

(No Model.)

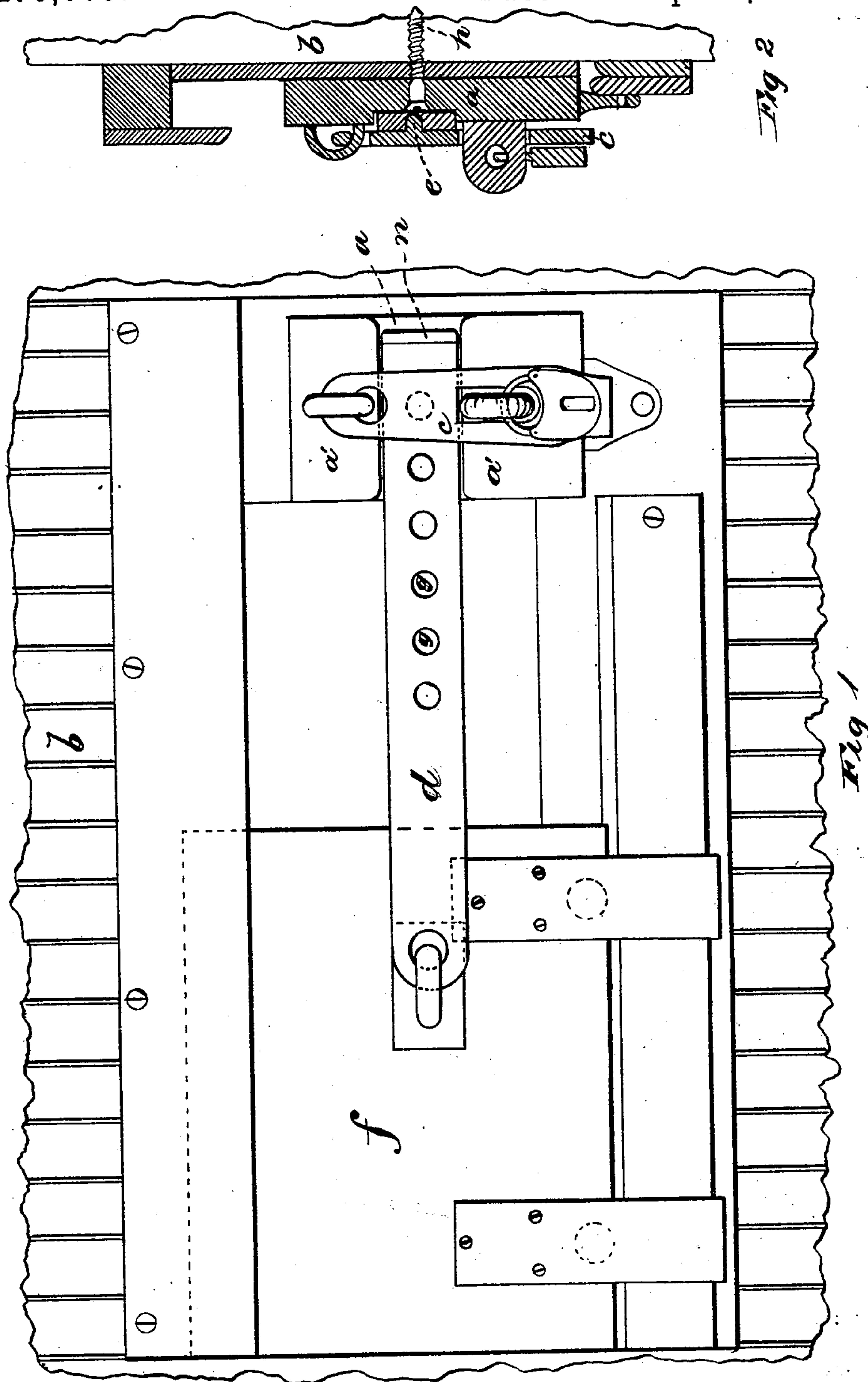
2 Sheets—Sheet 1.

W. T. MINGUS.

LOCK FOR SLIDING DOORS.

No. 275,066.

Patented Apr. 3, 1883.



Attest
Charles H. Rice
J. D. Campbell.

Inventor:
William T. Mingus,
by O. Drake, Atty.

(No Model.)

2 Sheets—Sheet 2.

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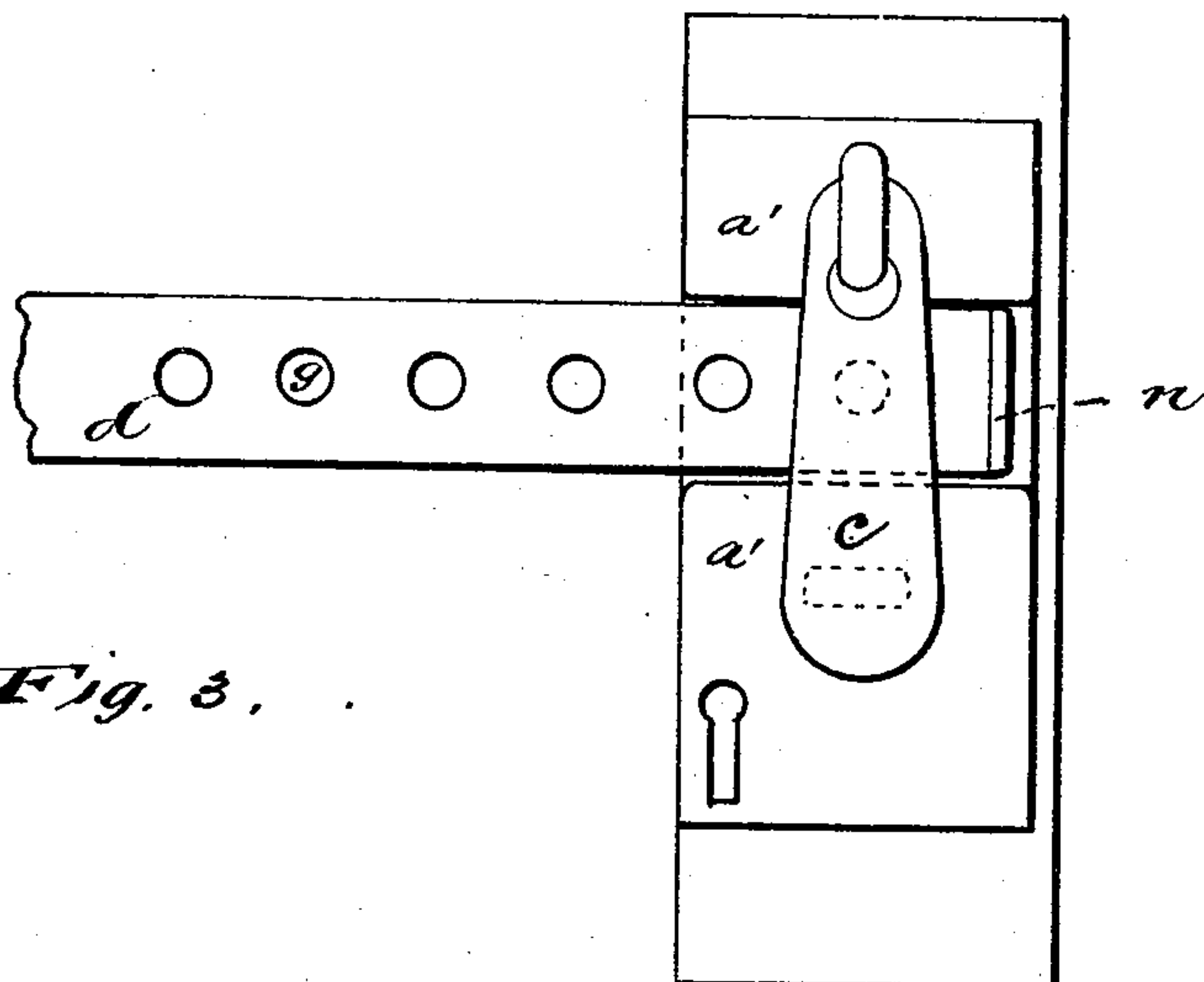


Fig. 3.

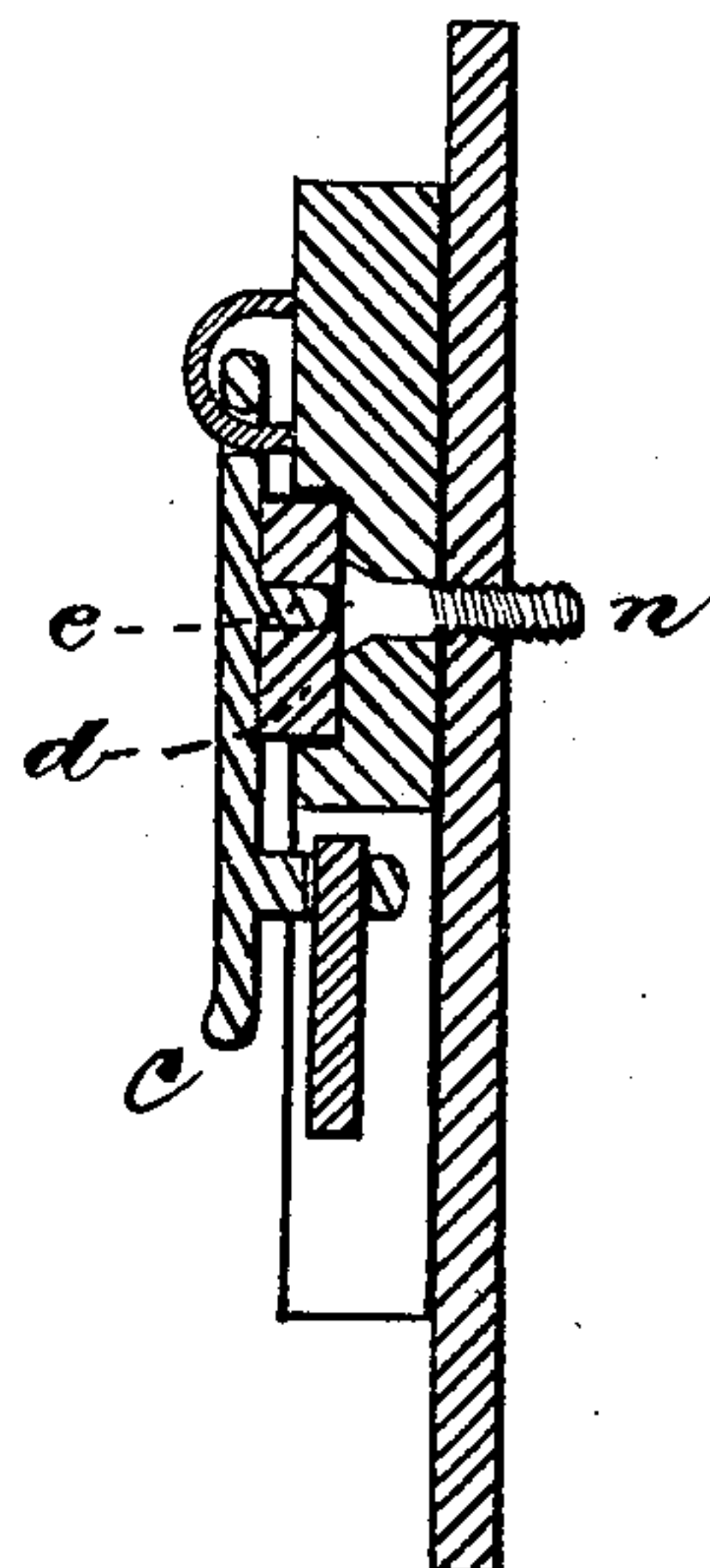


Fig. 4.

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UNITED STATES PATENT OFFICE.

WILLIAM T. MINGUS, OF NEWARK, NEW JERSEY.

LOCK FOR SLIDING DOORS.

SPECIFICATION forming part of Letters Patent No. 275,066, dated April 3, 1883.

Application filed December 8, 1882. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM T. MINGUS, a citizen of the United States, residing at Newark, in the county of Essex and State of New Jersey, have invented certain new and useful Improvements in Locks; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to letters of reference marked thereon, which form a part of this specification.

The object of this invention is to give greater security to a freight-car, to give increased strength to a lock, to facilitate the locking and unlocking of the same, and to attain other advantages, as will be hereinafter set forth.

The invention consists in the arrangements and combinations of parts, substantially as will be hereinafter set forth, and finally embodied in the claims.

Referring to the accompanying drawings, embraced in two sheets, in which similar letters of reference indicate like parts in each of the several figures, Figure 1 is an elevation of a freight-car door to which my improved lock has been applied; Fig. 2, a sectional view of the same, taken through line *x*. Fig. 3, Sheet 2, represents a modified form of my invention, and Fig. 4 is a section thereof.

In carrying out the invention I form a lock-plate, *a*, adapted to be secured to the car-body *b* by means of a bolt or screw, arranged so that the screw-head or bolt-nut shall lie beneath and be covered by the lock-hasps *c*, thereby cutting off access to them when the hasp is locked. Said lock-plate moves pivotally on said bolt or screw, so that should the car or gate sag the hasp *d* may still be readily secured between the hereinafter-mentioned portions *a'*. Said lock-plate *a* has formed on the outer face thereof projecting portions, *a'* *a'*, between which the door or gate hasp *d* lies, said projections acting as guards. Upon the lock-plate *a* is secured the lock-hasps *c*, upon the under side of which is formed the pin *e*. Said lock-hasps *c* covers the door-hasps and secures the same to or in the lock, as shown. The door-hasps *d* is secured to the sliding door *f* by

suitable means, and is provided with a series of perforations, *g*, formed and adapted to engage with the pin on the lock-hasps, so that under certain circumstances, when it is inconvenient or impossible to entirely close said door *f*, the latter can be secured, yet remain partially open. The extremity *n* of the hasp *d* is turned or bent or has a projection formed upon it, so that should said hasp-pin *e* be broken or be otherwise ineffective further preventive against withdrawal of hasp *d* is furnished.

The lock-hasps *c* may be secured by a pad-lock, *m*, or by other suitable means—such, for example, as a lock and key, as indicated in Figs. 3 and 4.

The lock thus constructed is of great strength and utility, more especially as applied to freight-cars, and can be manufactured at a reduced cost. Its simplicity of construction prevents the same from getting readily out of order, and it is otherwise adapted for the purposes for which it is intended, making it an improved article of manufacture.

It is evident that the locking device may be changed from the body *b* to the door *f*, the other parts being relatively changed, without departing from the spirit of my invention, and therefore I do not wish to limit myself to the exact construction herein shown, as these and other changes may be made.

I am aware that hasps have been so formed heretofore as that car-doors may be fastened when the same are but partially closed, and therefore this feature, broadly, I do not wish to be understood as claiming; but

What I claim as new is—

1. In combination with a hasp, *d*, a lock-plate having a pivotal action to accommodate it to said hasp, and carrying a hasp, *c*, and means for locking the latter, as set forth.

2. In combination, the plate *a*, with the hasp *c* and means whereby said hasp is locked arranged thereon, said plate being adapted to be secured to the body *b* at a point beneath the hasp *c* when the latter is in a locked condition, and the hasp *d*, all said parts being arranged and operating substantially as herein set forth and shown.

3. In combination, the pivotal lock-plate *a*, hasp *c*, pin *e*, and means for locking said hasp

c, and the perforated hasp *g*, all arranged and operating substantially as herein set forth and shown.

4. In combination, the pivotal lock-plate *a*,
5 hasp *c*, pin *e*, and means for locking said hasp *c*, and the hasp *d*, having a series of perforations, *g*, and projection *n* therein and thereon, all said parts being arranged and operating substantially as herein set forth and shown.

In testimony that I claim the foregoing I do have hereunto set my hand this 20th day of November, 1882.

WILLIAM T. MINGUS.

Witnesses:

OLIVER DRAKE,
CHARLES H. PELL.