

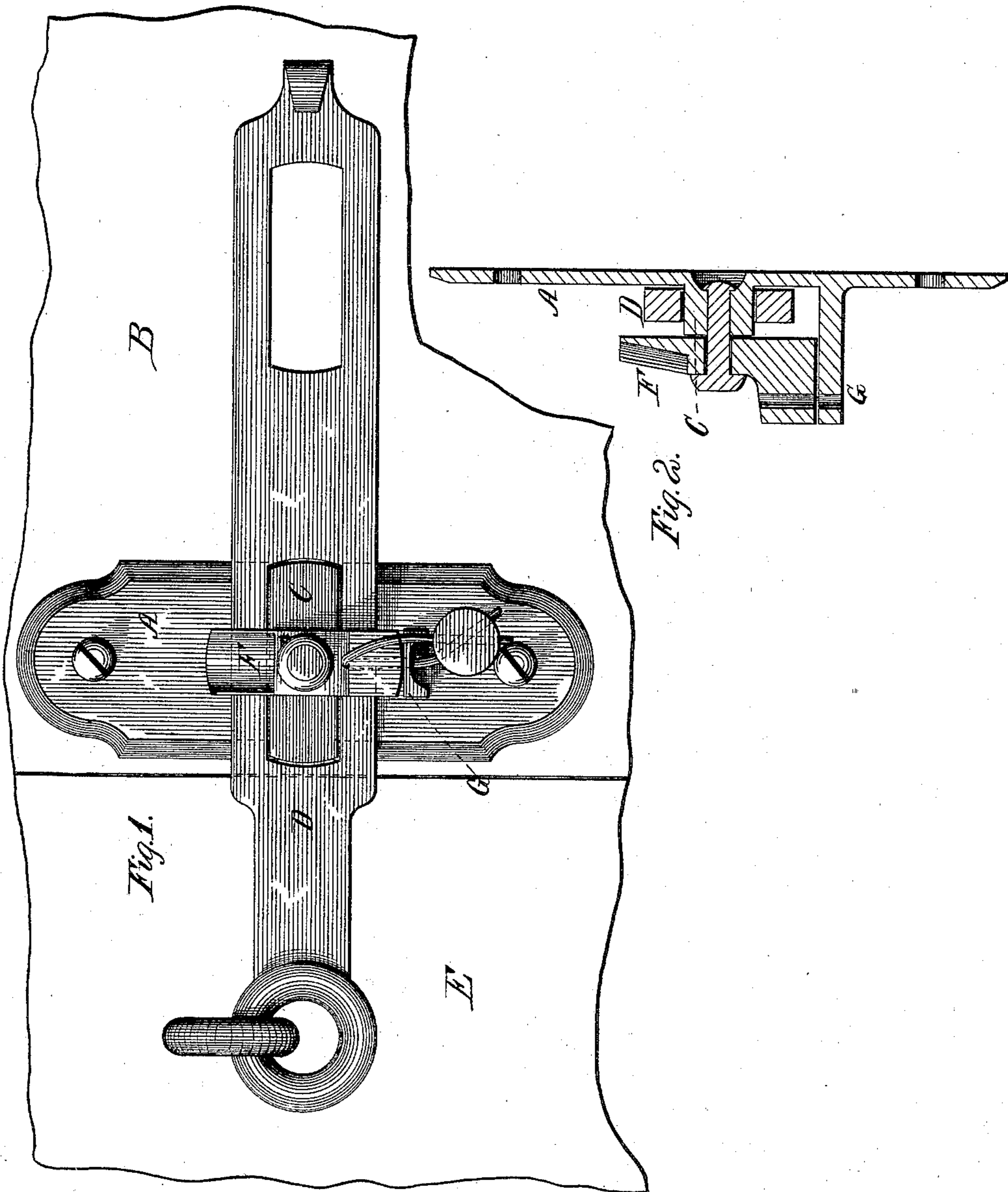
(No Model.)

R. C. SCHENCK, Jr.

CAR DOOR LOCK.

No. 335,778.

Patented Feb. 9, 1886.



Witnesses:  
W. C. Johnston  
E. W. Reckard

Inventor:  
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# UNITED STATES PATENT OFFICE.

ROBERT C. SCHENCK, JR., OF DAYTON, OHIO.

## CAR-DOOR LOCK.

SPECIFICATION forming part of Letters Patent No. 335,778, dated February 9, 1886.

Application filed September 12, 1885. Serial No. 176,864. (No model.)

*To all whom it may concern:*

Be it known that I, ROBERT C. SCHENCK, Jr., a citizen of the United States, residing at Dayton, in the county of Montgomery and State of Ohio, have invented certain new and useful Improvements in Car-Door Locks, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification.

My improvement relates to car-door locks composed of a staple and a corresponding hasp fitting thereon, and provided with a gravitating latch, whereby when the hasp is fitted over the staple the gravitating latch-piece falls to such a position that the hasp becomes at once self-locked upon the staple.

The novelty of my invention will be herein set forth, and specifically pointed out in the claims.

In the accompanying drawings, Figure 1 represents a front elevation of my improved lock as applied to a car, showing the door locked entirely shut and sealed. Fig. 2 is a central sectional view of my improved lock through the staple-plate and latch-piece.

The same letters of reference are used to indicate identical parts in both the figures.

A represents a staple-plate attached to the side of the car B, and provided with a projecting and preferably integral staple, C, over which fits the hasp D, which is attached to the corresponding door, E, in the usual or any suitable manner.

Upon the staple C is loosely pivoted a gravitating latch-piece, F, which is made heavier at one end, so that it always hangs in a substantially perpendicular position.

The position of the staple and hasp above described may of course be reversed—that is, the hasp may be hinged to the car and the staple be attached to the door. When it is desired to lock the door, this latch-piece is raised to a horizontal position, the slot in the hasp passed over it, and the staple C and the latch-piece released, whereupon it immediately falls back to a perpendicular position, thus locking the hasp securely to the staple. The

lower end of this latch-piece is perforated to correspond with a perforation in a projecting bracket, G, through which may be passed a wire for sealing the car, or through which the bow of a padlock may be inserted, if desired, and the shape of the parts may be altered so as to bring the lower part of the latch side by side with the bracket, and the perforations in both may be horizontal.

I preferably provide a hasp with two or more slots, so that the car-door may be either tightly closed and locked, as shown in Fig. 1, or may be locked ajar for the purpose of ventilation.

While I prefer the form illustrated, wherein the upper portion of the latch-piece is hollowed out, as shown, yet I do not limit myself to the details of form, but consider as the essence of my invention the combination, with a preferably solid staple-piece, of a gravitating latch pivoted thereto and adapted to swing across the hasp to hold the same locked against outward strain.

It will be observed that the ordinary and normal strain is borne directly by the staple C, and not by the gravitating latch.

Having thus fully described my invention, I claim—

1. The combination, with a hasp, of a staple over which the hasp fits and with which it engages, and a gravitating latch pivoted to the staple and arranged to automatically swing across the hasp to hold the same locked, substantially as described.

2. The herein-described car-door fastening, consisting of the perforated hasp D, staple-plate A, having a staple, C, secured thereto, a gravitating latch, F, pivoted to the staple C, and a bracket, G, projecting from the plate A, said latch and bracket being coincidentally perforated to enable a locking-wire or padlock to be passed therethrough, the whole constructed in the manner and for the purpose specified.

ROBERT C. SCHENCK, JR.

Witnesses:

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