W. ENGLES.

Freight Car Door Fastening.

No. 207.859. Patented Sept. 10. 1878.

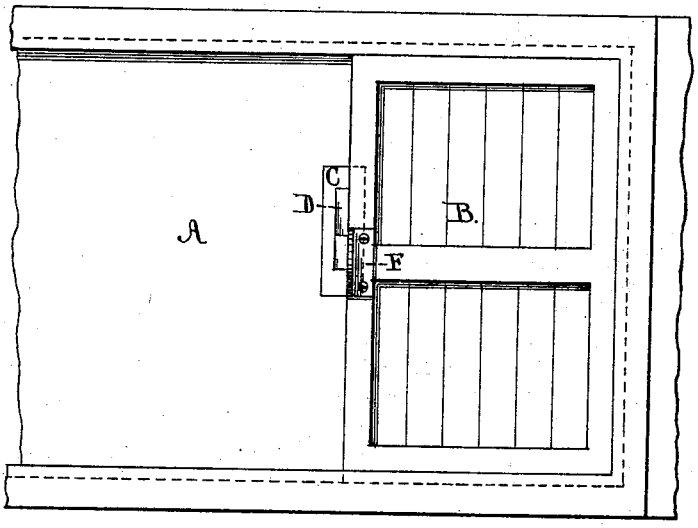

FIG. 1.

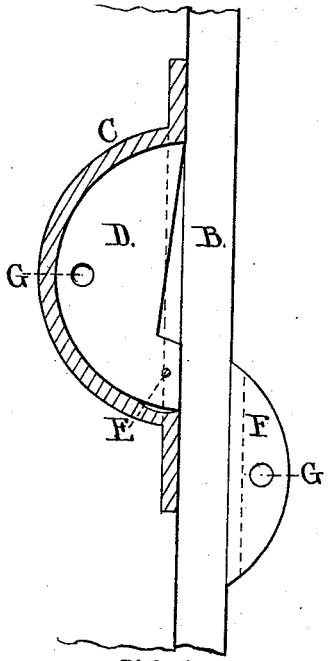

FIG. 2.

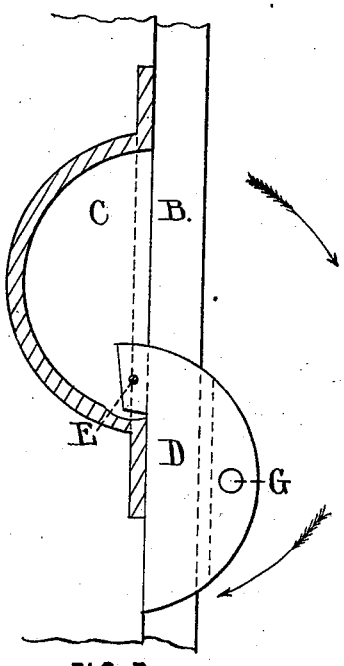

FIG. 3.

Witnesses.

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UNITED STATES PATENT OFFICE.

WALLACE ENGLES, OF BERNEVILLE, NEW YORK.

IMPROVEMENT IN FREIGHT-CAR-DOOR FASTENINGS.

Specification forming part of Letters Patent No. **207,859**, dated September 10, 1878; application filed February 14, 1878.

To all whom it may concern:

Be it known that I, WALLACE ENGLES, of Berneville, in the county of Albany and State of New York, have invented a new and useful Fastening for the Doors of Freight-Cars, of which the following is a full and exact description:

The object of my invention is to provide a reliable fastening for freight-car doors that will be simple in construction and devoid of complexity in its operation; and it consists of the device herein shown and described, composed of a pivoted drop-piece, which lies flush within the siding of the car when not in use, but which, when the door is closed, drops behind the rear edge of the door and holds it from sliding back, suitable provision being made in the device for securing the door by means of a lock or seal, as hereinafter set forth.

In the accompanying drawings, which form a part of this specification, Figure 1 is a side elevation of a portion of a car and door, showing the device in position; Fig. 2, an enlarged sectional view of the casing, showing the pivoted drop-piece thrown back, and Fig. 3 a like view showing the pivoted drop-piece in its position to fasten the door.

As shown in the drawing, A represents a portion of the siding of a car, and B the door; C, the metallic casing of the device, which is inserted in the side of the car so as to form a flush surface therewith. It has a recess formed in it for receiving the drop-piece D, which I preferably make nearly semicircular in form, and which is pivoted near one of its ends to the casing C by the pin E, in such manner that when the drop-piece is thrown back into the recess of the casing there will be no projection of its edge beyond the surface of the side of the car to interfere with the free sliding of the door, but when projected from its recess the portion of its straight edge lying outside of the casing will bear upon the side of the car and derive support therefrom. The device is fixed to the side of the car in such position that when the door is closed the drop-piece may be thrown outward, just clearing the rear edge of the door, and serving as a chock to prevent the door from moving. Secured to the rear edge of the door is an ear or lug, F, corresponding in outline and position with the drop-piece when projected outward. Coinciding holes G are made through the drop-piece D and the lug F, through which a padlock or sealing device may be inserted to prevent the retraction of the drop-piece.

This mode of fastening will dispense with the necessity for using the dual fastening of the padlock-hasp and wooden chock (spiked behind the rear edge of the door) now commonly employed, thereby greatly simplifying the mode of securing the doors of freight-cars.

I claim as my invention—

1. The fastening device herein described, consisting of the casing C and semicircular drop-piece D, pivoted to the casing so as to either close flush within it or to project therefrom and bear upon the face of said casing, in combination with a sliding door, B, as and for the purpose herein specified.

2. The combination of the casing C, provided with the pivoted drop-piece D, with a sliding door, B, provided with a lug, F, when arranged to operate in the manner and for the purpose herein set forth.

WALLACE ENGLES.

Witnesses:
THOMAS N. BORST,
IRA ENGLE.