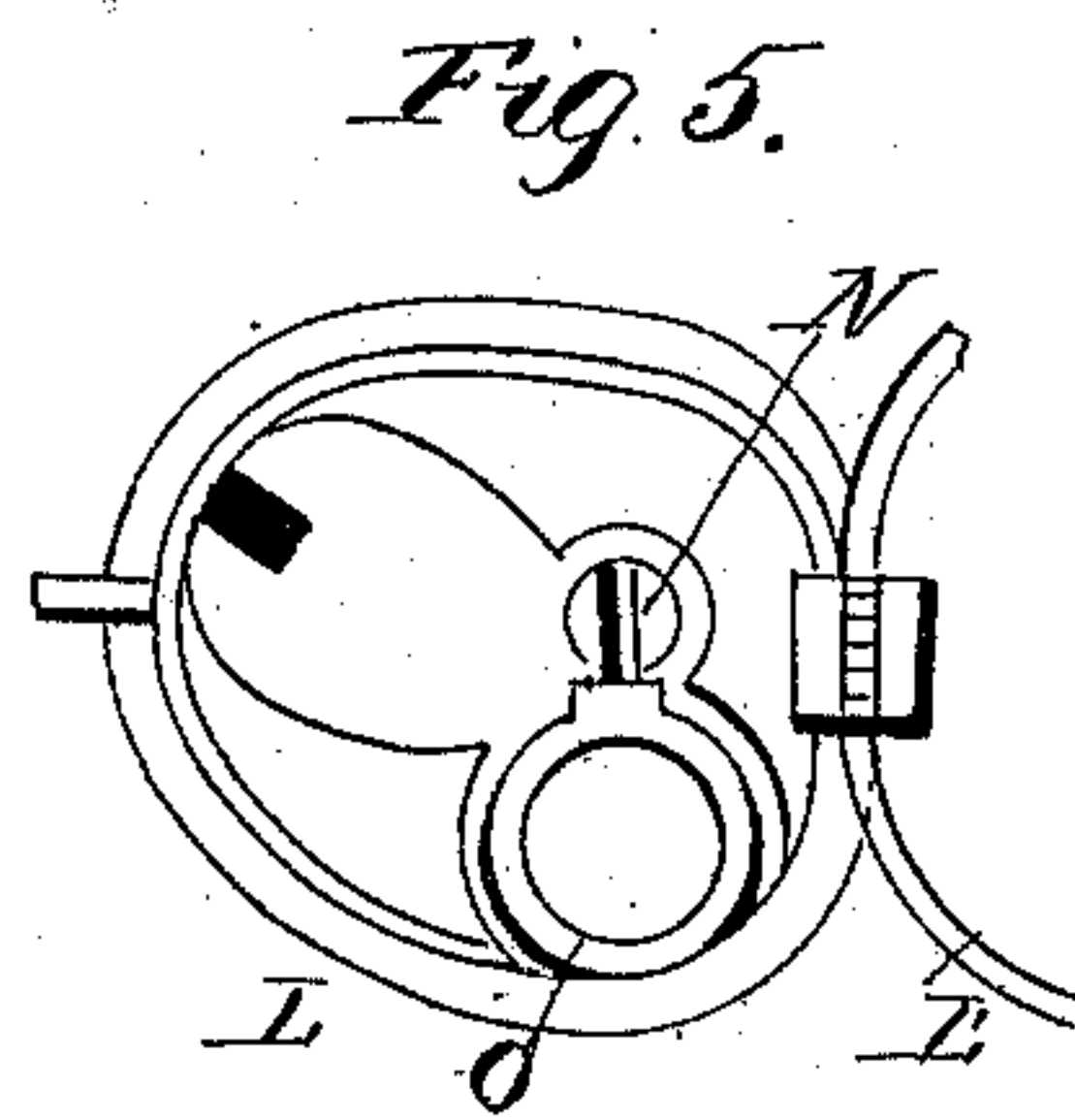
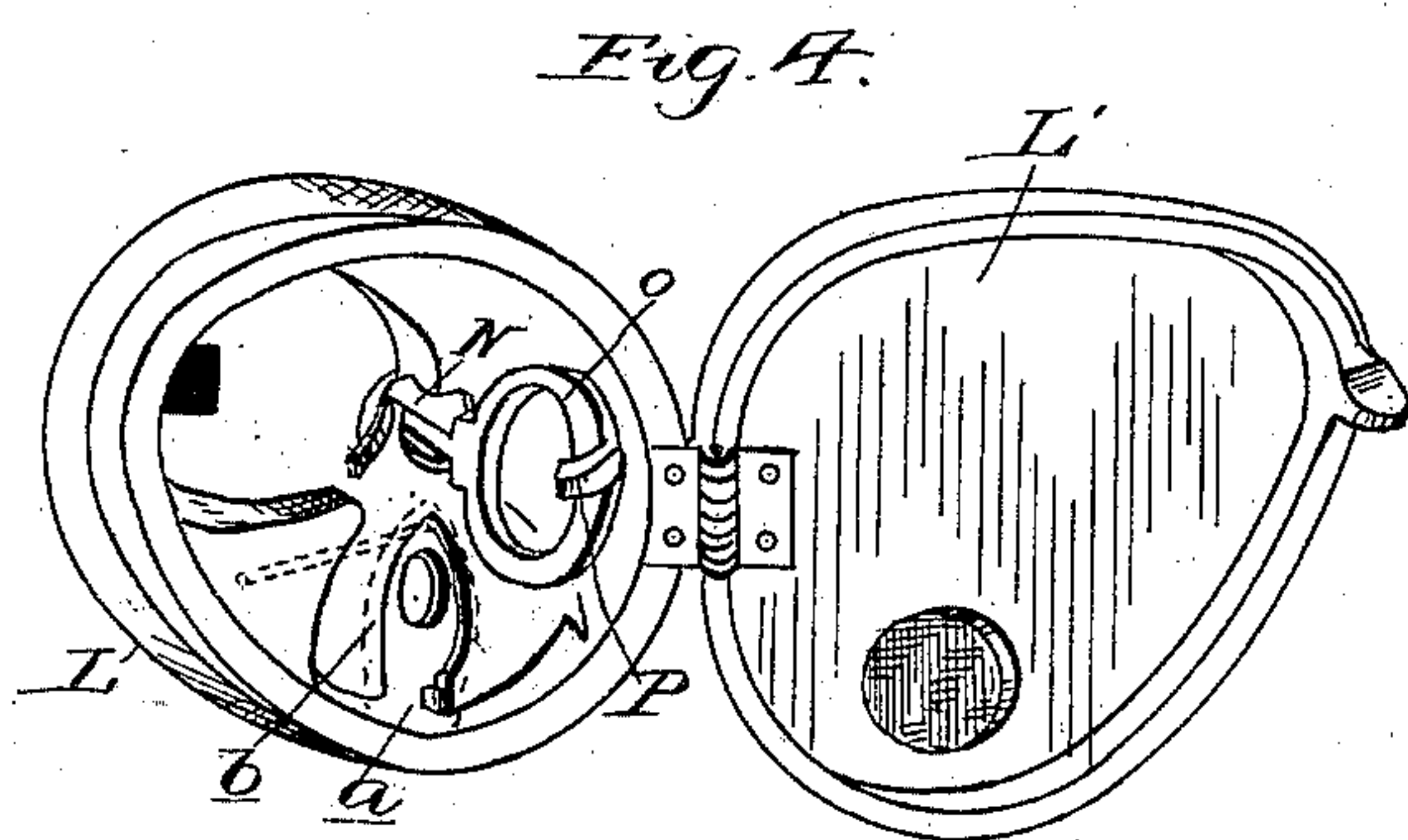
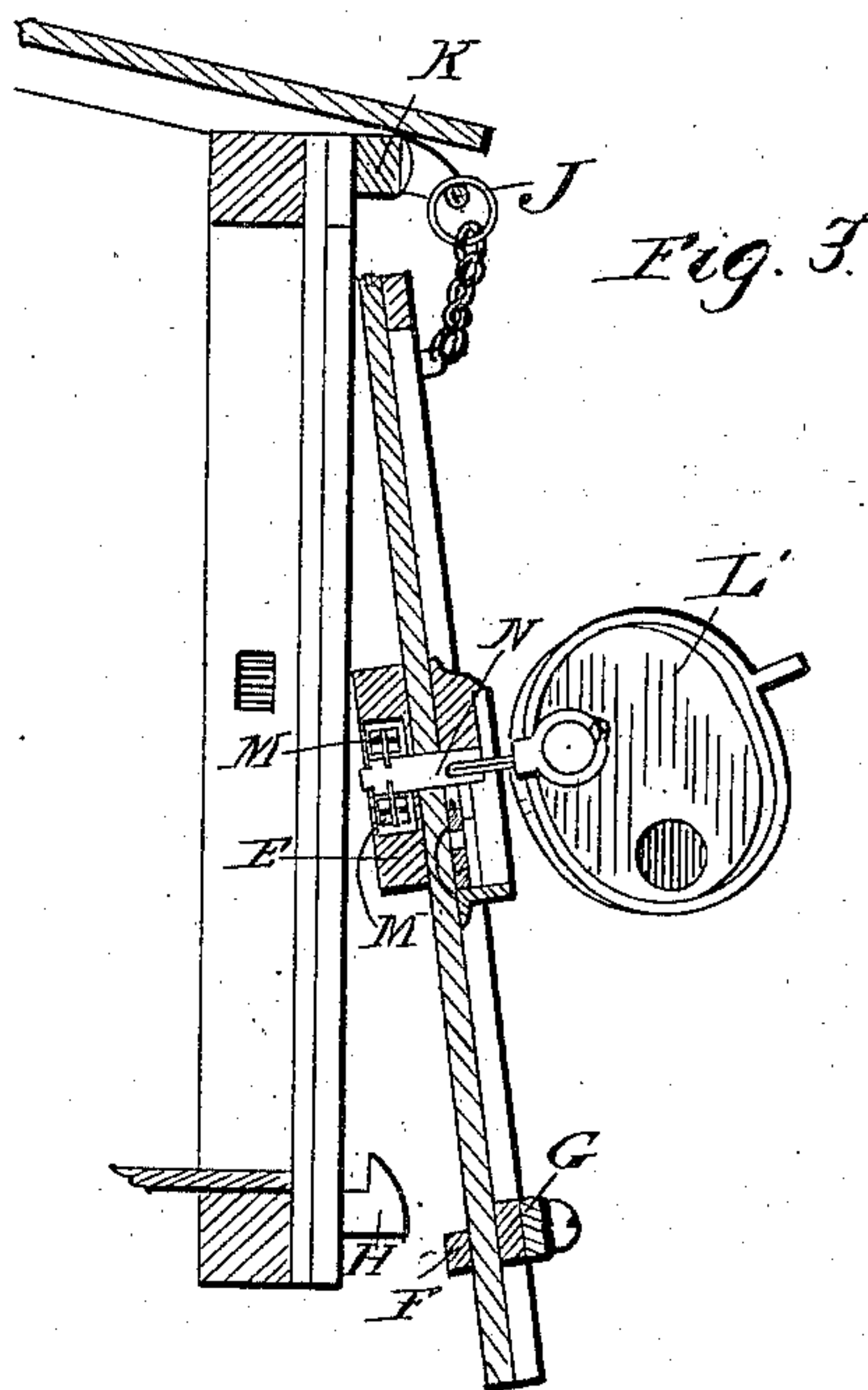
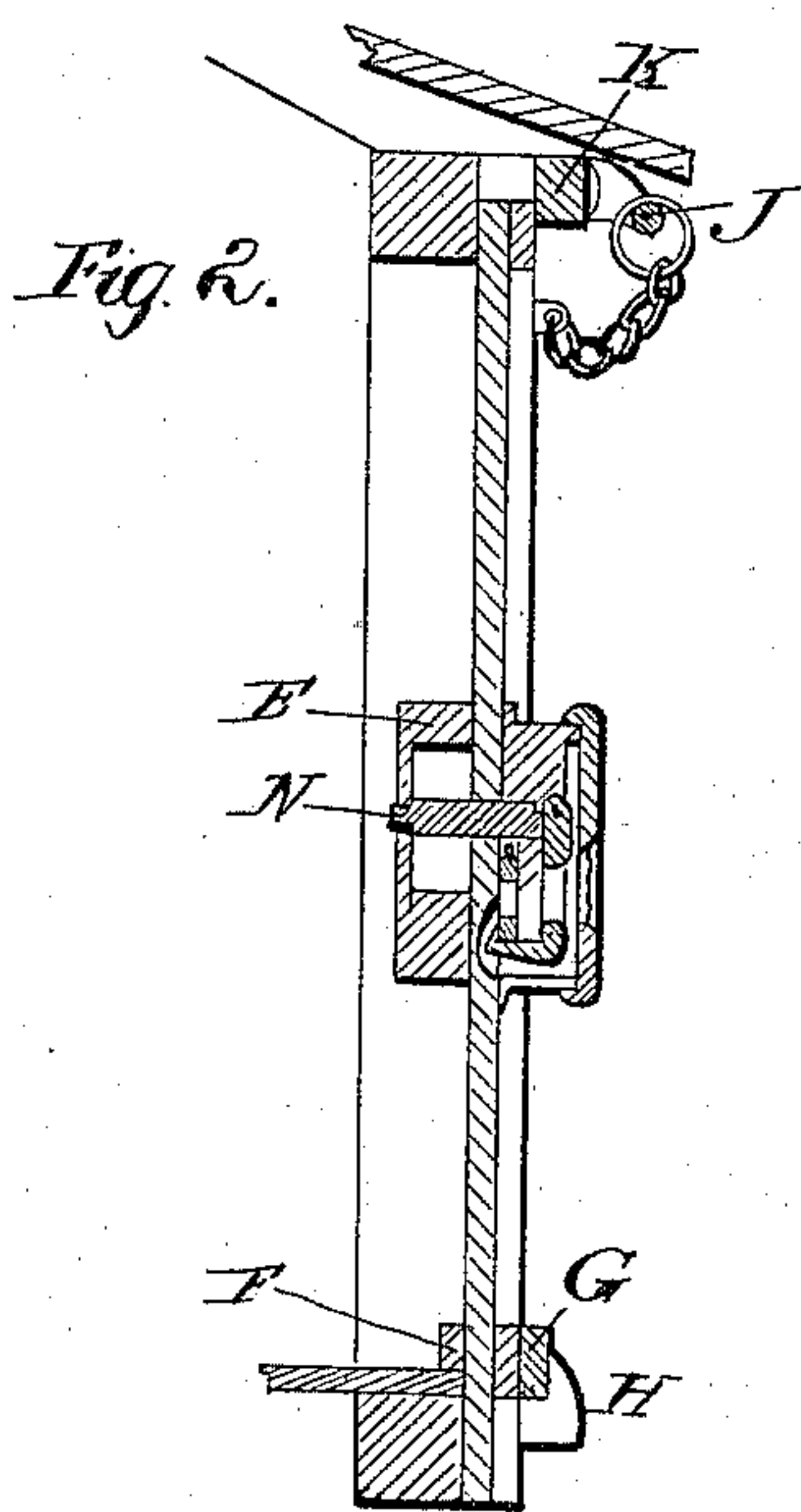
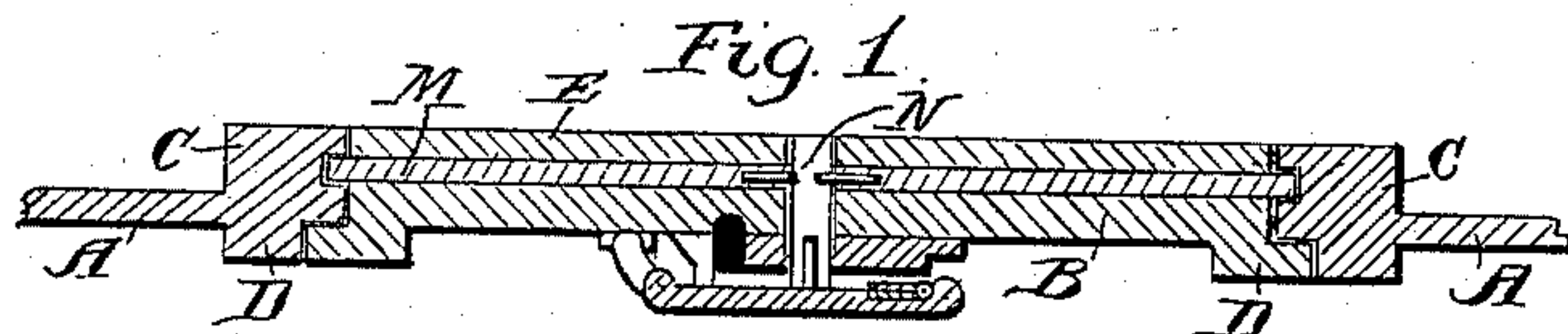


(Model.)

P. BROWN.
LOCK.

No. 335,990.

Patented Feb. 9, 1886.



WITNESSES
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UNITED STATES PATENT OFFICE.

PERRY BROWN, OF LOUISVILLE, KENTUCKY.

LOCK.

SPECIFICATION forming part of Letters Patent No. 335,990, dated February 9, 1886.

Application filed October 8, 1885. Serial No. 179,302. (Model.)

To all whom it may concern:

Be it known that I, PERRY BROWN, of Louisville, in the county of Jefferson and State of Kentucky, have invented new and useful Improvements in Locks; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, which form a part of this specification.

10 This invention relates to certain new and useful improvements in locks more especially adapted for freight-car doors; and it consists in the peculiar construction, arrangement, and combination of the parts, all as more fully
15 hereinafter described and claimed.

In the accompanying drawings, which form a part of this specification, Figure 1 is a horizontal section of a portion of a freight-car and a door provided with my improved
20 lock. Fig. 2 is a vertical section of the same through the lock. Fig. 3 is a similar view with the door unlocked, ready to be swung open. Fig. 4 is a perspective view of the lock detached and open. Fig. 5 is an elevation of the same with the handle of the lock
25 closed down into its recess in the lock-case.

Referring to the drawings by letter, A represents a portion of the body of the car, provided with the usual door-opening.

30 B is the door, made to fit snugly between two cleats, C, fastened on the car-body at each side of the door-opening. The door has secured to it the vertical battens D, forming double rabbets, to make the door weather-tight when closed. Across the door, upon
35 the inside and at about the longitudinal center thereof, is secured a wide bar, E, which conceals the bolts of the lock, (hereinafter described,) while at the bottom of the door, also upon the inside, is secured a cleat, F,
40 designed to rest upon the sill of the car when the door is closed. Across the door, upon the outside and near the bottom, is rigidly secured an iron bar, G, the projecting ends of
45 which, when the door is closed, rest within the hook-brackets H, projecting from the side of the car, as shown. At the top of the door are two or more chains or other suitable connections for hanging the door upon a rod, J,
50 and the upper edge of the door, when closed,

projects under a rail, K, which excludes the weather, and also acts as a top fastening.

L represents the lock-case, secured to the door by concealed bolts, the nuts of which are upon the inside of the door, and this case
55 is provided with a closely-fitting cover, L', and such cover should be provided with a suitable lock for securing it in its closed position.

Within the bar E are secured the locking-
60 bolts M, pivotally connected to a hub or shaft, N, common to both, in such a manner that as the shaft is turned such bolts may be simultaneously advanced or projected, so as to engage with suitable bolt-holes in the door-
65 posts to secure the door in position. The outer end of this shaft N projects through the lock-case, and has hinged to it the ring-handle O, designed to be folded down into a recess, b, in the case, beneath the cover.
70

When the door is locked and the handle is depressed into the recess, a hook, P, on the outer portion of the handle enters an opening, a, in the bottom of the recess b, as is clearly shown in the drawings. Before the
75 handle is closed, however, a suitable seal, of paper or other material that can be easily perforated, should be placed in the bottom of the recess, to hide or cover up the spring-latch. The handle should then be folded
80 down, the cover closed and locked.

In practice, when it is desired to lock the door—it first having been closed—the handle of the lock is turned in such a manner as to project the bolts M and compel them to en-
85 gage with the bolt-holes in the adjoining faces of the door-posts. A seal should now be placed over the spring-latch in the bottom of the recess b, the handle closed over and engaged with such spring-latch, and the cover
90 closed and locked.

No claim is made in this application to the means of securing the door in place, as the same forms the subject-matter of an application filed by me July 23, 1885, Serial No. 95
172,407.

What I claim as new is—

1. In combination with a car-door, locking-bolts adapted to be simultaneously projected or retracted by a shaft common to both, such
100

shaft being provided with a folding handle, a spring-latch for securing the handle, and a seal within a lock-case for covering said latch, substantially as described.

- 5 2. The combination, with a car-door, of the shaft N, bolts M, pivotally connected thereto, the folding handle O, hinged to said shaft, the hook P in the outer portion of said han-

dle, and the case provided with recess *b* and opening *a*, and a spring-latch, as and for the 10 purposes specified.

PERRY BROWN.

Witnesses:

A. F. WEBB,
THOS. L. MARTIN.