E. N. Morse,

Car Lock.

No. 45,165. Patented Nov. 22, 1864.

Fig. 2.

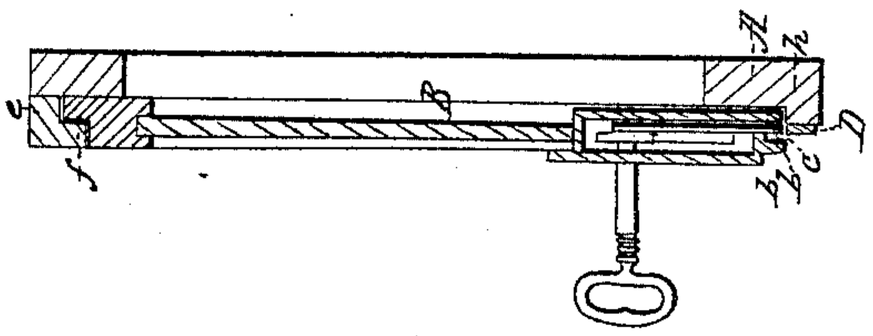
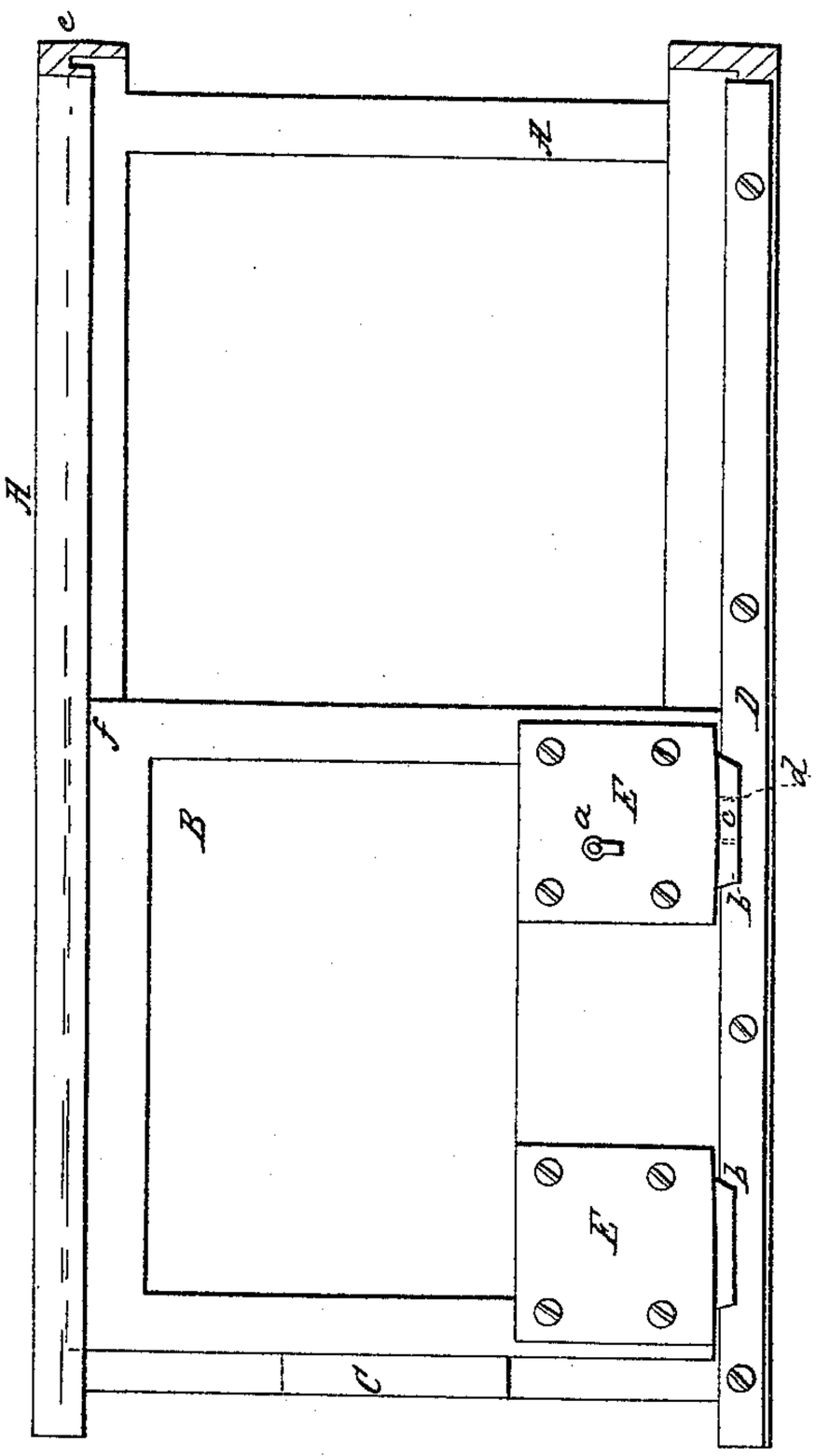


Fig. 1.



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UNITED STATES PATENT OFFICE.

E. W. MORSE, OF CHICAGO, ILLINOIS.

IMPROVEMENT IN LOCKING DOORS FOR RAILROAD-CARS.

Specification forming part of Letters Patent No. **45,165**, dated November 22, 1864.

To all whom it may concern:

Be it known that I, E. W. MORSE, of Chicago, in the county of Cook and State of Illinois, have invented a new and useful Improvement in Locking Doors of Railroad-Cars and other Doors; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable those skilled in the art to make and use the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is an elevation of a portion of a railroad freight-car, showing its sliding door with my device for locking the same. Fig. 2 shows a vertical cross-section taken through the lock.

Similar letters of reference indicate corresponding parts.

Sliding doors have been a long time in use in freight-cars and on other structures. Many plans have been devised for locking and securing them, some of the principal objects being to provide a fastening device that would not require any change in the general construction of the car and its door, which would be so economical in construction that it could be put upon every car, which would be strong enough to endure the rough usage common to freight-cars, which would be secure against accidental opening and against ordinary force, and which might be locked, and the means of operating the locking device removed therefrom.

No plan or device has been hitherto invented which commended itself to general use on the class of structures known as "baggage" and "freight" cars.

My invention hereinafter set forth answers the conditions required in a superior degree.

A represents the side framing of a railroad freight-car, with its sliding door B, which has a tongue, *f*, on its top running in a groove, *e*, in the frame. C is a stop at the end of the framing to limit the movement of the door in that direction. The face of the framing A has a way, *h*, formed along its whole lower edge, and a rail, D, is secured along the lower edge of the framing, as seen in the figures. The rail D extends above the level of the way *h*, which in practice is replaced by supports to hold the rail to the framing and yet leave an open space between them. The top edge of the rail is embraced by guides *b*, secured to the bottom of the door, and in this example of my invention they are fixed to and form part of the bottom of metallic plates E, secured at opposite corners to the sliding door. The inner guide, *b*, runs in the groove made by the way *h* and the rail D; but the door is supported upon the top of the rail between the guides *b*. Friction-rolls may be fitted between the guides, if desired. A lock is placed within one of the plates E, whose bolt *c* is in the same plane with the rail D. A socket for the bolt is cut in the rail at *d*, or at any other point which shall coincide with the place of the bolt when the door is closed ready to be locked. The bolt of the lock is inclosed between the guides *b*, so that it cannot be forced open from without or within by prying up the bolt. When the door is closed, the bolt can be locked in its socket *d*, the key withdrawn from its hole *a*, and the contents of the car thus made secure against dishonest or careless practices.

I do not claim the sliding door, nor do I claim locking the door of a car or other similar structure; but,

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

1. A locking device, in a car or other structure with sliding doors, constructed and operated substantially as above described.

2. Protecting the bolt of the lock by means of the guides which hold the door to the rail on which it slides, substantially as and for the purpose set forth.

E. W. MORSE.

Witnesses:
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