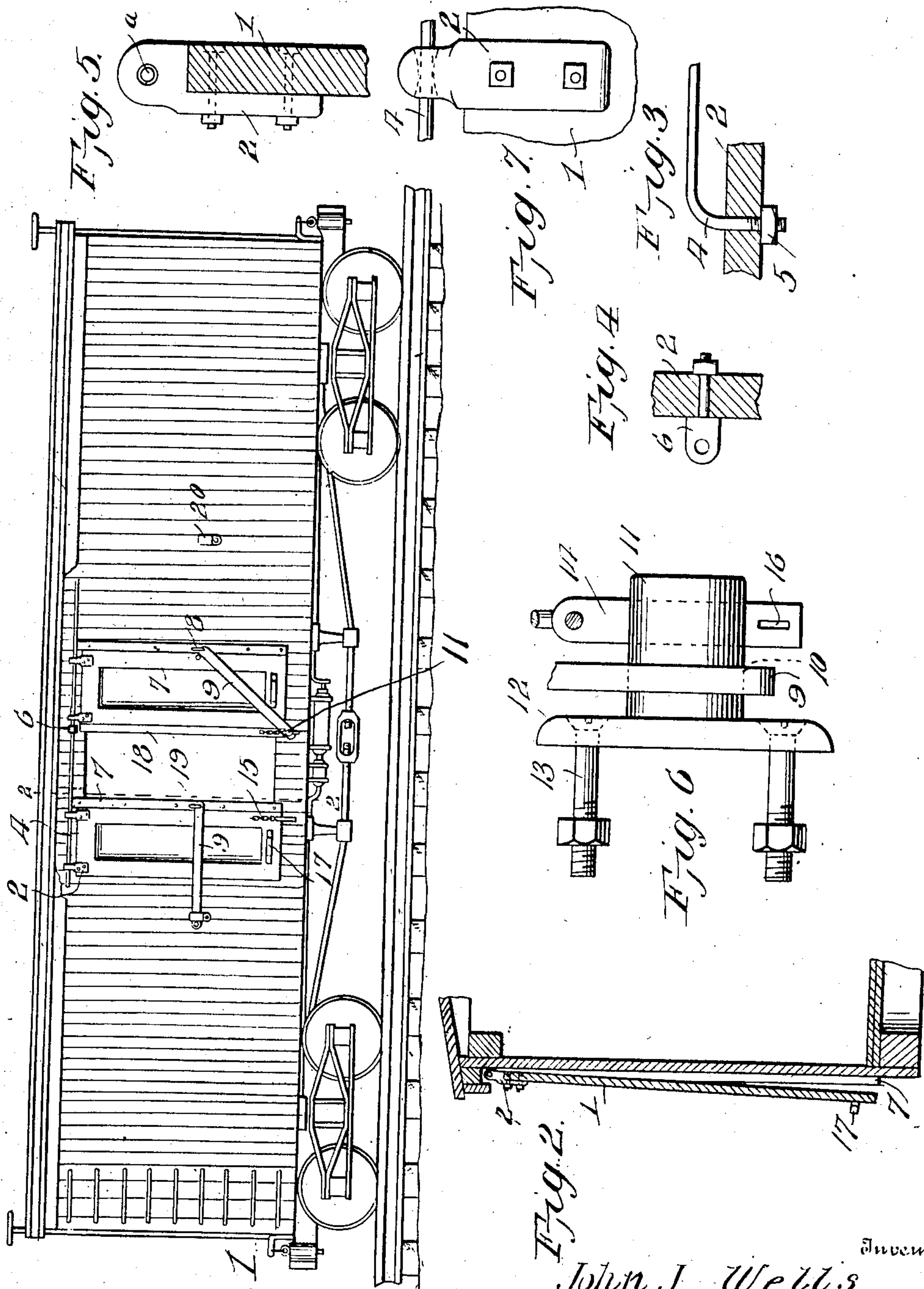


No. 892,785.

PATENTED JULY 7, 1908.

J. J. WELLS.
SLIDING DOOR FASTENER.
APPLICATION FILED MAR. 26, 1907.



Witnesses
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JOHN J. WELLS, OF COEUR D'ALENE, IDAHO.

SLIDING-DOOR FASTENER.

No. 892,785.

Specification of Letters Patent.

Patented July 7, 1908.

Application filed March 26, 1907. Serial No. 364,672.

To all whom it may concern:

Be it known that I, JOHN J. WELLS, a citizen of the United States of America, residing at Coeur d'Alene, in the county of Kootenai and State of Idaho, have invented new and useful Improvements in Sliding-Door Fasteners, of which the following is a specification.

This invention relates to sliding door fasteners for freight-cars, and the object of the invention is to overcome a difficulty which usually exists in freight-car doors of ordinary construction, in that owing to the bulging of the sides of the car the doors are liable to become stuck or wedged so that considerable difficulty is experienced in opening or shutting them.

Further objects of the invention are to simplify and improve the general construction and operation of the doors.

With these and other ends in view which will readily appear as the nature of the invention is better understood, the same consists in the improved construction and novel arrangement and combination of parts which will be hereinafter fully described and particularly pointed out in the claims.

In the accompanying drawings has been illustrated a simple and preferred form of the invention, and in the said drawings: Figure 1 is a side view of a freight-car equipped with the improved doors. Fig. 2 is a vertical sectional detail view taken on the plane indicated by the line 2—2 in Fig. 1. Fig. 3 is a detail view of the track. Fig. 4 is a view in detail of a track support. Fig. 5 is a detail view of the door-hanger. Fig. 6 is a detail view of the door securing device. Fig. 7 is a front view of one of the door hangers.

Corresponding parts in the several figures are denoted by like characters of reference.

The improved door is composed of two sections or panels 1, 1 having cast metal hangers 2, 2 provided with oppositely tapered openings *a* for the track rod 3. The latter is provided with inturned ends 4 that extend through the sides of the car and are secured by means of the nuts 5. An eyebolt 6 serves to support the track rod intermediate its ends.

The door sections 1, 1 are provided near their outer edges with cleats 7 secured upon the inner or rear sides thereof, said cleats being beveled or tapered at their upper ends and serving for the secure attachment of staples or keepers 8 in which the fastening

bars 9 are mounted. Said fastening bars are provided near their free ends with apertures 10 adapted for engagement with a stud 11 which is firmly secured upon the side of the car, adjacent to the doorsill, as shown in Fig. 1. The stud 11 is preferably formed integral with a base plate 12 having apertures for the passage of bolts 13 whereby it is secured in position. The stud 11 is apertured for the passage of securing keys 14 which are flexibly connected with the door section by means of chains 15. The keys 14 are provided with slots 16 for the passage of a sealing strip whereby the fastening device may be sealed in the usual manner.

The door sections are provided with handles 17 whereby they may be conveniently manipulated, and one of the sections is provided at its inner edge with a cleat or strip 18 adapted to overlap the other section so as to make a tight joint. Each door section is provided near its inner edge with a supporting hook 19 and similar supporting hooks 20 are secured upon the sides of the car. In these supporting hooks the fastening bars 9 may be supported when the door sections are open, said fastening bars being thus kept out of the way and at the same time serving to hold the door sections against the side of the car and to prevent them from swinging outward.

The improved car doors herein described are simple in construction, efficient, and easily operated. They are not liable to become stuck or wedged in any position; and, when shut, they may be firmly secured by means of the fastening bars.

Having thus described the invention, what I claim is:

In a freight car door, the combination of a sliding door, keepers on the door, fastening bars connected to said keepers and having apertures near their free ends, a locking stud secured adjacent to the sill of a car, said stud comprising a base plate, a stud projecting therefrom, said stud having an aperture therein, a pin for locking said bars on the stud, and supporting hooks on the side of the car for said bars.

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

JOHN J. WELLS.

Witnesses:

EDWARD A. BUTT,

EDWARD P. BRENNAN.