(No Model.)

T. W. COOKE.

CAR DOOR FASTENING.

No. 263,655. Patented Aug. 29, 1882.

FIG. 1.

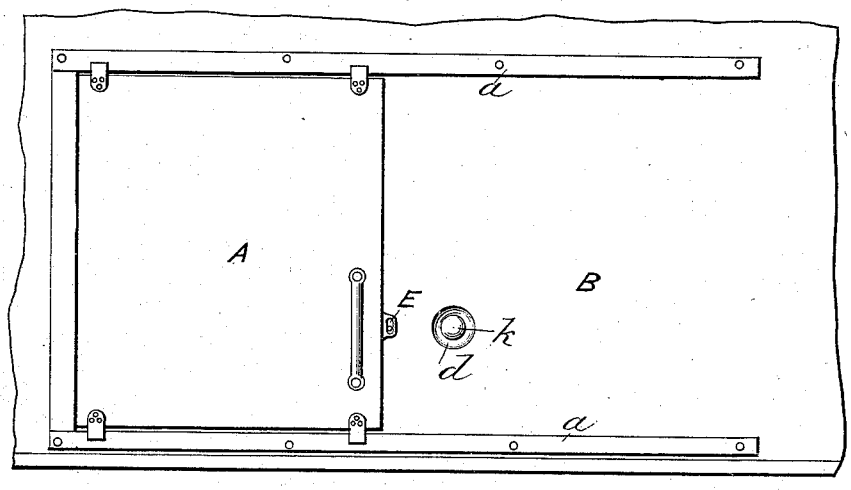


FIG. 2.

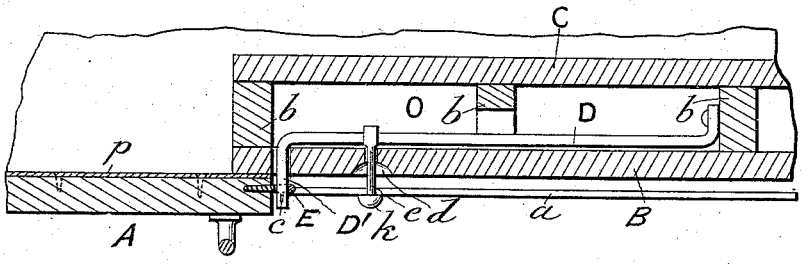


FIG. 3.

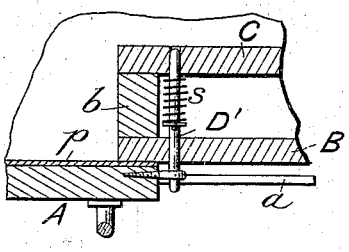
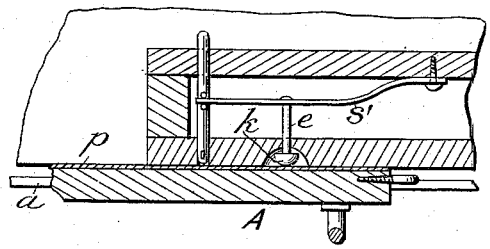


FIG. 4.



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THEODORE W. COOKE, OF CHICAGO, ILLINOIS.

CAR-DOOR FASTENING.

SPECIFICATION forming part of Letters Patent No. 263,655, dated August 29, 1882.

Application filed May 9, 1882. (No model.)

To all whom it may concern:

Be it known that I, THEODORE W. COOKE, a citizen of the United States of America, residing at Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Car-Door Fastenings, of which the following is a specification.

My invention relates to improvements in car-door fastenings.

The object of my invention is to provide a simple and inexpensive fastening for car-doors; and my invention consists in the construction and arrangement of parts, as hereinafter more fully described with reference to the accompanying drawings, in which—

Figure 1 is a front elevation view of a car-door to which my improved fastening device is applied. Fig. 2 is a horizontal sectional view of the same. Figs. 3 and 4 are sectional views, showing modifications in the construction thereof.

Similar letters of reference refer to similar parts throughout the several views.

In the accompanying drawings, A represents an ordinary sliding door of a freight-car, sliding on the customary rods or ways, *a a*.

B is the side wall of the car, and C the inside lining or ceiling, with the space O between, formed by the upright pieces *b b b*.

Within the space O, between the lining C and outer wall, B, is placed the fastening device D, which consists in a spring rod or bar, D, secured at one end to one of the uprights *b*, and the other end bent at right angles, and with the right-angled part D′ projecting through the wall B of the car, just behind the edge of the door A when said door is closed. Secured in the edge of the door by means of a wood-screw, or in any other suitable manner, is an eye, E, in which the projecting part D′ of rod D enters when the door is closed. A short distance from the right-angle part D′ on the rod D is attached the end of a push-rod, *e*, which projects through the side wall, B, and is provided with a knob, *k*, by means of which the rod D may be pushed in, withdrawing the part D′ from the eye E. Around the push-rod *e* the side wall, B, of the car is recessed at *d* sufficiently to allow the knob *k* to come flush with the surface of side B when pushed in to its farthest extent. The end of the part D′ is provided with an opening, *c*, in which the customary seal or lock may be placed.

The device is intended to be placed on the side of the car-door in the direction in which it slides, and is operated as follows: The door being closed, the part D′, by reason of the spring-rod D, enters the eye E, and the door is fastened. To open the door, press on the knob *k*, which withdraws the part D′ from the eye E. The door A may now be slid open, and as it passes over the end of the part D′ holds it back, with the knob *k* in the recess *d* and flush with the side B. Upon pushing the door shut the part D′ immediately springs out and fastens the door.

The device admits of many modifications, as shown in Figs. 3 and 4. Instead of the rod D, a straight bolt, D′, may be used, which slides back and forth in bearings in the side wall, B, and lining C, a coil-spring, *s*, being used to press it outward; or, instead of the coil-spring *s*, a leaf-spring, *s′*, may be substituted, as shown in Fig. 4.

If it is desired, a lock may be used instead of the eye E, and may be placed on the outside surface of the door A or at the end of the door, the part D′ being made in such shape as to engage therewith and form a secure fastening.

If desired, a strip of metal, *p*, may be placed across the door on the inside where the rod D′ rubs, to prevent wear on the inner surface of the door by the end of the bolt D′ and to prevent the bolt D′ from catching in the worn places in shutting and opening the door.

It is evident that this device may be applied to any kind of sliding car-door, either end or side. It is very simple, and, the working parts being completely inclosed, is not liable to get out of order.

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

1. A spring-rod, D′, arranged on the inside of the outer wall of a car, and provided with a right-angled portion or bolt, D′, and a push-rod, *e*, both adapted to project through open-

ings in said wall, in combination with a car-door provided with an eye, E, substantially as described.

2. The rod D, having a right-angled portion or bolt, D′, provided with an opening, *c*, for the reception of a locking device, in combination with a car-door having an eye, E, substantially as described.

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

THEODORE W. COOKE.

Witnesses:
P. A. STALEY,
FRANK JOHNSON.