

UNITED STATES PATENT OFFICE.

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CAR-DOOR.

SPECIFICATION forming part of Letters Patent No. 612,459, dated October 18, 1898.

Application filed August 26, 1897. Serial No. 649,638. (No model.)

To all whom it may concern:

Be it known that I, OSCAR L. REEVES, a citizen of the United States, residing at Ridge, in the Creek Nation, Indian Territory, have
5 invented certain new and useful Improvements in Car-Doors; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable
10 others skilled in the art to which it appertains to make and use the same.

My invention relates to car-doors, the invention residing particularly in the mechanism for locking the door and the means for
15 operating the same.

The invention consists of the novel construction, combination, and arrangement of parts, which will be hereinafter more fully
20 described and claimed.

In the drawings forming a part of this specification, Figure 1 represents an end view of a car, showing the application of my invention, the door being in its locked position. Fig. 2 is a similar view with the door in its
25 open position. Fig. 3 is a horizontal section on the line *xx* of Fig. 1. Fig. 4 is a detail perspective view of the pivotally-mounted locking member.

Like reference-numerals indicate like parts in the different views.

30 In the rear end 1 of the car a rectangular opening 2 is formed, in front of which moves the door 3. Secured to the car and located just above the opening 2 is a horizontal supporting-rail 4, upon which the door 3 is suspended by means of hangers 5 5, having
35 hooked upper ends which fit over and bear upon the top surface of said rail. Said hangers 5 are countersunk in the door 3, so as to present no projecting surfaces. Located just
40 beneath the opening 2 are a series of guides or stops 6 6, within which the lower edge of the door 3 moves. Secured to the car upon one side of the opening 2 is a vertically-disposed batten 7, having a rabbeted inner edge
45 adjacent to the opening 2, within which the inner side edge of the door 3 is adapted to fit when the same is in its closed position. The side edge of the opening 2 opposite the batten 7 is formed with a vertically-disposed recess 8,
50 which terminates at points adjacent to the upper and lower ends of the car. Within this recess fits a strip of angle-iron 9, constituting

the movable member of my locking device. The upper and lower ends of the member 9 have pintles 10 10 formed upon them, which
55 fit within suitable guides in the car and adapt the strip of angle-iron to be turned one-fourth of a revolution. The lower pintle 10 has a crank-arm 11 formed upon it, constituting a
60 handle by means of which the member 9 may be turned. One leaf of the strip of angle-iron 9 is formed with a projecting lug 12, having an opening 13 in it, which is adapted to receive the end of the hasp 14, which is secured
65 to the door 3 and projects slightly beyond one edge thereof. The projecting end of said hasp has an opening 15 in it, into which is inserted when it is desired to lock the door a
70 wedge-shaped pin or key 16. By this means it is impossible for the door to become unlocked, as the greater the jar the tighter the pin 16 will fit within the opening in said hasp. A handle 17 is provided upon the outside of the door 3 for permitting the latter to be moved
75 for the purpose of opening or closing the car.

The operation of my device is as follows: With the parts in their locked position, as shown in Fig. 1 of the drawings, it is merely
80 necessary in order to open the door to remove the pin 16 from the opening 15 and turn the pivoted member 9, by means of the crank-arm 11, upon the lower pintle 10, so that the leaf containing the opening 13 lies flush with the
85 outer surface of the car, the other leaf thereof fitting within the recess 8. The said door is then free to be moved outwardly into the position shown in Fig. 2, no obstruction whatever being given by the pivoted member 9 of the lock. To close and lock the door, a reverse operation to that just described should
90 be performed.

One of the principal objects of my invention is to provide a simple and effective lock for a car-door which at the same time will
95 serve to protect the contents of the car against fire by completely closing the opening between the door and the car itself. This I do by means of the strip of angle-iron 9, which constitutes the movable member of my lock. When one of the leaves thereof is in operative
100 position for locking the door, the other lies flush with the outer surface of the car and prevents the entrance of anything from without. When said movable member is in

a position to permit of the opening or closing of the door, the leaf thereof which contains the slot within which the projecting end of the hasp 14 fits serves to complete the closure
5 between the door and the interior of the car.

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

1. The combination with a sliding door hav-
10 ing a hasp projecting beyond one edge thereof, of a pivotally-mounted strip of angle-iron movable in a recess in the door-frame, one of the leaves of said strip having a slot or opening therein for the reception of the project-
15 ing end of said hasp, and both of said leaves adapted to fit within and completely close said recess according to the position of said strip, as and for the purpose set forth.

2. The combination with a door-frame hav-
20 ing a vertically-disposed recess therein, of a sliding door having a hasp projecting beyond one edge thereof, a disappearing locking member made of a strip of angle-iron adapted to be completely inclosed by said recess and
25 having a slot in one leaf thereof for the reception of said hasp and mounted to turn in said recess, one or the other of the leaves of said member serving to completely close said

recess whether in its locked or unlocked position, substantially as and for the purpose 30 set forth.

3. A car having a door-opening in one end thereof and a vertically-disposed recess adjacent to one edge of said opening, a guide-rail above said door-opening, and stops or 35 guides beneath said opening, in combination with a door having hangers upon its upper end which move upon said rail and a hasp projecting beyond one of the side edges thereof having an opening in its end, a strip of 40 angle-iron fitting within said recess, one of the leaves thereof being provided with an opening for the reception of the projecting end of said hasp and both of said leaves adapted to fit within and completely close 45 said recess, and pintles upon the upper and lower ends of said strip one of which is provided with a crank-arm, substantially as and for the purpose described.

In testimony whereof I have signed this 50 specification in the presence of two subscribing witnesses.

OSCAR L. REEVES.

Witnesses:

N. A. GIBSON,

M. K. REEVES.