

No. 649,805.

Patented May 15, 1900.

H. H. BURKHART.
CAR DOOR CLEAT AND FASTENER.

(Application filed Aug. 17, 1899.)

(No Model.)

FIG. 1.

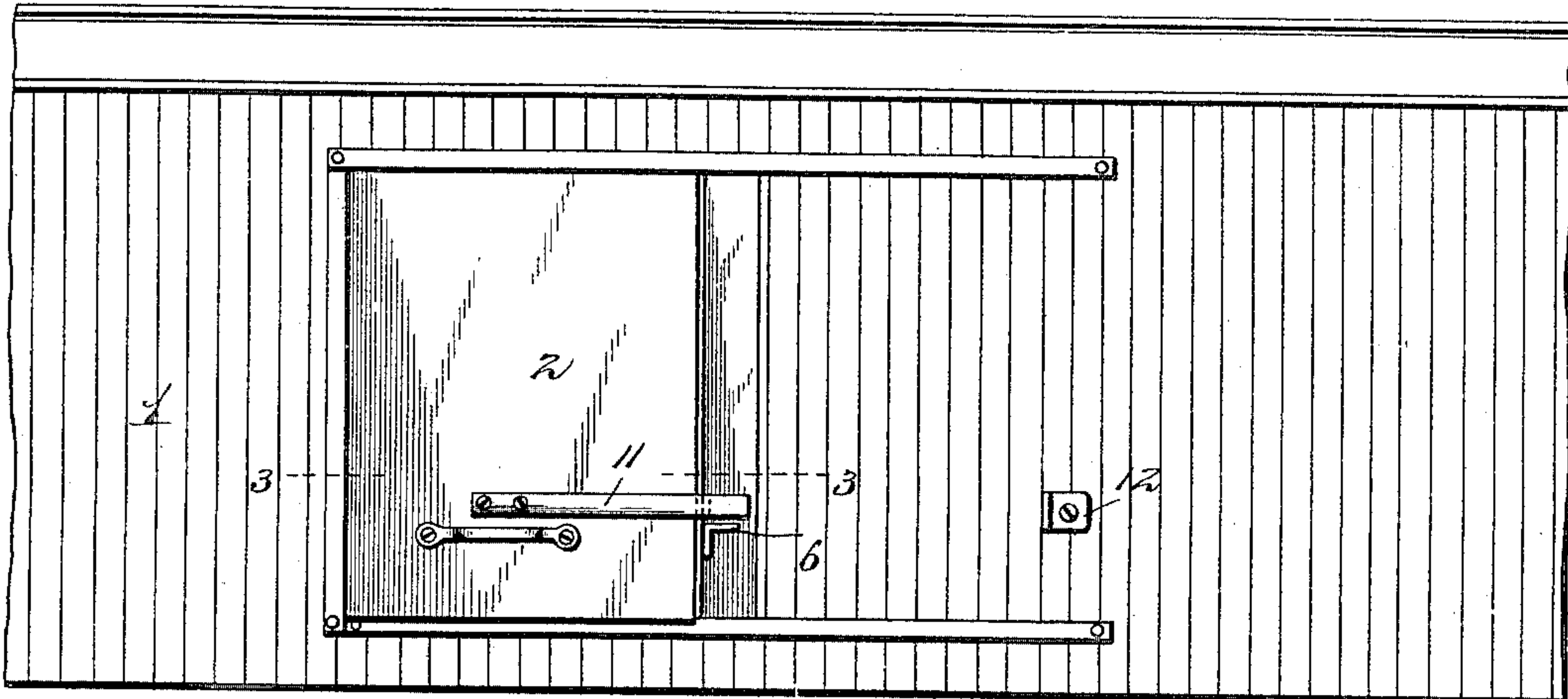


FIG. 2.

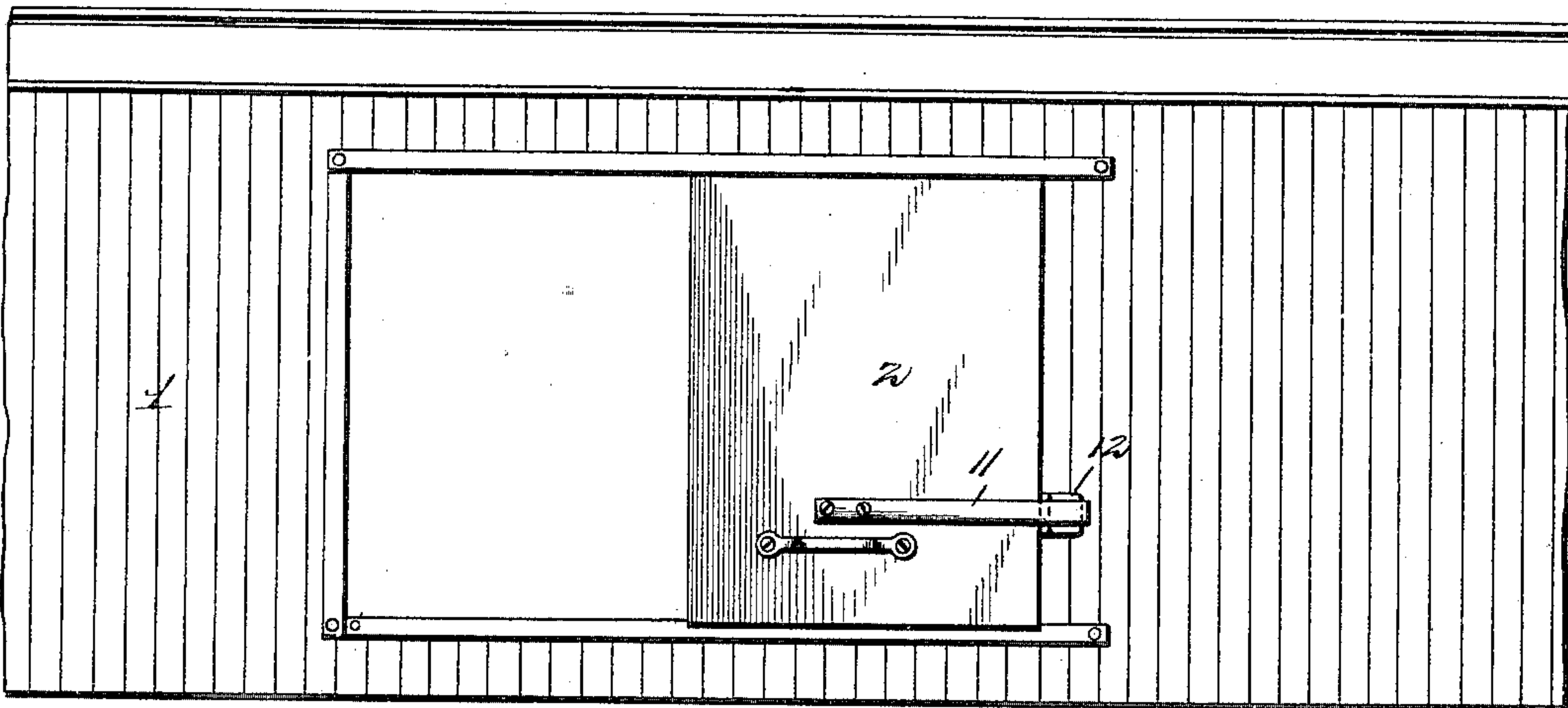


FIG. 3.

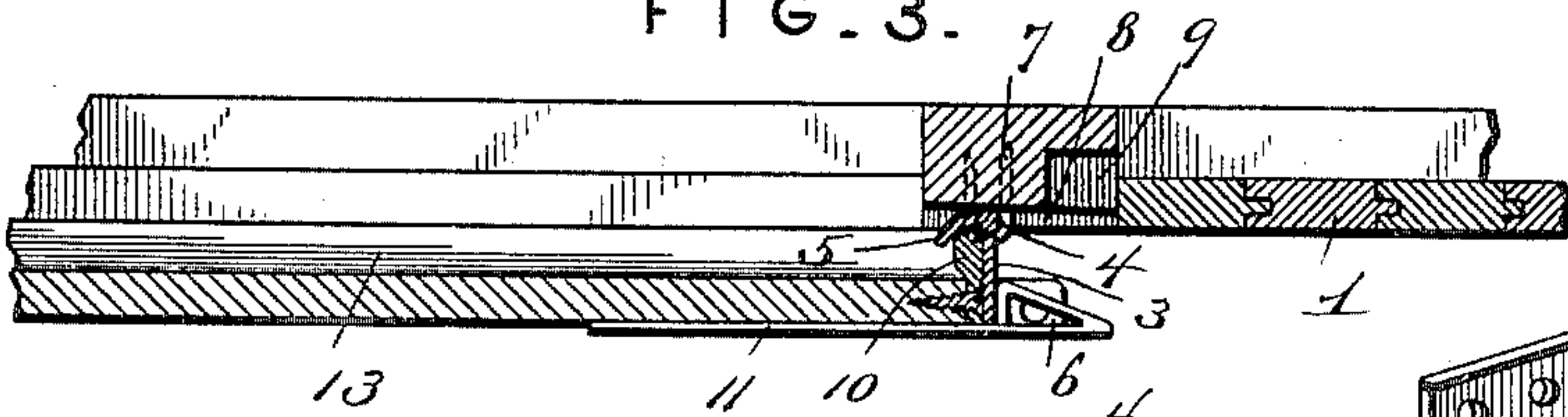


FIG. 4.

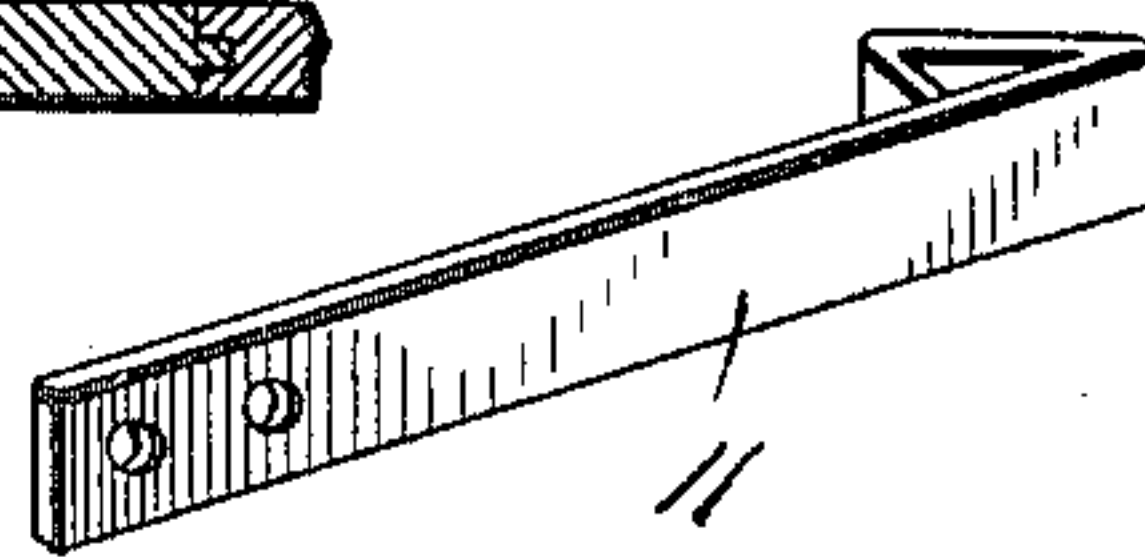


FIG. 5.

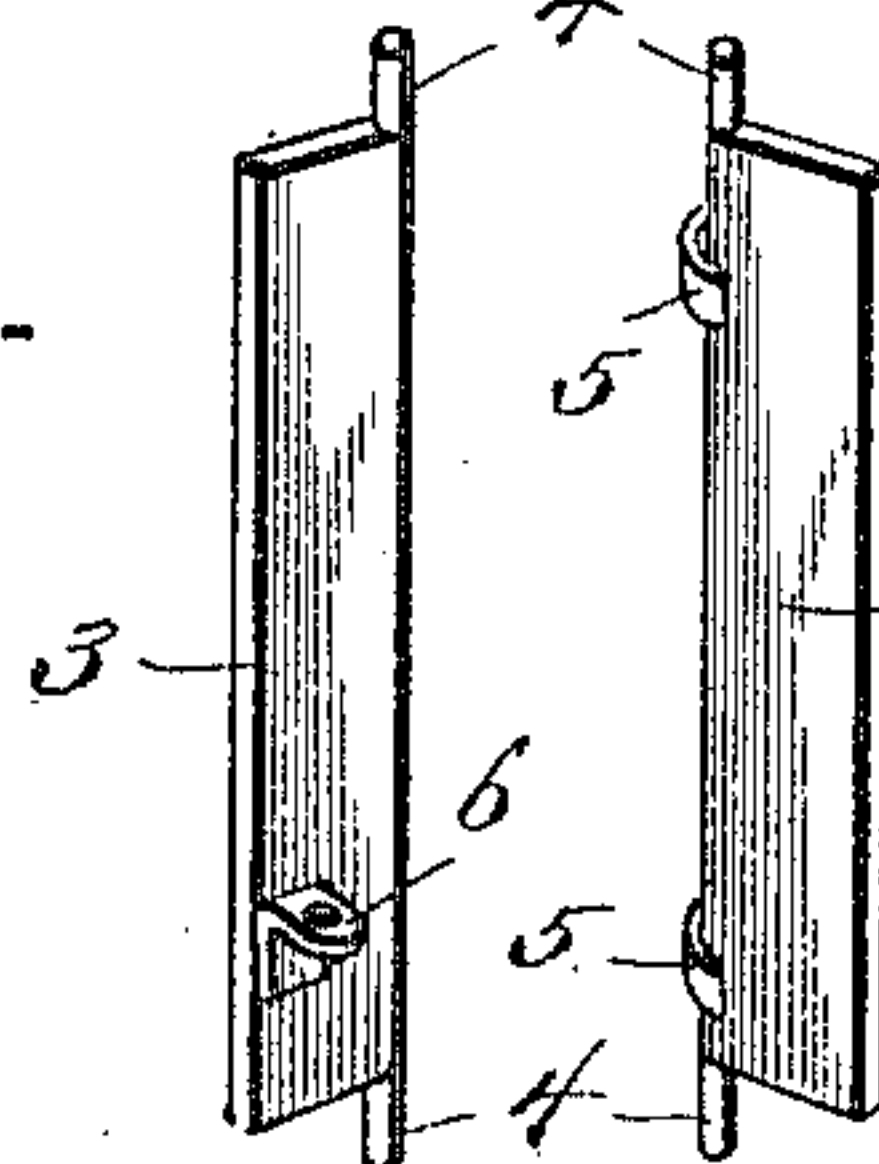


FIG. 6.

Witnesses

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UNITED STATES PATENT OFFICE.

HOLLIDAY H. BURKHART, OF TUSCUMBIA, ALABAMA.

CAR-DOOR CLEAT AND FASTENER.

SPECIFICATION forming part of Letters Patent No. 649,805, dated May 15, 1900.

Application filed August 17, 1899. Serial No. 727,568. (No model.)

To all whom it may concern:

Be it known that I, HOLLIDAY H. BURKHART, a citizen of the United States, residing at Tuscumbia, in the county of Colbert and State of Alabama, have invented a certain new and useful Car-Door Cleat and Fastener, of which the following is a specification, reference being had therein to the accompanying drawings.

10 This invention relates to car-door cleats and fasteners.

The object of the invention is to provide a car-door cleat and fastener for use on cars transporting inflammable merchandise for 15 effectually excluding sparks from the interior of the car.

The invention consists in combinations hereinafter described and claimed.

20 In the drawings, Figure 1 is a side elevation of a car with the door closed. Fig. 2 is a side elevation with the door open and secured in open position. Fig. 3 is a section on the line 3 3 of Fig. 1. Fig. 4 is a detail perspective of a spring catch or latch. Fig. 5 is a 25 perspective detail of the cleat. Fig. 6 is a detail perspective of the cleat, showing the curved projections on one side.

30 1 is the body of a car, provided with suitable rails and guides for supporting and carrying a sliding door 2.

3 is the cleat, provided with pintles 4 4 with curved projections 5 5 and having formed integral therewith or attached thereto a perforated bracket 6. The cleat is pivotally connected with the side of the car by any suitable means, as by staples 7. A recess 8 is made in the side of the car of sufficient depth to accommodate the thickness of the cleat, so that when swung outward to permit the door 40 to be opened it will be flush with the surface of the car. An additional recess 9 is also provided for the accommodation of the perforated bracket 6. Attached to the edge of the door opposite the curved projections 5 5 are 45 metallic cam-surfaced brackets 10 10, which cooperate with the curved projections to throw the cleat into contact with the edge of the door when said door is closed.

50 11 is a spring latch or catch secured to the side of the door for engaging the cleat and securing the door in a closed position and

also for engaging a bracket 12 on the side of the car for holding the door open. The perforated bracket 6 on the cleat is for the reception of a sealing-wire which is passed down 55 through a hole in the latch and the hole in the bracket. It should be noted that the door is provided on the inside with grooves or passage-ways 13 to accommodate the curved projections on the cleat when said cleat is swung 60 outward as the door is opened.

In operation, the door being closed and locked, the operator pulls the latch or catch laterally and, pushing on the handle of the door, slides the door and swings the cleat into the 65 recess, and when the door is entirely opened it is automatically locked in its open position by means of the spring-catch and the bracket 12. For closing the door the latch is released from the bracket on the side of the car and 70 the door pushed into position, whereupon the cam-surfaces of the brackets 10 10 impinge the curved projections 5 5 on the cleat, thereby swinging the cleat into closed position against the end of the door, when the same is caught 75 and it and the door are locked in closed position.

Having described my invention, what I claim as new, and desire to secure by Letters Patent, is— 80

1. The combination of a car, a cleat having a curved projection pivotally connected with the car, a sliding door provided with cam-surfaced brackets arranged to engage said projection for automatically closing the cleat, 85 and means for automatically locking the cleat and door in closed position.

2. The combination of a car having a recess in its side, a cleat pivotally connected to swing within the recess, having a curved projection, 90 a sliding door for the car having cam-surfaced brackets connected therewith arranged to engage said projection, and means for automatically locking the cleat and the door in closed position, substantially as described. 95

3. The combination of a car, a cleat pivotally connected with the car, having a curved projection and a perforated bracket, a sliding door having cam-surfaced brackets connected therewith arranged to engage said projection, 100 and a catch or latch for locking the cleat and door in closed position, the latch having a

perforation or opening registering with the opening in the perforated bracket on the cleat, substantially as described.

4. The combination of a car having a lug
5 or bracket attached to the side thereof, a cleat
pivotaly connected with the side of the car,
having a curved projection, a sliding door
having cam-surfaced brackets connected
therewith arranged to engage said projection,
10 and a spring latch or catch connected with

the door for automatically securing the door in open and closed position, substantially as described.

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

HOLLIDAY H. BURKHART.

Witnesses:

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J. G. WEBB.