S. S. PILSON.

CAR DOOR LOCK.

No. 181,536. Patented Aug. 29, 1876.

Fig.1.

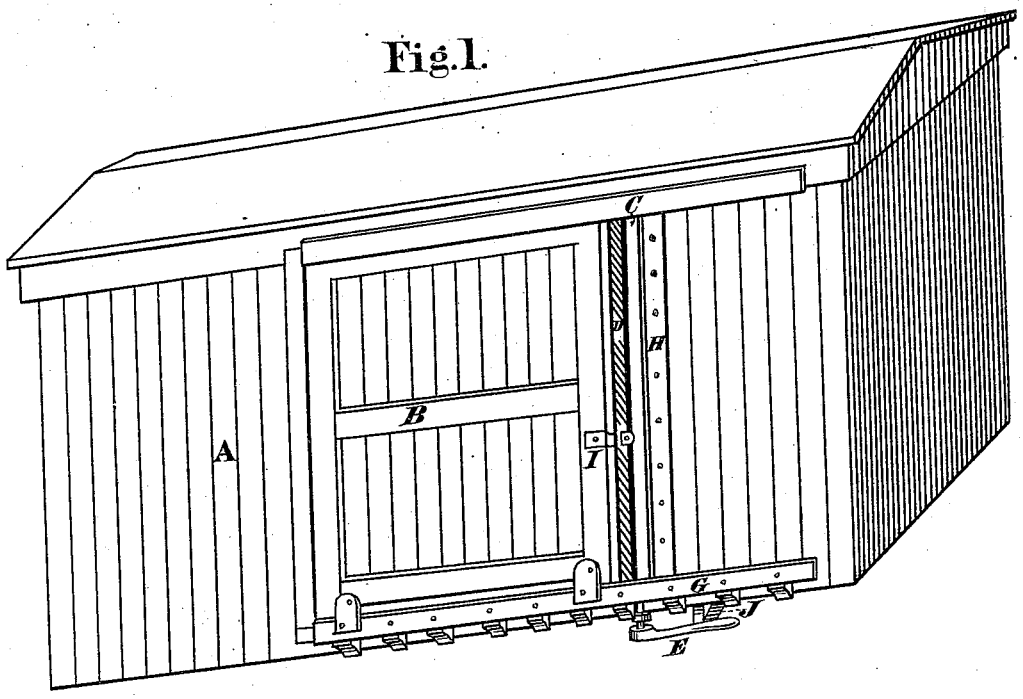
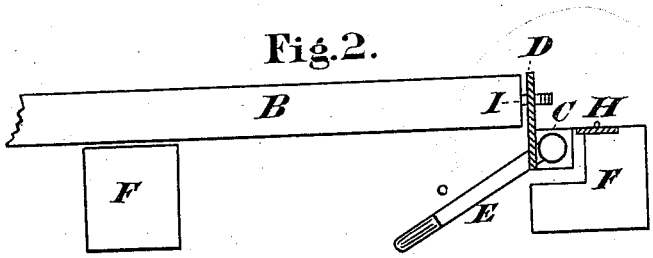



Fig.2.




WITNESSES.

Frank Pardon

C. Hewitt

INVENTOR.

Samuel S. Pilson

by J. G. Hewitt

Attorney

# UNITED STATES PATENT OFFICE.

SAMUEL S. PILSON, OF LOUISVILLE, KENTUCKY.

## IMPROVEMENT IN CAR-DOOR LOCKS.

Specification forming part of Letters Patent No. **181,536**, dated August 29, 1876; application filed June 5, 1876.

*To all whom it may concern:*

Be it known that I, SAMUEL S. PILSON, of the city of Louisville, in the county of Jefferson and State of Kentucky, have invented a certain new and useful Improvement in a Device for Locking and Sealing the Doors of Box-Cars on Railroads; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawings, forming part of this specification.

Figure 1 is a perspective view of the device, showing the door and its locking arrangements. Fig. 2 is a sectional view, showing the door and posts of the opening.

This invention relates to a new and useful device for locking and sealing the doors of railroad-cars, the object of which is to provide a cheap and simple means of securing the door and sealing the joint when locked, to prevent rain, dirt, or fire from entering the car, and thereby damage the freight within.

This device will be fully illustrated in detail in perspective view, Fig. 1, and sectional view, Fig. 2, of the drawings, in which A is the body of the car, which may be made in any of the known forms. B is the sliding door, which is made similar to those now in use; and G is the way or slide on which it moves, which slide is made of iron, and secured to the side of the car-body, as shown in the drawings. C is a revolving bar, for locking the door and sealing the joint, which bar is made of square iron, working in bearings at the top and bottom, and is sunk in a rabbet in the corner of the door-post, so as to permit the door to slide over it easily. D is a thin strip of iron riveted to the side of the bar C, and is made sufficiently wide to overlap the thickness of the door, and thereby become a substitute for the hasp for locking it, being provided with a slot-hole near the center, which drops over the eye-plate in the door. I is the lock-plate, by means of which the door is secured.

H is a flat bar on the edge of the rabbet of the door-post, so arranged as to form a perfect joint against the corner of the bar C when turned in position for locking. E is a lever or handle on the lower end of the bar C, for operating it. This lever is made thin near the center, to answer as a spring, to enable it to slide over the inclined plane or catch J when turned in position.

Although a lever is used in operating the bar C in this device, yet a quadrant-shaped rack, operated by a pinion or any other suitable arrangement, may be used in its stead.

F F are the posts of the door-opening of the car-box.

Having thus fully described the nature and object of this my invention, what I claim as new, and desire to secure by Letters Patent, is—

The revolving lock-bar C, with its flange-plate D, as above described, in combination with the bar H, lock-plate I, lever E, and catch J, when arranged, constructed, and operated substantially as and for the purpose set forth.

SAMUEL S. PILSON.

Witnesses:
C. HEWITT,
FRANK PARDON.