

No. 827,352.

PATENTED JULY 31, 1906.

F. L. ESTES.  
CAR DOOR FASTENER.  
APPLICATION FILED JULY 26, 1905.

Fig. 1.

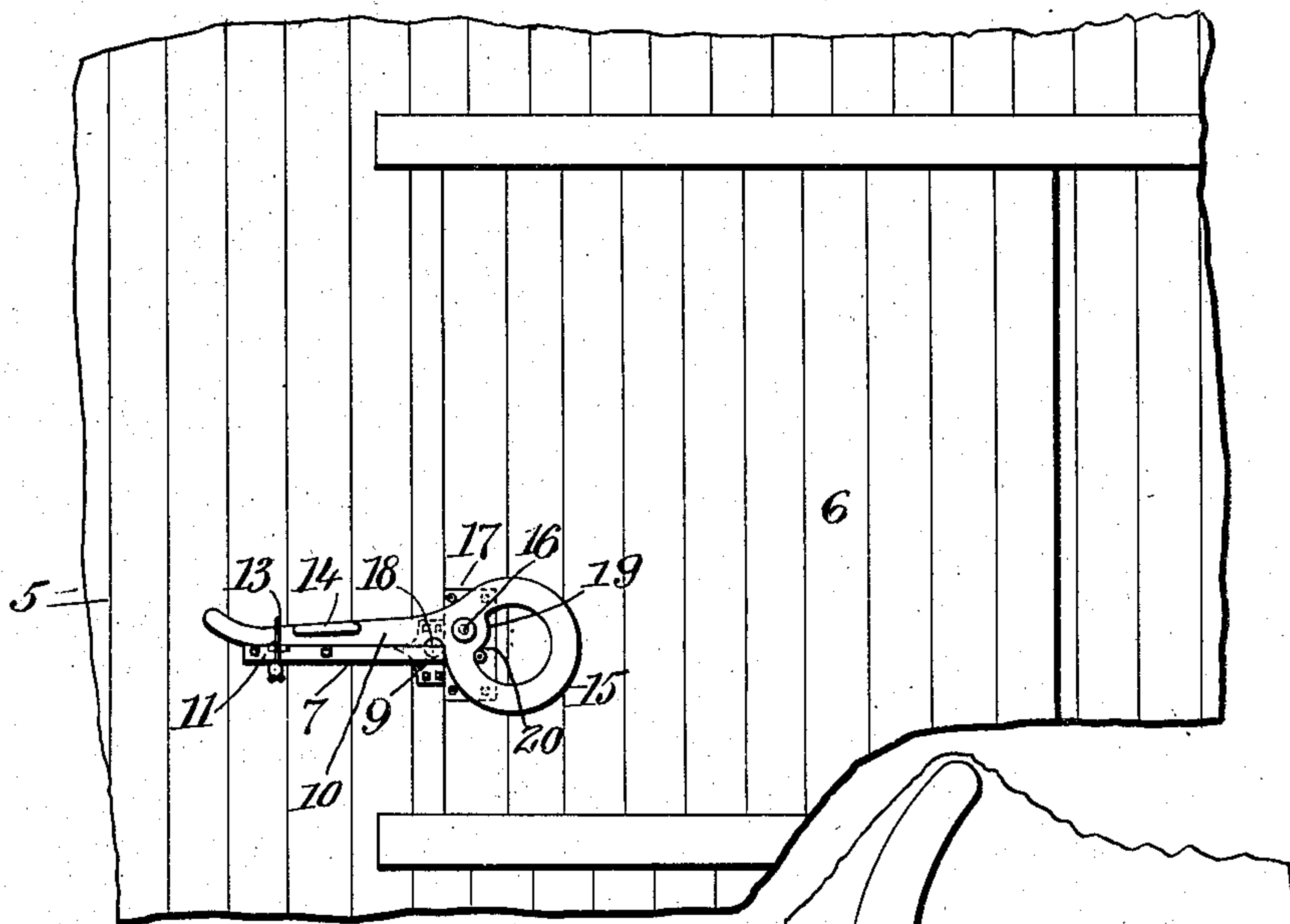
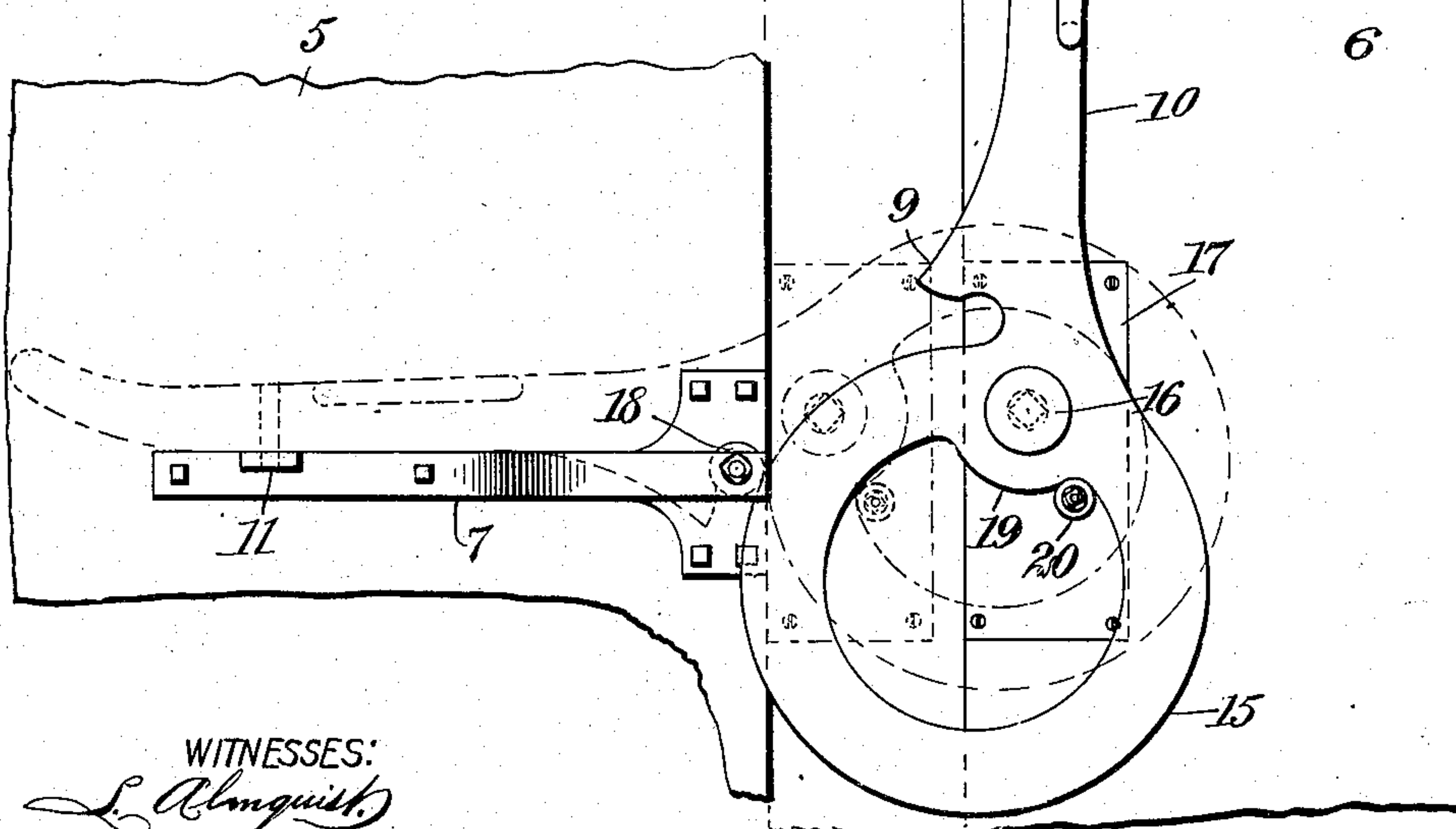


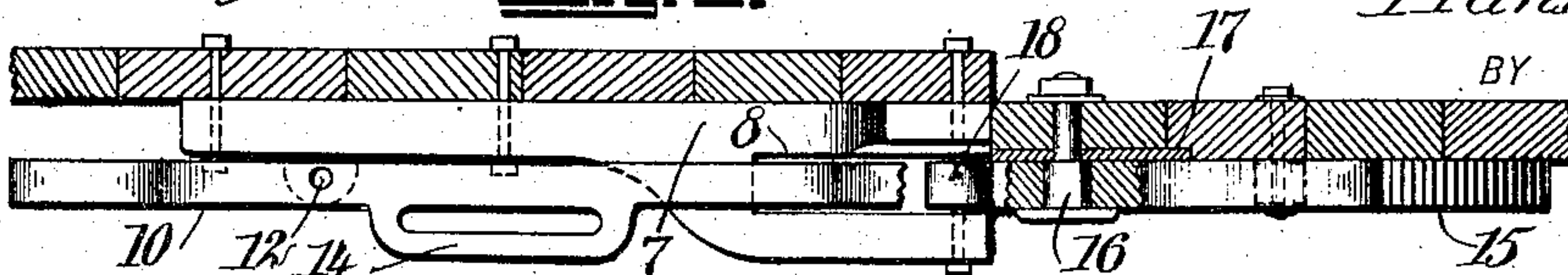
Fig. 2.



WITNESSES:

*L. Almqvist*  
*C. R. Ferguson*

Fig. 3.



INVENTOR

*Franklin L. Estes*

BY

*Mum*  
ATTORNEYS



# UNITED STATES PATENT OFFICE.

FRANKLIN LEROY ESTES, OF LAMBERT, MISSISSIPPI.

## CAR-DOOR FASTENER.

No. 827,352.

Specification of Letters Patent.

Patented July 31, 1906.

Application filed July 26, 1905. Serial No. 271,311.

*To all whom it may concern:*

Be it known that I, FRANKLIN LEROY ESTES, a citizen of the United States, and a resident of Lambert, in the county of Quitman and State of Mississippi, have invented a new and Improved Car-Door Fastener, of which the following is a full, clear, and exact description.

This invention relates to improvements in fasteners for sliding doors of freight-cars, the object being to provide a fastener of simple construction, having no parts liable to get out of order, that cannot be released without breaking the car-seal, and that when moved in releasing direction will start the door toward its opening position.

I will describe a car-door fastener embodying my invention, and then point out the novel features in the appended claims.

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 views.

Figure 1 is a side elevation of a portion of a freight-car and door with a fastener embodying my invention in place. Fig. 2 shows the members of the latch released; and Fig. 3 is a plan, partly in section, showing the parts in locking position.

Referring to the drawings, 5 designates a portion of a car, and 6 the sliding door therefor. Secured to the car is a portion of the fastening device, consisting of a metal bar or member 7, having at its end adjacent to the door-opening an opening 8 for receiving a lug 9, carried by the fastening member 10, mounted to swing on the car-door, as will be hereinafter described. This lug 9 is curved on one side, so as to readily pass into the opening 8.

At the outer end of the member 7 is a lug 11, provided with a perforation, and the outer end of the member 10 is also provided with a perforation 12, and through these perforations a sealing-wire 13 is designed to be passed when the members are in locking position. The member 10 is provided with a handle 14, and obviously it cannot be swung out of engagement with the member 7 without breaking the sealing-wire 13. The mem-

ber 10 has an eccentric-head 15, and the pin 16, which passes through this eccentric-head, also passes through a wear-plate 17 and through the car-door.

In the operation when the member 10 is swung out of engagement with the member 7 the eccentric-head 15 by engaging against an antifriction-roller 18 at the end of said member 7 will start the door toward its opening position, so that the edge may be readily grasped by a person to slide the door fully open.

The eccentric head is of ring form, and has an inner projection 19 opposite the pivot 16, designed to engage a stop-pin 20 on the wear-plate and limit the opening movement of the member 10—that is, to stop the member when in vertical position, as indicated in Fig. 2. By this arrangement when the eccentric comes in contact with the roller 18 upon closing the door the member 10 will be automatically moved to locking position.

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

1. A car-door fastener comprising a member adapted to be secured to a car, and having an opening at its end adjacent to the car-door opening, a member mounted to swing on the door and having an eccentric-head of ring shape, and having a projection at the inner side, a stop-pin for engaging with said projection, and a lug on the last-named member for engaging in the opening of the first-named member.

2. A car-door fastener comprising a member adapted to be secured to a car, and having an opening at its end adjacent to the car-door opening, a roller arranged in said end of said member, a member to swing on the car-door, and having an eccentric-head for engaging said roller, and a curved lug on the swinging member for engaging in the opening of the first-named member.

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

FRANKLIN LEROY ESTES.

Witnesses:

H. K. WEST,  
J. H. LAY.