(No Model.)

J. ABBOTT.

FREIGHT CAR DOOR LOCK.

No. 343,355. Patented June 8, 1886.

Fig. 1.

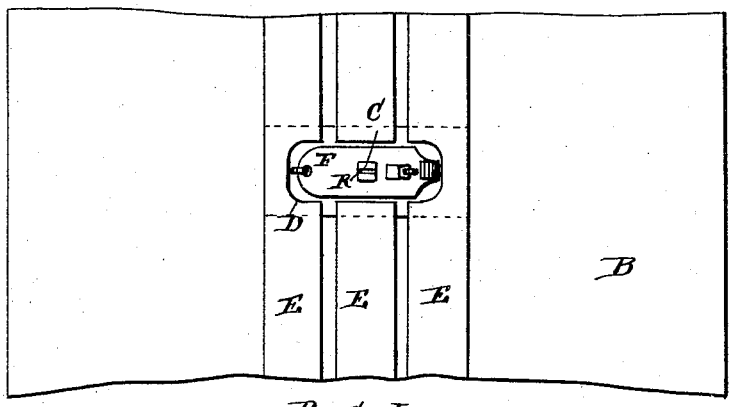


Fig. 2.

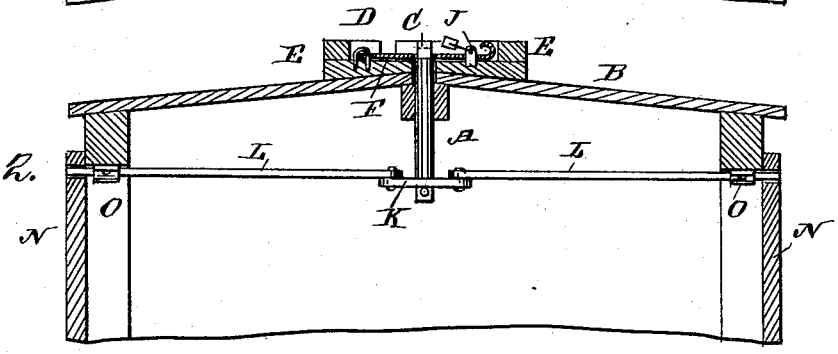


Fig. 3.

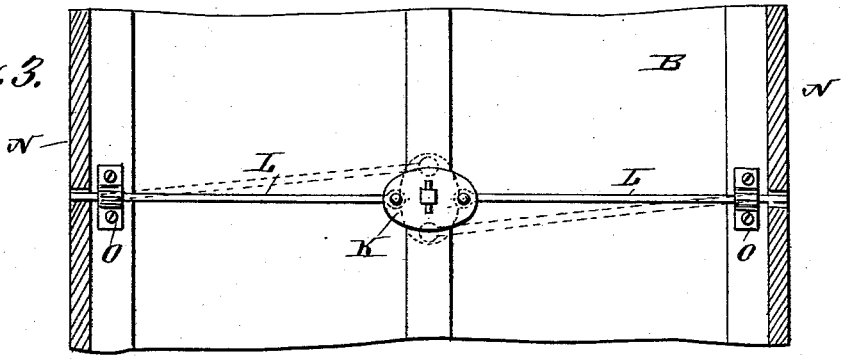
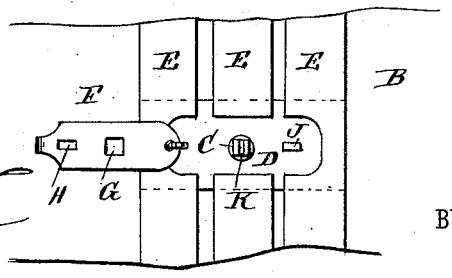


Fig. 4.



WITNESSES:

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JAMES ABBOTT, OF ELMIRA, NEW YORK.

FREIGHT-CAR-DOOR LOCK.

SPECIFICATION forming part of Letters Patent No. 343,355, dated June 8, 1886.

Application filed November 6, 1885. Serial No. 182,021. (No model.)

To all whom it may concern:

Be it known that I, JAMES ABBOTT, of Elmira, in the county of Chemung and State of New York, have invented a new and Improved Freight-Car-Door Lock, of which the following is a full, clear, and exact description.

The object of my invention is to provide a new and improved lock for sliding freight-car doors, which lock is operated from the roof of the car, is simple in construction, safe, and reliable.

The invention consists in the construction and combination of parts and details, as will be fully described hereinafter, and then pointed out in the claims.

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

Figure 1 is a plan view of my improved car-door lock on the top of the car. Fig. 2 is a cross-sectional view of the roof of the car, showing a side view of the lock. Fig. 3 is a plan view of the lock, looking from the bottom upward. Fig. 4 is a plan view of the top part of the lock, the plate being swung back.

The vertical shaft A is journaled in the roof B of the car, and the upper squared end, C, of the said shaft projects into the recess D in the gang-planks E on the roof of the car. In one end of the said recess the plate or hasp F is hinged, which fits in the said recess, and is provided in its middle with the squared hole G, through which the upper end of the shaft A can be passed, and at its swinging end the said hasp is provided with the slot H, through which the staple J can pass, which projects from the bottom of the recess D. On the lower end of the shaft A the disk K is secured, and to opposite points of the same the rods or bolts L are pivoted, which extend to the sides of the car, and can be passed into apertures in the upper parts of the sliding doors N on the sides of the car, which doors are opposite each other, as in the freight-cars of the usual construction. The said rods L are guided by the clips O on the under sides of the top plates on the sides of the car. A transverse groove, R, is formed in the top of the shaft A, and is parallel with the transverse axis of the car when the doors are locked, and thus shows the position of the locking rods or bolts at a glance.

The operation is as follows: The doors are closed, and then the shaft A is turned by means of a key in such a manner as to cause the rods or bolts L to move toward the sides of the car and to pass into the apertures in the doors N. Then the hasp F is swung down into the recess D, the upper squared end, C, of the shaft A passing into the aperture G, and the staple J passing into the slot H. The shackle of a padlock is then passed through the staple J and is sealed, or a car-seal of any well-known construction is passed through the said staple J and closed.

The shaft A cannot be turned as long as the hasp F is locked in place, and thus it is impossible to open the doors.

When the doors are to be opened, the seal is broken, the hasp is raised, and the shaft A is turned to withdraw the rods or bolts L from the apertures in the doors N.

I am aware that a freight-car has had a vertical pivot extended through its top or roof, the upper end of the pivot being provided with a hasp for locking and turning it, and the lower end of the pivot having a double-armed lever, to the ends of which the locking-ing-bolts are hinged, and I do not claim such as of my invention.

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

1. The combination, with a car, of a shaft journaled in the roof of the same, and having a squared upper end above the top of the roof, rods connected with the inner end of the said shaft, and extending to the sides of the car, and a hasp or plate pivoted on the roof of the car and provided with an aperture for receiving the upper end of the said shaft, substantially as herein shown and described.

2. The combination, with a car having the recess D in the top of its roof, of the shaft A, journaled in the roof of the car, the hasp F, pivoted in the said recess and provided with the aperture G, and of the rods or bolts L, connected with the lower end of the said shaft, and extending to the sides of the car, substantially as herein shown and described.

JAMES ABBOTT.

Witnesses:
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