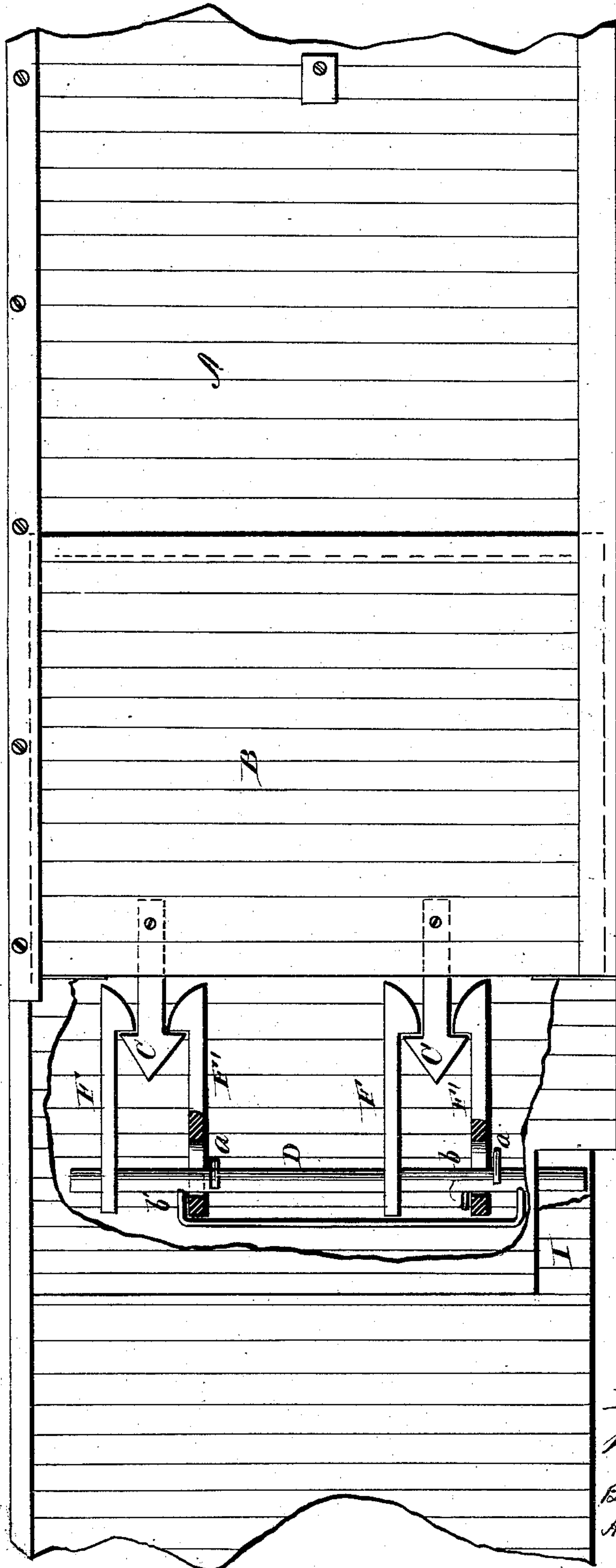


(Model.)

W. BRADLEY.
Lock for Car Doors.

No. 232,448.

Patented Sept. 21, 1880.



Witnesses.
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UNITED STATES PATENT OFFICE.

WILLIAM BRADLEY, OF FORT WAYNE, INDIANA.

LOCK FOR CAR-DOORS.

SPECIFICATION forming part of Letters Patent No. 232,448, dated September 21, 1880.

Application filed June 22, 1880. (Model.)

To all whom it may concern:

Be it known that I, WILLIAM BRADLEY, of Fort Wayne, in the county of Allen, and in the State of Indiana, have invented certain
5 new and useful Improvements in Car-Door Locks; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawing, and to the letters of reference
10 marked thereon, making a part of this specification.

The nature of my invention consists in the construction and arrangement of a lock for freight-car doors, as will be hereinafter more
15 fully set forth.

In order to enable others skilled in the art to which my invention appertains to make and use the same, I will now proceed to describe its construction and operation, referring to the
20 annexed drawing, which represents the side of a car with my lock applied thereto.

A represents the side of a freight-car with sliding door B, the door being provided with two stationary projecting spear-shaped latches,
25 C C.

In a casing on the car is a vertically-movable bar or rod, D, placed in suitable guides, and to this rod or bar are rigidly attached two hooks, F F', at proper distances apart. Below
30 each hook F is a movable hook, F', having an elongated slot in its inner end, through which the bar or rod D passes.

a a are stops to prevent the hooks F' from falling down, and which serve as fulcrums for
35 said hooks.

On the lower part of the bar or rod D is located a pin, b, just above the rear end of the lower hook F', which bears upon the said end of the hook, and holds it in normal position
40 and returns it thereto when shifted.

The letter b' indicates a bent-wire guard secured to the bar D, its upper horizontal portion bearing against the rear end of the upper hook F', and serving to hold and return said hook
45 to a normal position, in a manner similar to the pin b, operating against the lower hook F'.

The operation of my improved lock is as follows: Upon closing the door B the latches C C are forced between the respective hooks F and F', which causes the hooks F to be elevated, carrying the rod D upward. The rear
50 ends of the hooks F' are thus relieved of the pressure upon them, and are allowed to move on their fulcrums, so as to permit their outer ends to drop, thus permitting the heads C to
55 pass freely between them until the shoulders on said heads pass the shoulders of the hooks, when the upper hooks drop and the outer ends of the lower hooks are elevated so as to automatically seize the heads C, and thus securely
60 lock the door. To open the door it is only necessary to raise the bar D, which releases the heads C and permits the door to be moved back.

The lower end of the bar or rod D is protected by a cover, I. A seal may first be applied to the bar, and then the protecting-cover
65 placed in position.

This device is simple and cheap, and at the same time forms a secure protection for goods
70 in transit and otherwise. The lock cannot be opened by any means while the car is in motion, and if standing still a great portion of the door must be cut away before the lock can be disturbed.

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

The combination of the vertically-movable rod or bar D, hooks F, rigidly attached to the
80 same, movable hooks F', stops a, pin b, and guard b', with the dart-heads C on the sliding door, substantially as and for the purposes herein set forth.

In testimony that I claim the foregoing I
85 have hereunto set my hand this 14th day of May, 1880.

WILLIAM BRADLEY.

Witnesses:

W. J. KERR,
D. J. SPENCER.