

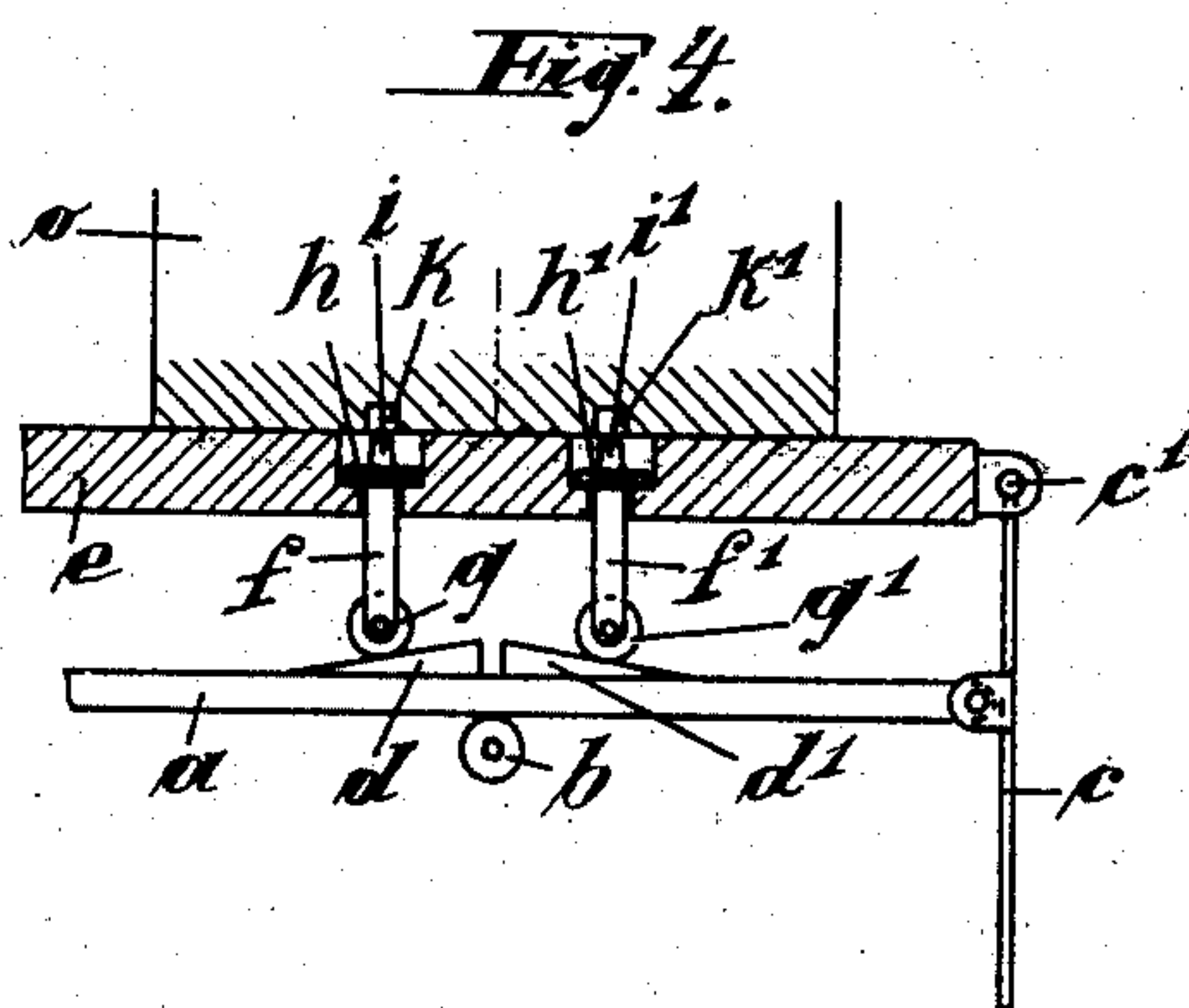
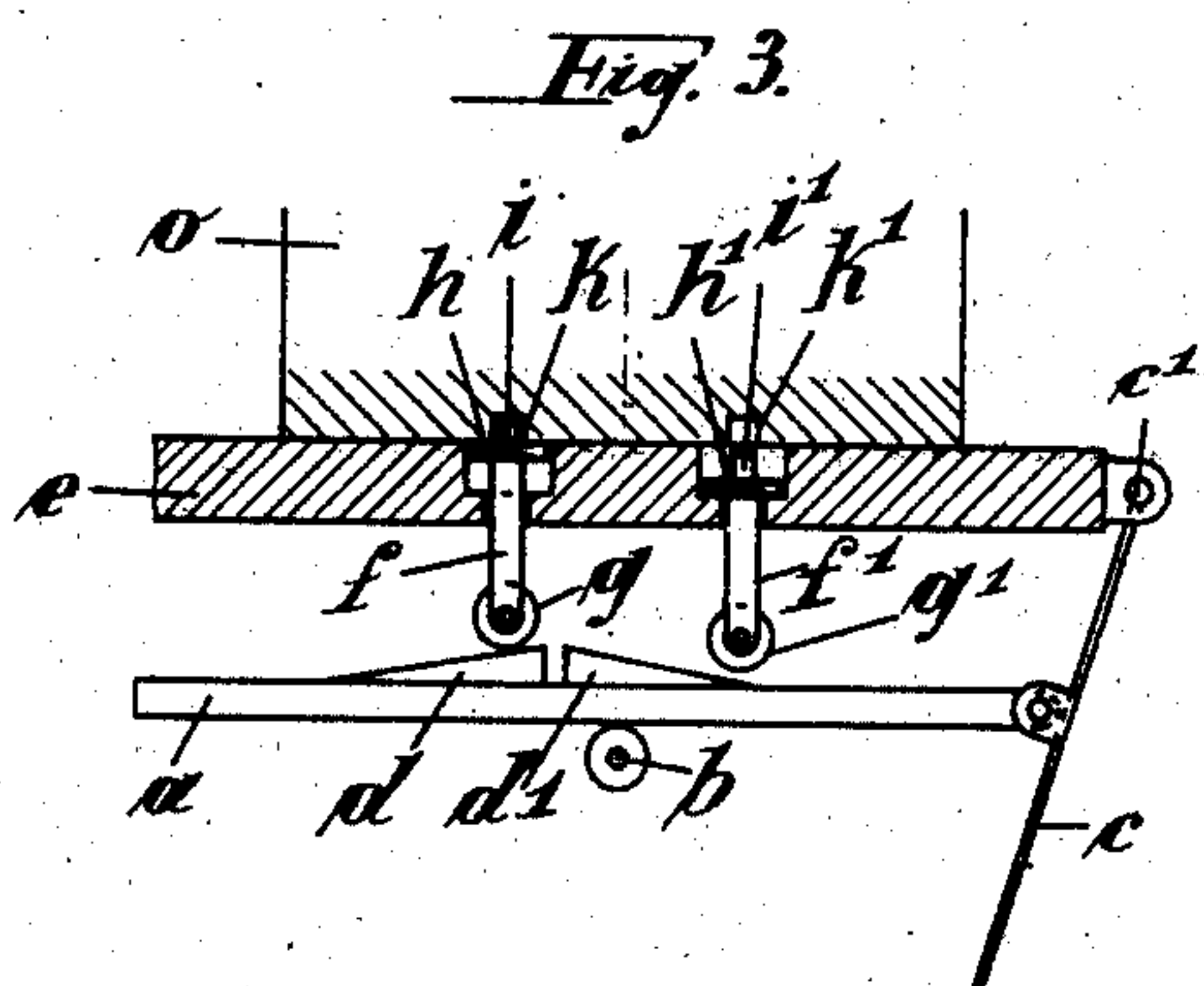
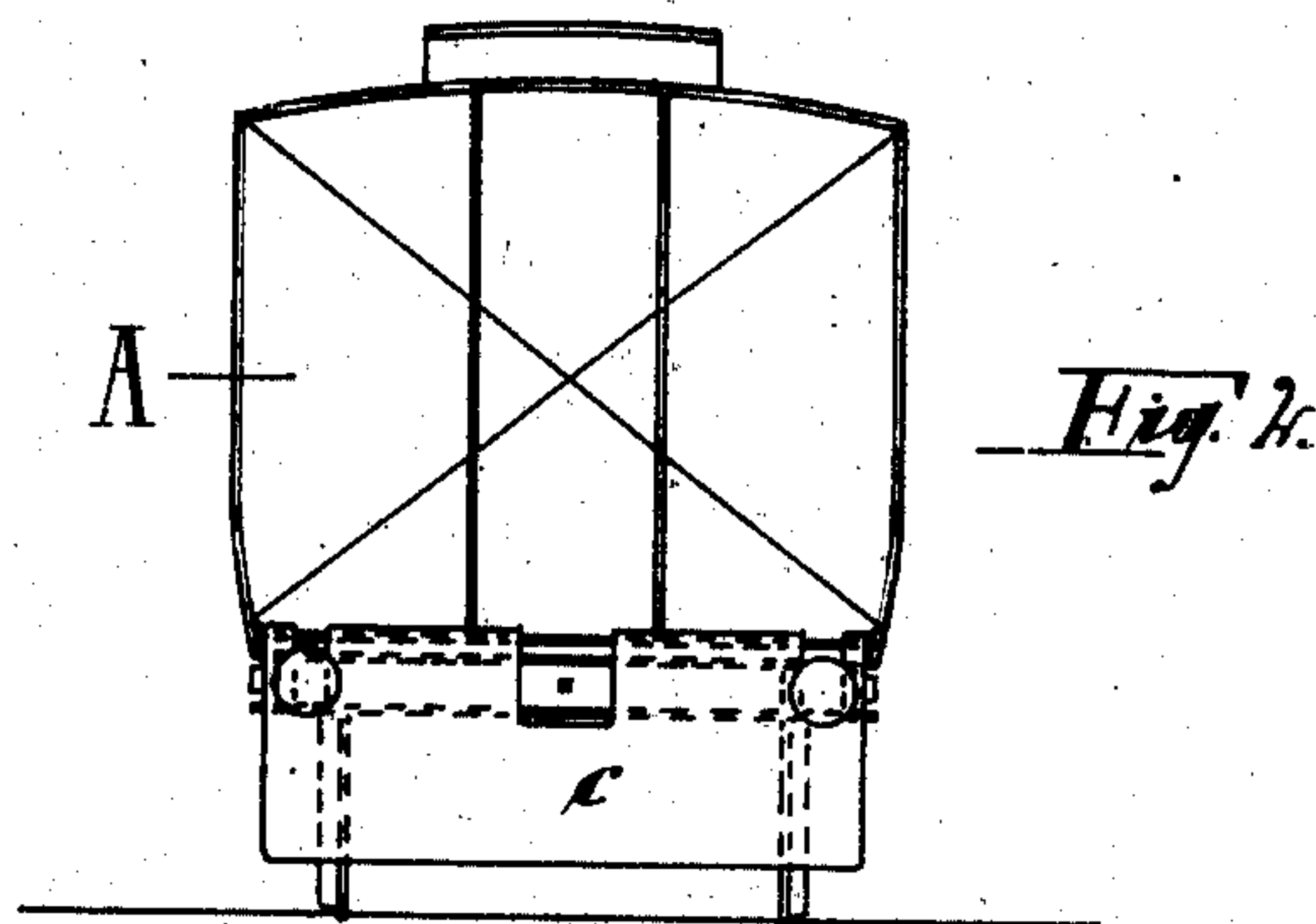
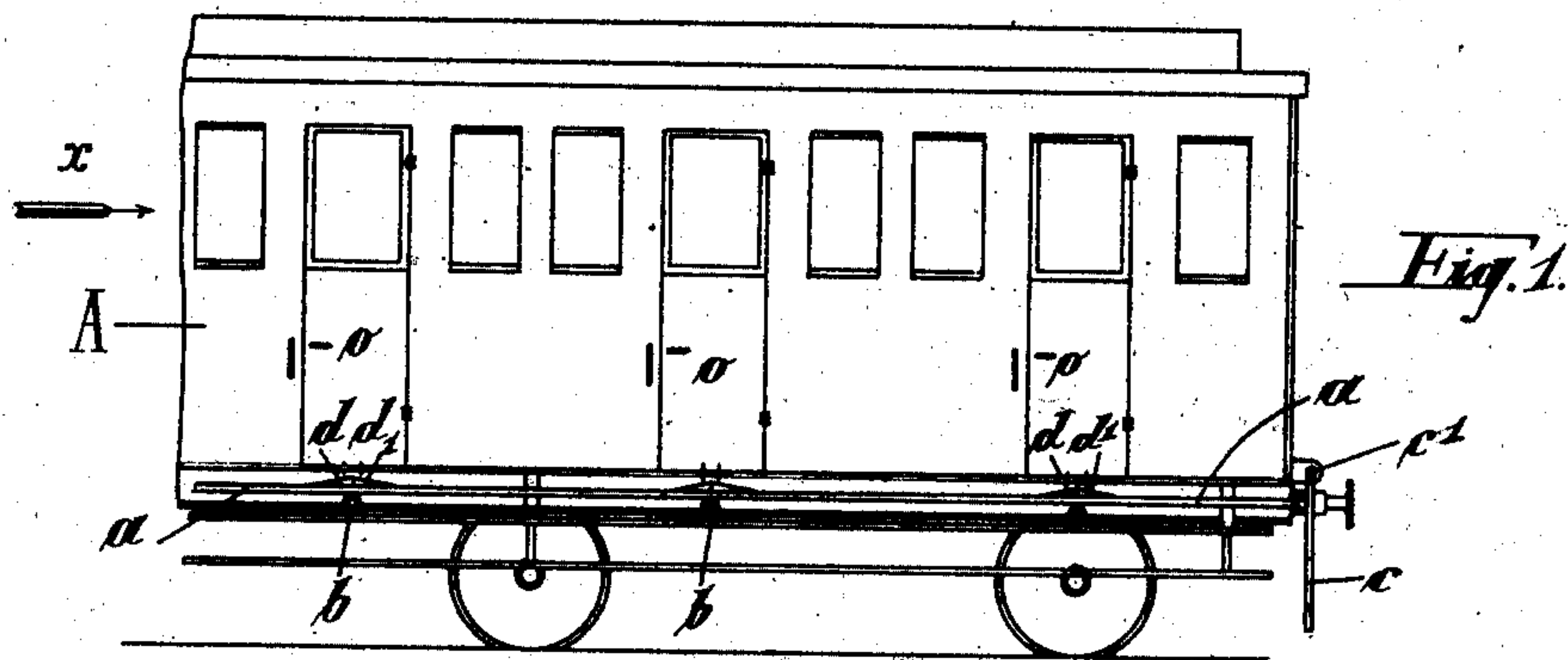
No. 846,675.

PATENTED MAR. 12, 1907.

C. LEHNERT.

AUTOMATIC CLOSING DEVICE FOR DOORS OF RAILWAY CARS.

APPLICATION FILED OCT. 2, 1906.



Witnesses:  
*Wilh. Pfahner.*  
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# UNITED STATES PATENT OFFICE.

CARL LEHNERT, OF MARXLOH, GERMANY.

## AUTOMATIC CLOSING DEVICE FOR DOORS OF RAILWAY-CARS.

No. 846,675.

Specification of Letters Patent.

Patented March 12, 1907.

Application filed October 2, 1906. Serial No. 337,053.

*To all whom it may concern:*

Be it known that I, CARL LEHNERT, a subject of the German Emperor, and a resident of Marxloh, Germany, have invented certain new and useful Improvements in Automatic Closing Devices for Doors of Railway-Cars, of which the following is a specification.

This invention relates to a device for automatically locking the doors of railway-cars while the train travels; and its object is to prevent accidents occurring very often to persons by leaning out of the windows of improperly-closed doors or by opening the doors too early, as well as to avoid robbery attacks from outside the train during the run of the latter.

The main advantage of the new device is that the same is actuated by the natural wind-draft produced while the train travels.

In the accompanying drawing, Figure 1 is a view of the new device, showing the same as mounted on a railway-car, while Fig. 2 is a view on the face of the car fitted with the device. Figs. 3 and 4 show enlarged views of the device in operative and inoperative position, respectively.

At each side of the railway-car A and below the doors *o* of the same an iron rod *a* is mounted on rollers *b*, so as to be capable of longitudinal motion. Each end of the rod *a* is provided with a baffle-plate *c*, of thin sheet iron or steel, which is pivotally connected thereto and fixed at *c'* by pivotal means to the face of the railway-car A. Beneath each door the rod *a* is provided with two wedge-like projections *d d'*. Corresponding with these wedge-like projections *d d'* two vertical bolts *ff'* are loosely mounted in the floor *e* of the railway-car A. At their lower ends these bolts are provided with rollers *g g'*, by means of which they are adapted to slide along said wedge-like projections, while at their upper ends collars *h h'* are provided and made of square shape, so as to prevent the bolts from falling too far below and from turning, respectively. Above the square collars the bolts carry the heads *i i'*, adapted to enter corresponding grooves *k k'* in the doors *o* of the railway-car, and thus to lock the latter.

The operation of the device is as follows: Supposing the train travels in the direction of the arrow *x*, Fig. 1, the natural wind-draft produced will press the baffle-plates *c* to the left, as shown in Fig. 3, whereby also the rod *a* is shifted to the left along its rollers *b*. Consequently its projections *d* press the bolts *f* upward into the door *o* of the railway-car A and lock the latter. When the train stops again, the baffle-plates fall under the influence of their own weight back into the vertical position, and thus draw the rod *a* again to the right—i. e., into the inoperative position of both bolts *d d'*. When the train travels in the opposite direction, the same operation occurs, with the difference only that the baffle-plates and rod are, instead of to the left, pressed to the right and the bolt *d'* instead of the bolt *d* is brought into the locking position.

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

A device for automatically locking the doors of railway-cars while the train travels, comprising in combination with the railway-car, rods *a* mounted at both sides of said car, rollers *b* mounted below said rods and adapted to allow of the latter being moved longitudinally, baffle-plates *c* pivotally connected to each end of said rods and fixed by pivotal means to the face of said car, wedge-like projections *d d'* provided on said rods below the doors of said car, and vertical bolts *ff'* movably and securely mounted in the floor of said car and capable of being moved upward and of entering a groove provided in the doors of said car and thus locking the latter upon said rods *a* being moved longitudinally under the influence of the natural wind-draft produced during the run of the train on said baffle-plates, substantially as described and shown.

In testimony whereof I have hereunto set my hand in the presence of two subscribing witnesses.

CARL LEHNERT.

Witnesses:

WILLIAM ESSENWEIN,  
PETER RIEBER.