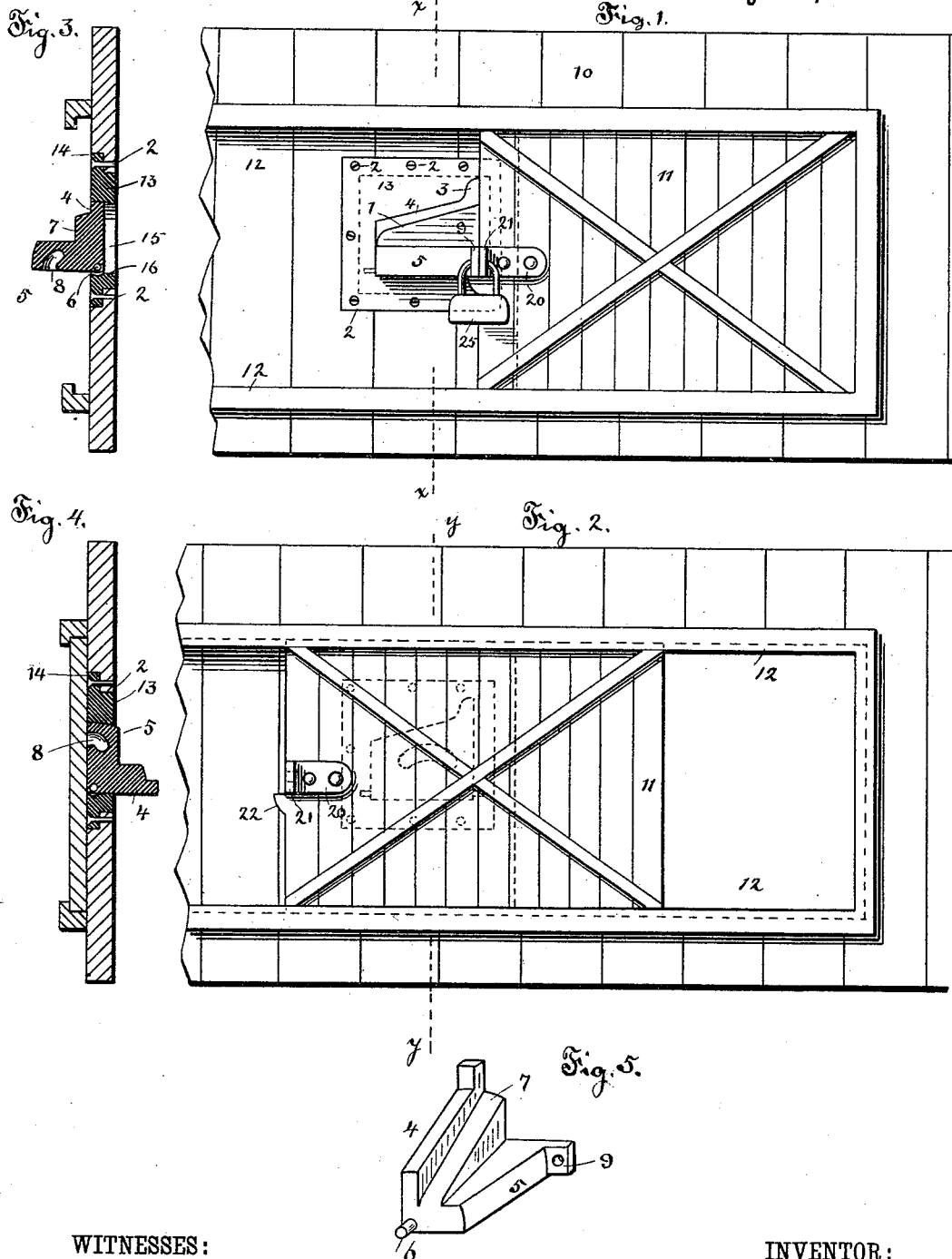


(No Model.)

H. C. SINGISER.
CAR DOOR FASTENER.

No. 346,230.

Patented July 27, 1886.



WITNESSES:

D. D. Mott.
C. Sedgwick

INVENTOR:

H. C. Singiser
BY *Munn & Co.*
ATTORNEYS.

UNITED STATES PATENT OFFICE.

HENRY C. SINGISER, OF MECHANICSBURG, PENNSYLVANIA.

CAR-DOOR FASTENER.

SPECIFICATION forming part of Letters Patent No. 346,230, dated July 27, 1886.

Application filed March 19, 1886. Serial No. 199,342. (No model.)

To all whom it may concern:

Be it known that I, HENRY C. SINGISER, of Mechanicsburg, in the county of Cumberland and State of Pennsylvania, have invented a new and Improved Car-Door Fastener, of which the following is a full, clear, and exact description.

My invention consists in the construction and arrangement of parts, as will be herein-after fully described and claimed.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar figures of reference indicate corresponding parts in all the figures.

Figure 1 is a side view of a portion of a car provided with my improved form of stop, the stop, however, being enlarged in order better to show its construction, the door in this case being represented in the closed position. Fig. 2 is a similar view, the door, however, being represented as partially open. Fig. 3 is a sectional view taken on line *x x* of Fig. 1. Fig. 4 is a similar view taken on line *y y* of Fig. 2, and Fig. 5 is a perspective view of the stop proper as it appears when removed from its supporting-frame and from the body of the car.

Referring now to the construction illustrated in the drawings, 10 represents a portion of the side of the car, and 11 the car-door, mounted in the usual ways, 12 12. Just back of the position occupied by the rear end of the door, when the door is in the closed position, as shown in Fig. 1, I arrange a frame, 13, that is formed with a surrounding flange, 14, and bolted to the side of the car by bolts 2. In this frame, which is preferably made of cast-iron, there is a central opening, 15, of which the lower wall is horizontal, while the end walls are vertical, the upper wall being inclined upward toward the rear end of the door, and there being a recess, 3, extending upward from the extreme upper and forward corner of said opening. In the opening 15 I mount my combined stop and locking attachment, which consists of two flanges, 4 and 5, united so as to project at right angles the one from the other, trunnions 6 projecting from just within the angles formed by the meeting of the two flanges, which trunnions are mounted in proper bearings formed in the frame 13,

and the parts being so arranged that either the flange 4 or the flange 5 will fill the opening 15 formed in the said frame. Upon the outer face of the flange 4 there is arranged a heavy rib, 7, the forward edge of which is in line with the forward edges of the flanges. In the outer face of the flange 5 there is a hand-hole or recess, 8, arranged as shown, and upon the forward end of the flange there is a projection, 9, that is formed with a central aperture, a similar unapertured projection being formed upon the flange 4.

Upon the rear of the car-door 11 I secure an angle-iron, 20, of which the flange 21 projects outward, and is provided with an aperture arranged to register with an aperture formed in the projection 9, and just below the angle-iron 20, upon the rear end of the car-door, there is a stop or projection, 22.

Such being the general construction of the car-door fastener, it will be readily understood that when the car-door 11 is to be opened or closed the stop would be folded to the position shown in Fig. 4—that is, so that the face of the flange 5 would be flush with the outer face of the frame 13, thus permitting the moving of the door—but if it is desired to prevent the door from being opened after it has been moved to the position shown in Fig. 1 the hand is inserted in the recess formed in the flange 5, and the stop is pulled down to the position shown in Figs. 1 and 3, the weight of the stop being upheld by the stop 22, carried by the rear end of the bar. When the parts are in this position, the bow or shackle of a lock, 25, can be inserted through the registering apertures formed in the projection 9 of the flange 21, the rib 7 at this time acting as the stop proper.

The construction described does away with all loose swinging attachments, such as are usually carried by a car-door, and serves to hold the door tightly closed irrespective of the jogging or jolting of the car.

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

1. A car-door fastener comprising a centrally-apertured frame, a stop formed of two united flanges, and pivots connecting the ends of the said stop to the lower ends of the side

walls of the aperture at the angle formed by the said flanges, the outward swinging flange being provided with a projection apertured in a plane parallel with the pivots, substantially as set forth.

5 2. The combination, with the frame formed with a central opening, of a folding stop provided with trunnions and mounted within the central opening of the frame, the said stop
10 consisting of two flanges, one of which flanges is formed with a hand-hole or recess, while the other is provided with a rib, 7, substantially as described.

3. The combination, with a frame formed with a central opening, of a folding stop consisting of united flanges provided with trunnions, which stop is mounted within the opening in the frame, one of the flanges of the stop being provided with an apertured projection, substantially as described. 15

HENRY C. SINGISER.

Witnesses:

WM. PENN LLOYD,
JOHN F. MERKLEIN.