(No Model.)

J. KINZER.

CAR DOOR LOCK.

No. 312,358. Patented Feb. 17, 1885.

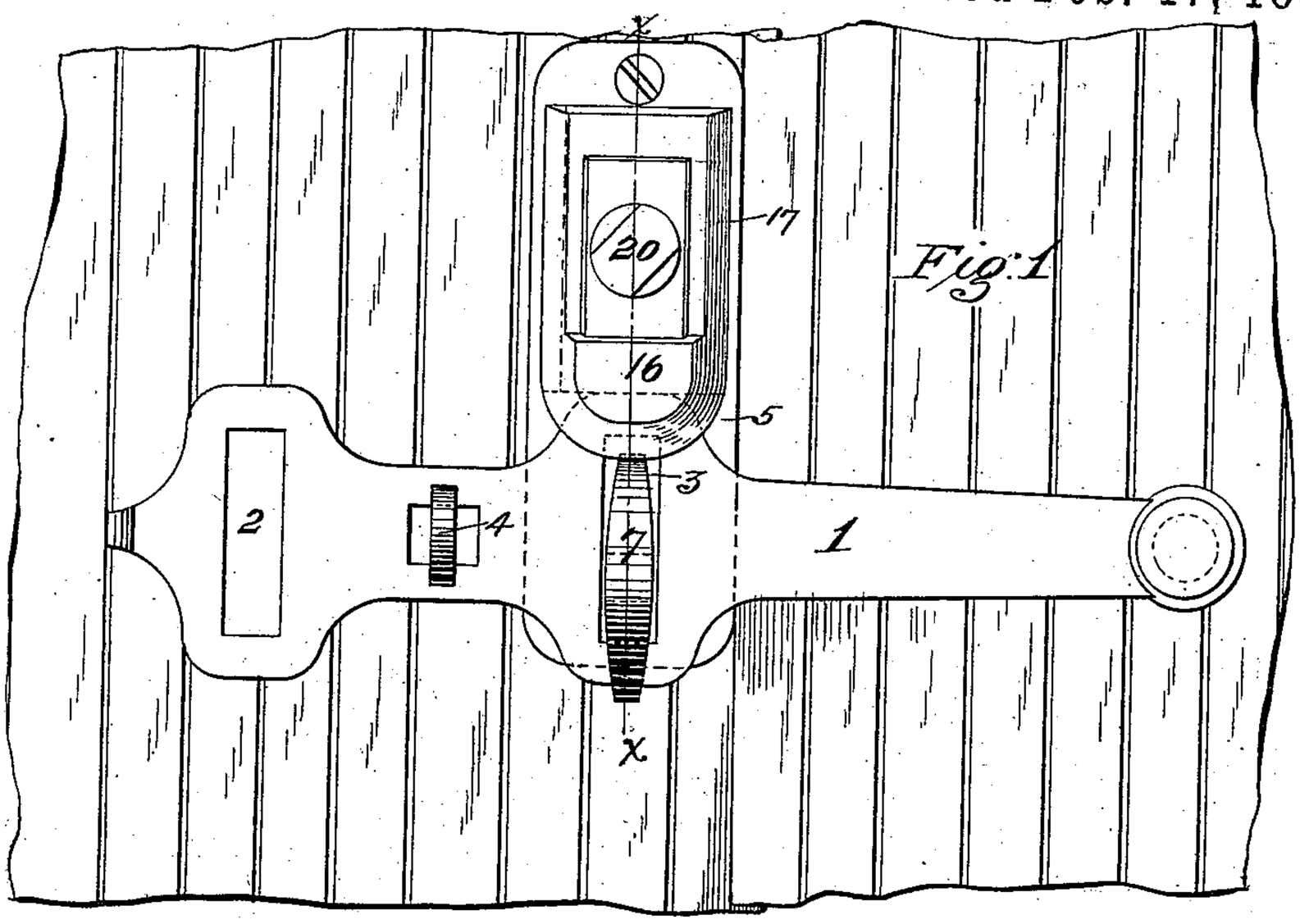


Fig. 1

Fig. 3.

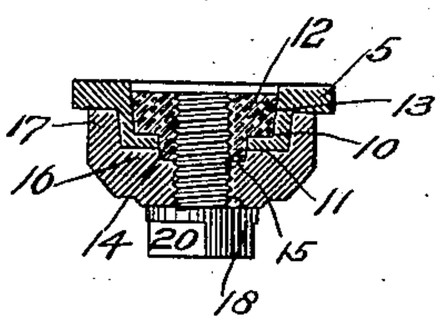
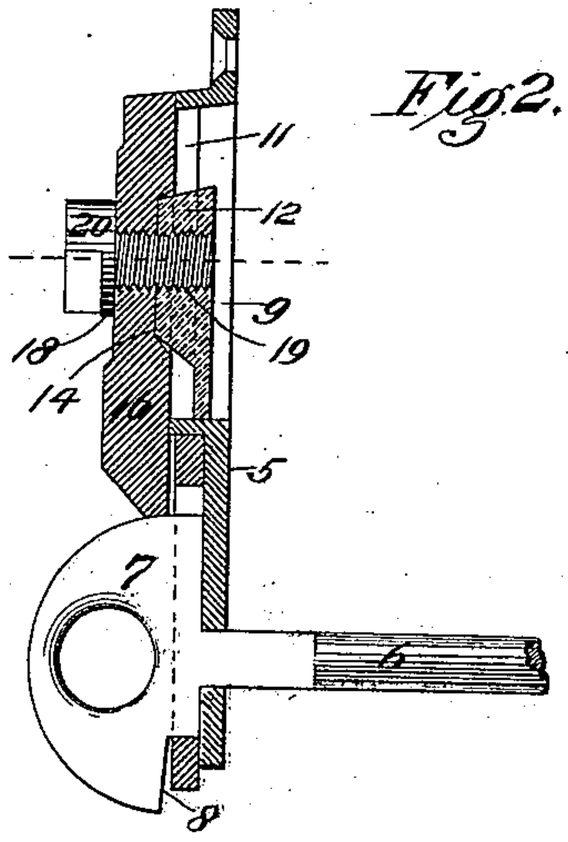


Fig. 2.



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UNITED STATES PATENT OFFICE.

JACOB KINZER, OF PITTSBURG, PENNSYLVANIA.

CAR-DOOR LOCK.

SPECIFICATION forming part of Letters Patent No. 312,358, dated February 17, 1885.

Application filed July 12, 1884. (No model.)

To all whom it may concern:

Be it known that I, JACOB KINZER, a citizen of the United States, residing at Pittsburg, in the county of Allegheny and State of Pennsylvania, have invented or discovered certain new and useful Improvements in Car-Door Locks, of which improvements the following is a specification.

In the accompanying drawings, which make part of this specification, Figure 1 is a side elevation of a part of a car and its door, showing my improved locking device applied thereto. Fig. 2 is a section on the line *x x*, Fig. 1. Fig. 3 is a transverse sectional view.

The locks usually employed for securing the doors of freight-cars are generally of simple construction, and it is comparatively easy to make false keys for said locks, and consequently gain access to the cars while standing on sidings or in freight-yards.

The object of my invention is to so construct a lock for freight-cars that, while it is easy to make a key for the lock, the key will of necessity be of such a size that it cannot be carried without danger of detection.

On the door of the car is pivoted the hasp 1, which is provided at its free end with the vertical slots 2 and 3 and the staple 4, and on the side of the car adjacent to the opening in the same is secured the plate 5, one end of said plate being secured by an ordinary screw and the other end by the bolt 6, provided with the rounded and laterally-flattened head 7, which is undercut, as shown at 8 in Fig. 2, on its lower edge.

In the plate 5 is formed the slot 9, surrounded on the upper side of the plate by the rim 10, which is provided with the inwardly-projecting flange 11, forming ways along which the keeper-block 12 can slide. This block 12 is formed with the wings 13, fitting under the flanges 11 on each side of the slot, and the central boss, 14, which projects up between the flanges 11, and is constructed to fit in a recess, 15, formed in the under side of the sliding bolt or catch 16. (See Fig. 2.) This sliding bolt or catch 16 is provided with the flange 17, extending along both sides of the bolt, and adapted to fit outside of the rim 10 and slide along said rim. Through a hole, 18, in the sliding bolt or catch 16, and into a threaded opening, 19, in the keeper-block 12, is passed the threaded bolt 20, by which the sliding bolt and its keeper can be drawn tightly against the flanges 11 on its upper and lower sides, respectively.

In securing a door by the above-described device the hasp 1 is turned on its pivot to a horizontal position, and one of the slots is passed over the head 7 of the bolt 6; but as the slots are a little shorter than the width of the head 7 it is therefore necessary in putting the hasp in position to first place one end of the slot into the notch or under-cut 8, and then turn the hasp so as to slide the hasp over the head. As soon as the hasp is in position the sliding bolt is pushed toward the head 7 until its front end passes over the edge of the hasp, as shown, in which position it is locked by turning the threaded bolt 20, as above described. It is apparent that as long as the sliding bolt or catch holds the upper edge of the hasp in the position shown in the drawings it is impossible to remove the hasp from the bolt 6, as it is necessary to turn that part of hasp under the sliding bolt over the head 7 before the lower side of the hasp can be disengaged from the notch 8. The head of the threaded bolt 20 can be made of such a shape as to require a special form of wrench to turn it; and an additional source of safety, beside the difficulty of making a wrench, is that it cannot be readily concealed about the person.

By forming two slots in the hasp the door can be either entirely closed or left partially open for the purpose of ventilation. After the door has been locked it can be sealed by passing the wire of the ordinary car-seal through a hole in the head 7 and through the staple 4.

I claim herein as my invention—

1. In a car-door lock, a pivoted hasp provided with slots, as shown, in combination with a bolt having a flattened head adapted to fit in the slot in the hasp, a sliding bolt or catch for holding the hasp on the bolt-head, and a threaded bolt or screw for securing the sliding bolt in position, substantially as set forth.

2. In a car-door lock, a pivoted hasp having suitable slots or openings therein, in combination with a bolt having a head notched on its under side, as described, a sliding bolt or

catch for holding the hasp in position on the bolt-head, and a threaded bolt or screw for locking the sliding catch in position, substantially as set forth.

3. In a car-door lock, a pivoted hasp, slotted as described, in combination with a bolt having its head portion constructed as shown, a slotted plate having flanges projecting into the slot, a flanged keeper-block fitting within the slot in the plate, a sliding bolt or catch, and a threaded bolt or screw for clamping the block and sliding bolt against the flanges of the plate, substantially as set forth.

In testimony whereof I have hereunto set my hand.

JACOB KINZER.

Witnesses:
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