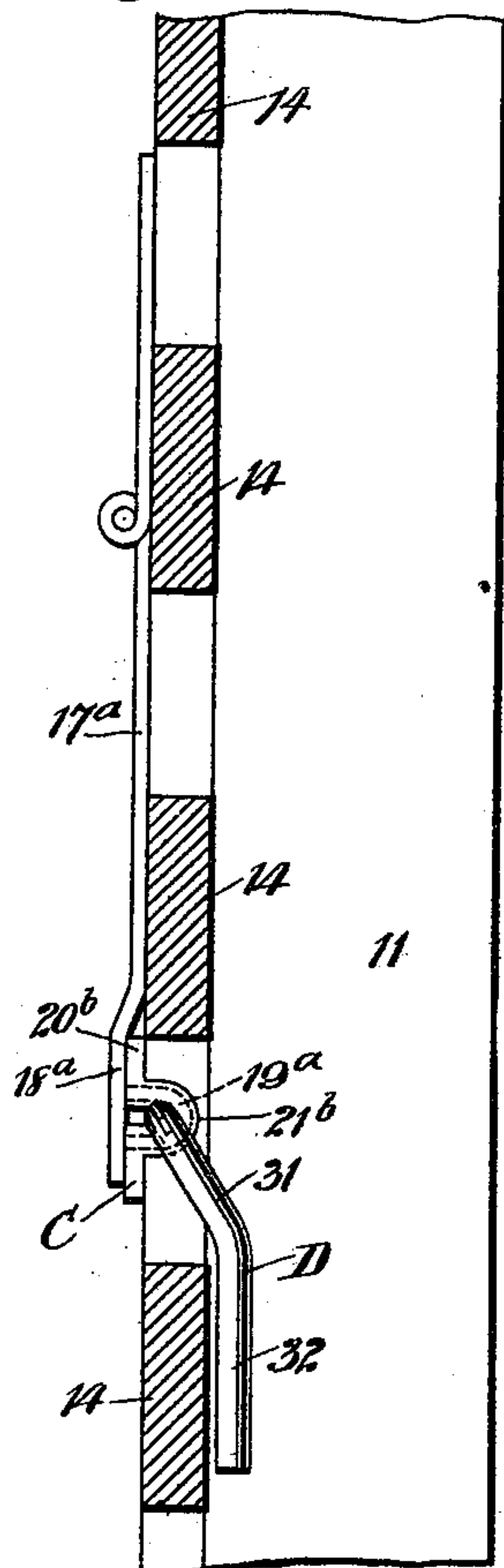


Fig. 6.

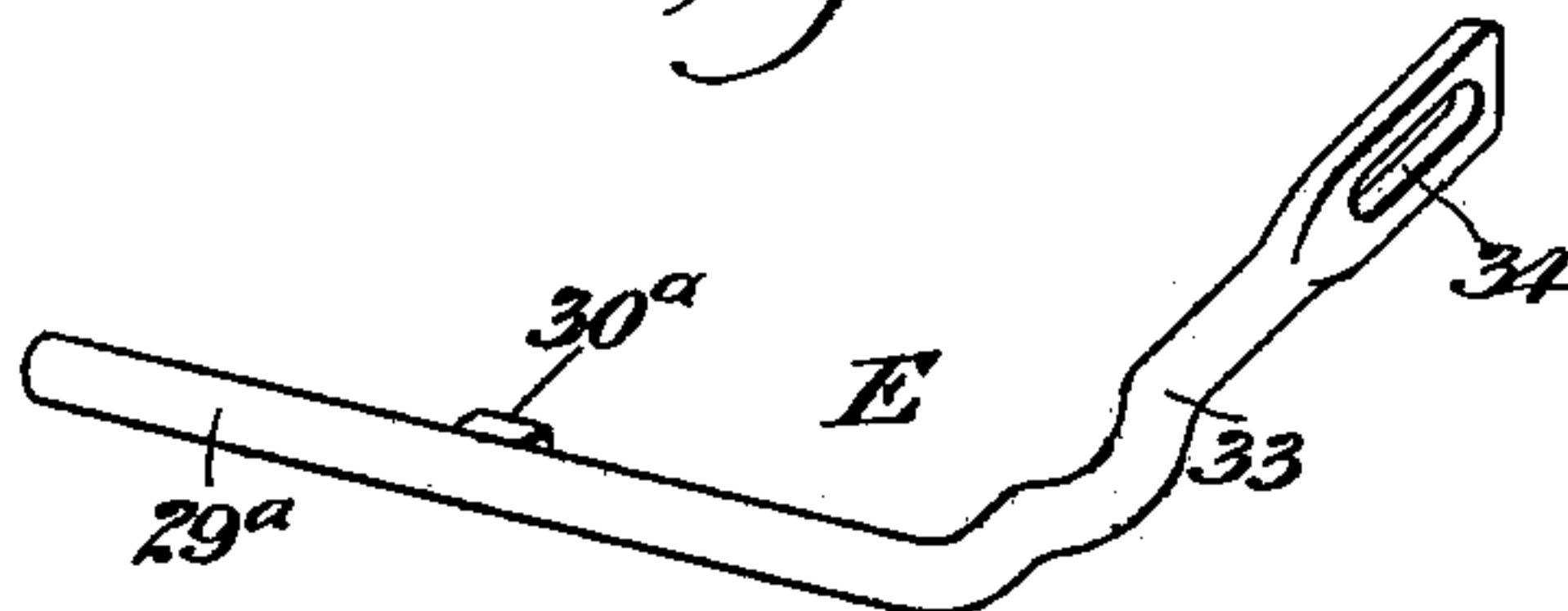


Fig. 8.

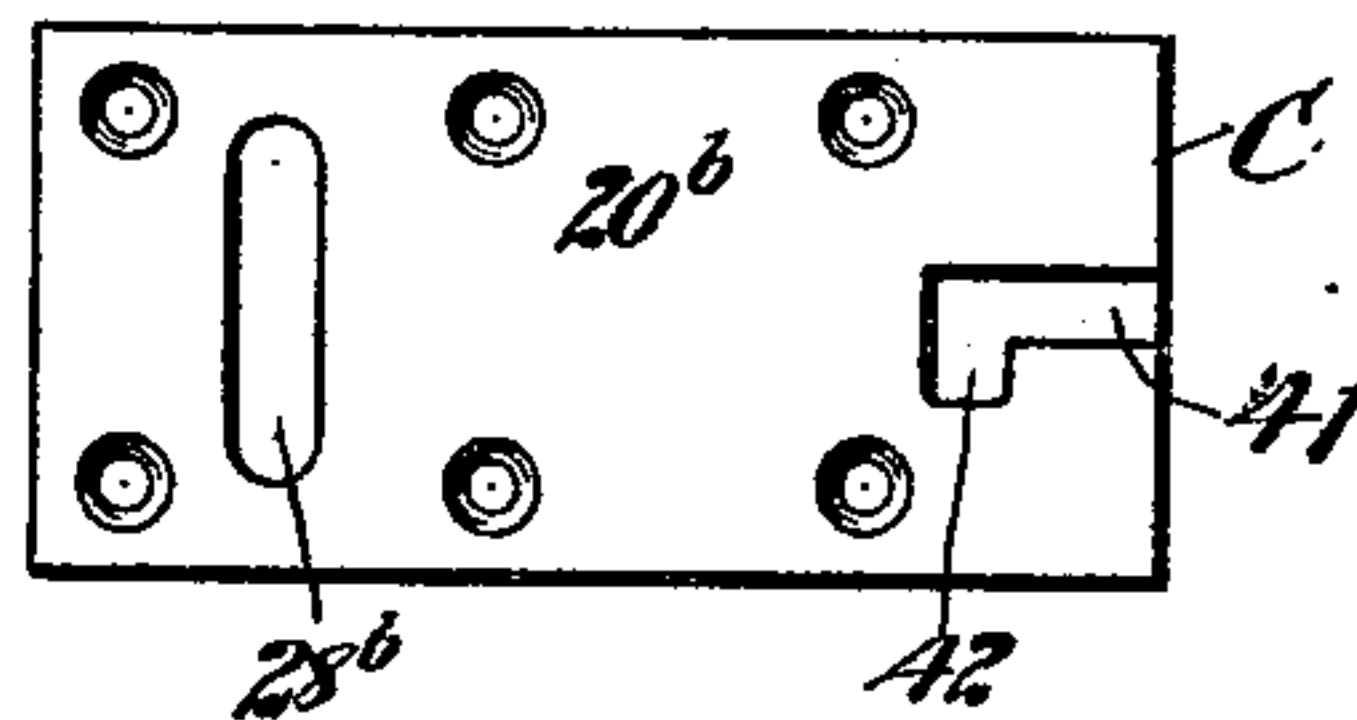


Fig. 9.

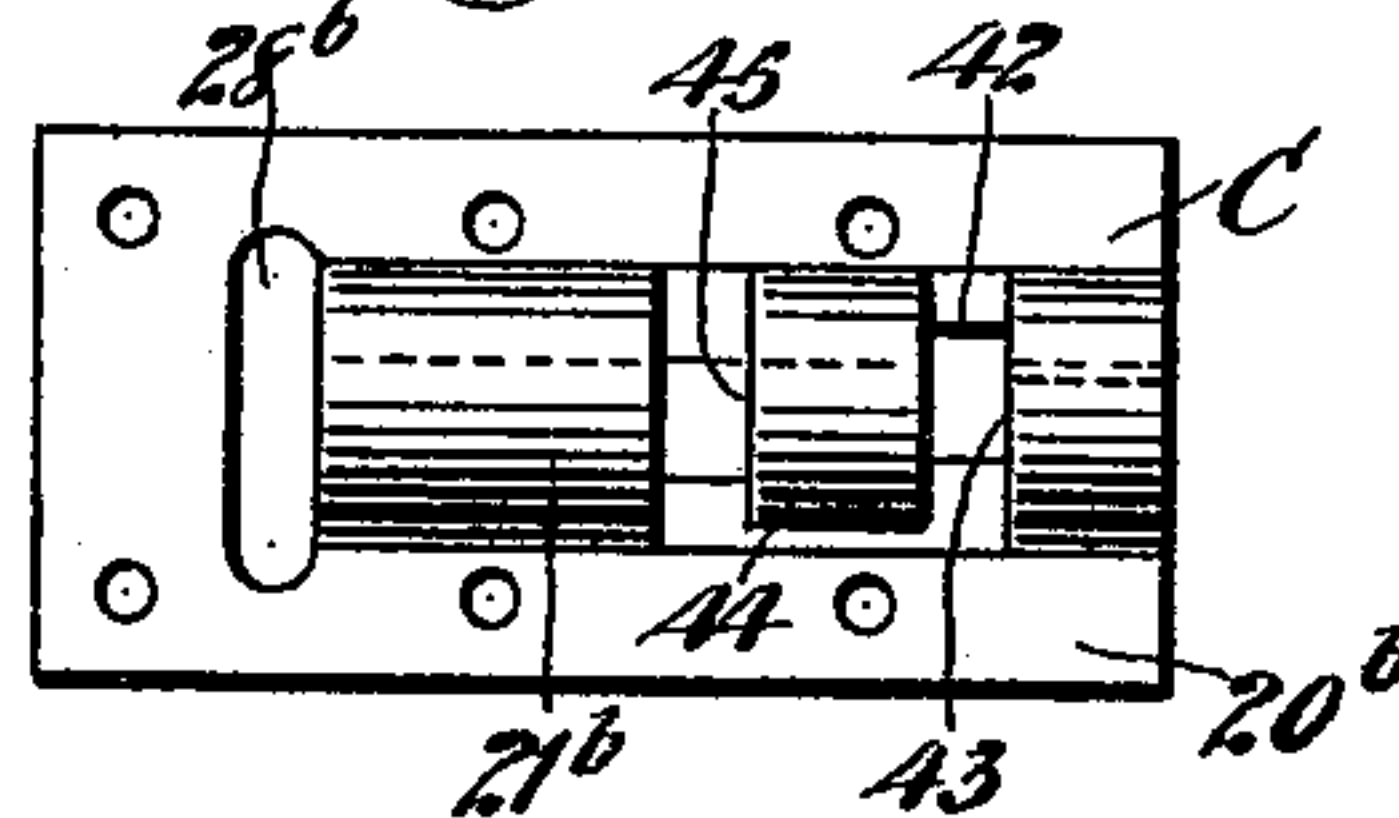
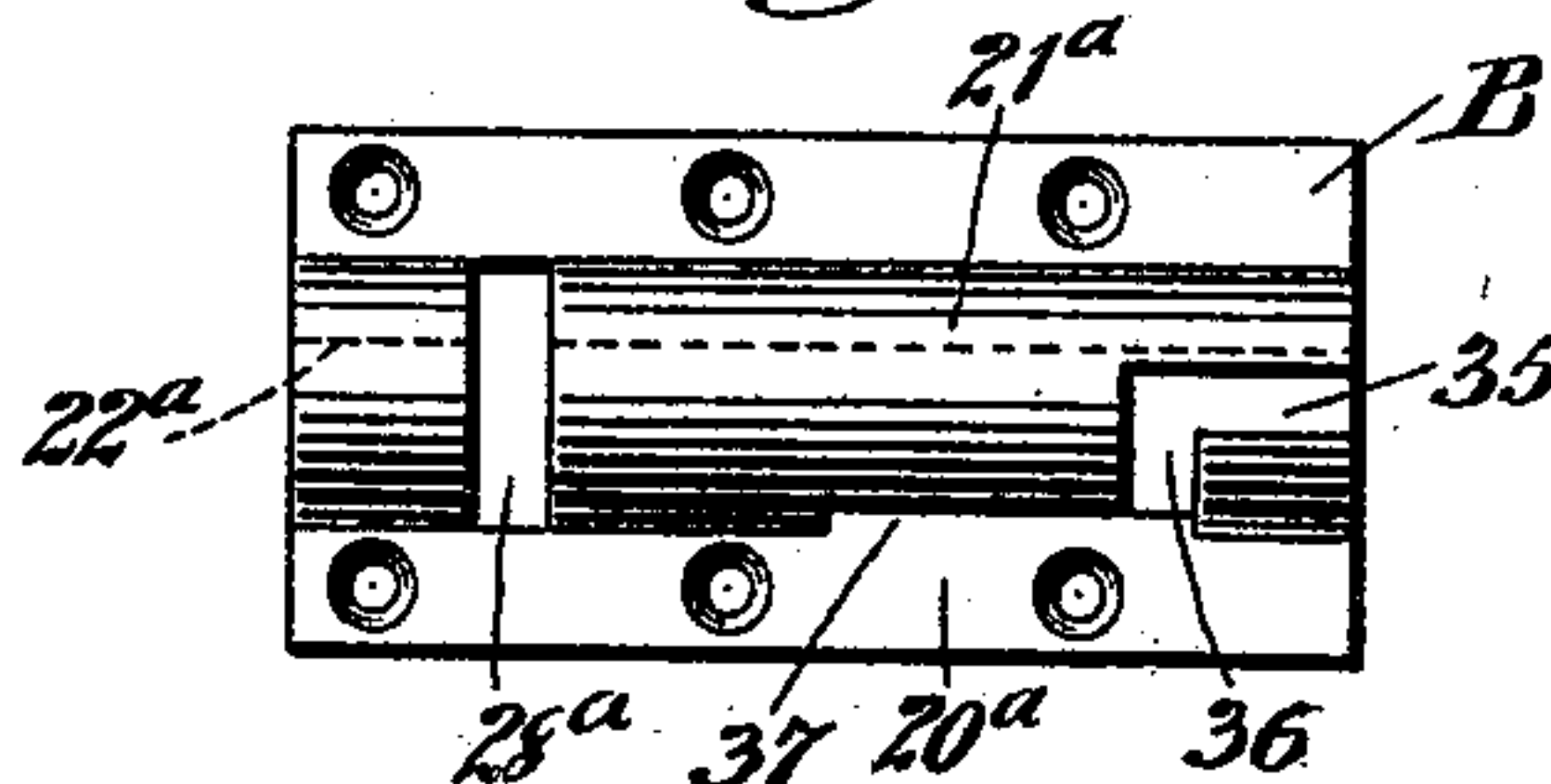


Fig. 10.



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# UNITED STATES PATENT OFFICE.

JOHN C. PEARSON, OF POCA TELLO, IDAHO.

## FASTENER FOR STOCK-CARS.

SPECIFICATION forming part of Letters Patent No. 620,049, dated February 21, 1899.

Application filed June 30, 1898. Serial No. 684,805. (No model.)

*To all whom it may concern:*

Be it known that I, JOHN C. PEARSON, of Pocatello, in the county of Bannock and State of Idaho, have invented a new and Improved Fastener for Stock-Cars, of which the following is a full, clear, and exact description.

This invention is a fastener for stock-cars by which the entrance for the stock may be effectively closed, the invention consisting particularly in an improved bolt and keeper for holding the hasp that confines the usual bull-bar of the stock-car.

This specification discloses several forms of my invention, while the claims define the actual scope of the invention.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the figures. Figure 1 is a fragmentary view showing the invention in use. Fig. 2 is a sectional view on the line 2 2 of Fig. 1. Fig. 3 is a perspective view of the keeper shown in Figs. 1 and 2. Fig. 3<sup>a</sup> is a rear view of the keeper shown in Figs. 1 and 2. Fig. 4 is a perspective view of the bolt shown in said Figs. 1 and 2. Fig. 5 is a sectional view on the line 5 5 of Fig. 1, but illustrating a modified form of keeper and bolt. Fig. 6 is a perspective view of the bolt shown in Fig. 5. Fig. 7 is a sectional view illustrating a third modification of the keeper and of the manner of mounting the same. Figs. 8 and 9 are respectively front and back face views of the keeper shown in Fig. 7, and Fig. 10 is a front face view of the keeper shown in Fig. 5.

Referring to Figs. 1, 2, 3, and 4, the posts 11 and 12 of the stock-car have slats 14 rigidly secured thereto, as usual. The post 12 carries a plate 15, which forms a socket for one end of the bull-bar 16, and the post 11 carries a hasp 17, which serves to hold removably the other end of the bull-bar. The hasp 17 is provided with a curved portion 18, embracing the tubular portion of the keeper A. The curved portion 18 of the hasp 17 carries a staple 19, which engages a bolt D.

The keeper A comprises a flat base-plate 20, having screw-holes through which screws pass for holding the plate 20 rigidly in the position shown in Figs. 1 and 2. Forming part of the keeper and cast integrally with

the plate 20 is the tubular portion 21 of the keeper, which has a bore 22 run completely through it. Formed in the tubular portion 21 of the keeper, adjacent to the inner end thereof, is a slot 23, such slot being located in the middle of the tubular portion and ranging longitudinally therewith. The slot 23 leads into a transversely-extending slot 24, which in turn extends down to the plate 20. The plate 20 directly adjacent to the slot 24 is cut away to form a transverse groove 25, (see Figs. 3 and 3<sup>a</sup>,) which groove 25 leads into a slot 26, (see Fig. 3,) formed in the tubular portion 21 of the keeper A. The outer end of the slot 26 communicates with a groove 27<sup>a</sup>, (see Fig. 3<sup>a</sup>,) formed in the plate 20, which groove is similar to the groove 25 and which leads transversely to the slot 27, formed in the tubular portion 21. The tubular portion 21 is also formed with a gap 28, into which may be projected the staple 19 of the hasp 17, so that the staple will be engaged with the bolt D.

The bolt D is formed with a bolt proper, 29, which has intermediate its end portions a lug 30, adapted to work through the several slots and grooves 23, 24, 25, 26, 27, and 27<sup>a</sup>, as will be fully described hereinafter. The bolt D has a bent handle portion forming two sections 31 and 32, which are disposed at an obtuse angle to each other and which lie in a plane substantially at right angles to the bolt portion 29. In assembling the parts the bolt D is first moved so that the part 29 will be projected into the bore 22 of the tubular portion 21. The lug 30 is passed into the slot 23, and the bolt is then turned so that the lug 30 will move transversely through the slot 24. The turning movement of the bolt is continued so that the lug 30 will be moved through the groove or slot 25 and into the slot 26. The bolt D should now be moved inward farther, so that the lug 30 will slide through the slot 26, and then by turning the bolt back oppositely to the first movement the lug 30 will move into the slot 27. Meanwhile the outer portion of the part 29 of the bolt D will have been projected across the gap 28. Now should the hasp 17 have been moved so that the staple 19 will be projected into the gap 28 the staple will be engaged by the bolt proper, 29, and the hasp



will be held. To disengage the bolt from the keeper, the bolt should be turned so that the lug 30 will move back into the slot 26, whereupon the bolt may be drawn inwardly and disengaged from the staple 19. Then by turning the bolt back the lug is caused to enter the slot or groove 25, and this serves to hold the bolt D from sliding until it is turned so as to lift the lug 30 back into the slot 26.

The peculiar form of the parts 31 and 32 of the bolt causes the bolt to coact with the slats 14 of the post 11, the two slats 14 immediately adjacent to the bolt or between which the bolt is situated serving to limit the movement of the handle portion of the bolt. The keeper A is so arranged that the slot 26 is upward, thus causing the bolt to be turned by the gravitation of the handle portion, so that the lug 30 will enter the slot 27, and when the lug 30 is engaged in the groove or slot 25 the handle of the bolt will again gravitate to turn the bolt and hold the lug 30 out of engagement with the slot 26, thus preventing the bolt from being moved longitudinally until the handle portion of the bolt is lifted to throw the lug 30 into the slot 26.

The modification of my invention shown in Figs. 5, 6, and 10 consists of a bolt E, provided with a portion 29<sup>a</sup>, forming the bolt proper, and with a portion 33, forming the handle, the latter being provided with an eye 34 and the former being provided with a lug 30<sup>a</sup> similar to the lug 30, before described. The keeper B has a base-plate 20<sup>a</sup> similar to the base-plate 20 of the keeper A and a tubular portion 21<sup>a</sup>, formed with a bore 22<sup>a</sup>, running longitudinally through it. The tubular portion 21<sup>a</sup> has a longitudinal slot 35 in one end, which communicates with a transverse slot 36 similar in location to the slot 24, before described. This slot 36 in turn communicates with a longitudinal slot 37, formed in the tubular portion 21<sup>a</sup> at the lower side thereof. The base-plate 20<sup>a</sup> is secured rigidly to the post 11 in the same manner as the base-plate of the keeper A. In this form of the device the handle portion 33, with its eye 34, is adapted to coact with a staple 38, secured to the post 11, and with a pin or other fastening device 39, secured to the post 11 by a chain 40, as shown in Fig. 5. In assembling these parts the portion 29<sup>a</sup> of the bolt E is inserted into the bore 22<sup>a</sup> of the tubular portion 21<sup>a</sup> of the keeper B, so that the lug 30<sup>a</sup> enters first the slot 35. Then the bolt is turned to move the lug through the slot 36, and finally the bolt may be slid to move the lug 30<sup>a</sup> through the slot 37, thus causing the portion 29<sup>a</sup> to engage the staple 19 of the hasp 17, the staple 19 entering the gap 28<sup>a</sup> in the tubular portion 21<sup>a</sup> of the keeper B, all of which is in the manner previously described. As the bolt E slides, with its lug 30<sup>a</sup> moving back and forth in the slot 37, the eye 34 of the handle portion 33 of the bolt engages with and disengages from the staple 38. The pin 39 may be used, or any car-seal or other lock

may be employed to hold the staple 38 in the eye 34.

Figs. 7, 8, and 9 show a third modification of the invention, in which the post 11 carries slats 14, as usual, and in which the hasp 17<sup>a</sup> has a laterally-offset portion 18<sup>a</sup>, carrying a staple 19<sup>a</sup>. The keeper C is provided with a tubular portion 21<sup>b</sup>, formed on a base-plate 20<sup>b</sup>; but the base-plate 20<sup>b</sup>, instead of being secured to the post 11 with the tubulated portion outward, is secured to the post so that the tubular portion 21<sup>b</sup> projects inward and is fitted in a groove in the slats 14 of the post 11. The hasp 17<sup>a</sup> lies snugly against the post 11 and the laterally-offset portion 18<sup>a</sup> bears on the plane outer face of the base-plate 20<sup>b</sup>. The base-plate 20<sup>b</sup> has in its inner end a longitudinally-extending slot 41, which communicates with a short transverse slot 42 in the base-plate 20<sup>b</sup>, which in turn leads into a transverse slot 43 in the tubular portion 21<sup>b</sup>. This slot 43 next leads into a longitudinal slot 44, formed in the tubular portion 21<sup>b</sup>, and this slot 44 finally leads into a transverse slot 45, formed in the tubular portion 21<sup>b</sup> of the keeper C. The base-plate 20<sup>b</sup> is provided with a gap 28<sup>b</sup>, into which is projected the staple 19<sup>a</sup> of the hasp 17<sup>a</sup>, such gap 28<sup>b</sup> being located at the outer end of the tubular portion 21<sup>b</sup>. Coacting with the keeper C is a bolt similar in every respect to the bolt D, which has its portions 31 and 32 coacting with slats 14, as before described. The bolt D is first placed in the keeper C before the keeper is fastened to the post 11. This is done by introducing the part 29 of the bolt D through the bore of the tubular portion 21<sup>b</sup>, so that the lug 30 first enters the slot 41, then the slot 42, next the slot 43, and finally slides through the slot 44, so as to turn in the slot 45. By sliding the part 29 of the bolt D in the bore of the tubular portion 21<sup>b</sup> the part 29 of the bolt will be made to move in and out of proximity with the gap 28<sup>b</sup> of the base-plate 20<sup>b</sup>, during which movement the lug 30 passes back and forth through the slots 43, 44, and 45, all of which will be fully understood in connection with the description given hereinbefore.

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

1. In a stock-car fastener, the combination of a hasp provided with a staple, a keeper provided with a base and with a longitudinally-bored tubular portion, the keeper having longitudinal and transverse slots therein, communicating with the bore of the tubular portion, and a bolt adapted to slide and turn in said tubular portion, the bolt having a handle portion located without the keeper and adapted to be grasped to permit the manipulation of the bolt, and the bolt also having a lug adapted to be worked through the longitudinal and transverse slots of the keeper, to lock and release the bolt.

2. In a stock-car fastener, the combination of a keeper, comprising a base-plate and a



longitudinally-bored tubular portion carried thereon, the tubular portion and base-plate being provided with longitudinal and transverse slots communicating with the bore and  
5 with a gap adapted to receive a staple, and a bolt having a main portion sliding and turning in the bore, one end of the main portion serving to cross the gap to hold the staple, and the main portion being provided with  
10 a lug capable of being worked through the grooves of the keeper so as to hold the bolt in place.

3. In a stock-car fastener, the combination with a stock-car having posts and slats at-

tached thereto, of a hasp pivoted to one post 15 and serving to hold the bull-bar, the hasp being provided with a staple, a keeper comprising a base-plate and a tubulated portion, and a bolt having a main portion sliding in the tubulated portion and engaging the staple to 20 hold the same, and the bolt also having a handle portion extending transversely to the main portion and transversely to the slats, whereby the movement of the bolt is limited.

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Witnesses:

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WM. A. ANTHERS.