

G. H. LIGHTLY.
CAR FASTENING.
APPLICATION FILED JULY 29, 1912.

1,058,608.

Patented Apr. 8, 1913.

FIG. 1.

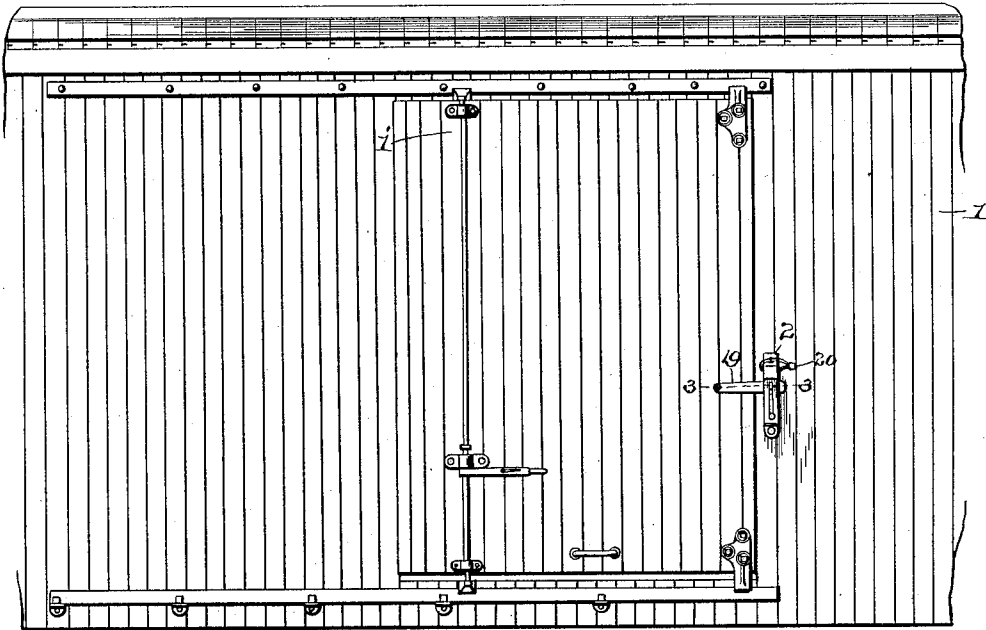


FIG. 2.

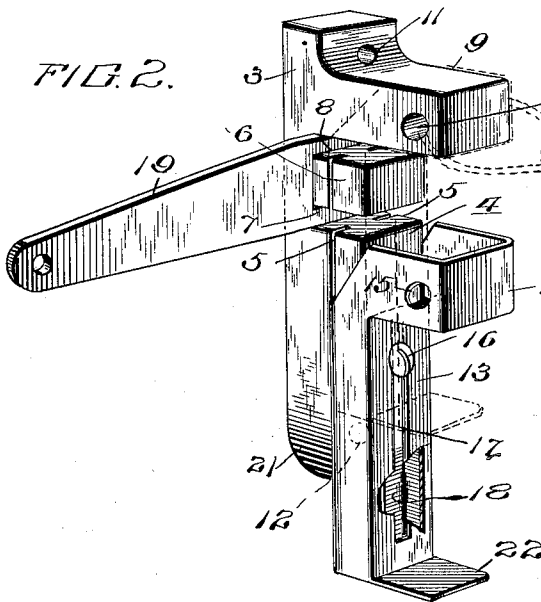
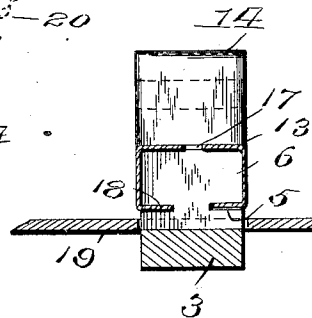


FIG. 3.



Witnesses

J. M. Fowler Jr.
W. H. Wakefield

Inventor
George H. Lightly

By Mason F. Lawrence
Attorneys

UNITED STATES PATENT OFFICE.

GEORGE HERBERT LIGHTLY, OF RICHMOND, VIRGINIA.

CAR-FASTENING.

1,058,608.

Specification of Letters Patent.

Patented Apr. 8, 1913.

Application filed July 29, 1912. Serial No. 712,039.

To all whom it may concern:

Be it known that I, GEORGE HERBERT LIGHTLY, citizen of the United States, residing at Richmond, in the county of Henrico and State of Virginia, have invented certain new and useful Improvements in Car-Fastenings; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to improvements in door locks, such as are used on railway cars, and has as one of its objects to provide a lock of this type, which will be simple in construction and easily manipulated.

Another object of the invention is to provide a lock having but one sliding member which will, when the lock is in closed position, act not only to hold a suitable hasp in place, but will also afford means for holding a seal or suitable lock.

In the drawings: Figure 1 shows the invention applied to a car door. Fig. 2 shows a detailed perspective view of the invention, the lock being shown open, and the sliding member being shown in a locked position in dotted lines. Fig. 3 is a horizontal section taken from the line 3—3 of Fig. 1, the car and door being omitted.

Like reference characters represent corresponding parts throughout the several views.

In general, this invention is concerned with a car door lock for a one-piece base which will receive a hasp and a sliding member carried by the base which will hold the hasp against removal when the whole is locked.

In the drawings where one embodiment of the invention is shown, 1 indicates the side of a car, 1' the door of the car, and 2 the lock, which constitutes the subject matter of this invention.

Numerals 3 designates generally the one-piece base or body, which it is to be understood may be made of any suitable material. The base 3 has formed on its lower end a saddle 4 extending over the greater part of the length of the body, longitudinal grooves 5 being formed in the opposite sides of the saddle 4. A projection or lug 6 is formed over saddle 4 by cutting out two recesses 7 and 8, the purpose of these recesses being to receive a suitable

latch means. Formed integral with base 3 at the upper end thereof is a projection 9 having a bore 10 extending therethrough perpendicular to the longitudinal axis of the base. The projection 9 forms with the upper end of the base 3 an extension, through which passes a bolt hole 11, the purpose of which is to receive a bolt or other suitable fastening means to secure it to the side of the car. It is to be understood that projection 9 can be so formed as to form a protection for the bolt passing through bolt hole 11. A corresponding bolt hole 12 is formed in the lower end of the body 3.

Shown generally at 13 is a sliding member designed to slide over saddle 4, the sliding member being provided with a hollow rectangular extension 14, which is designed to fit snugly over projection 9 when the sliding member is raised to a locked position. Formed in the opposite sides of the hollow extension 14 are openings 15 which are designed to register with bore 10 in the projection 9 when the sliding member is in a raised position.

Shown at 16 is a screw or bolt secured to the saddle 4 and designed to be received by a slot 17 running longitudinally of the sliding member in the outer face thereof. Formed upon the inner edge of the sliding member 13 are inwardly extending flanges 18 which are received by the grooves 5 formed in the saddle 4. While the grooves 5 have been shown as terminating in the lug 6, it is to be understood that they might extend for a short distance into the projection 9, thus affording additional support for the flanges 18. When the sliding member is in a raised position, as indicated in Fig. 1, these flanges 18 operate to hold a hasp 19 which fits over lug 6 in a locked position. When the hasp is held in a locked position it will be seen that the hollow extension 14 surrounds four faces of the projection 9 and the openings 15 just register with the bore 10, thus forming a continuous opening through which a suitable lock or seal, shown in dotted lines at 20, could be passed.

If so desired, the lower end of the base 3 may be rounded, as shown at 21, to prevent the disfiguration of the hasp 19 as the latter swings and strikes the body 3.

In order to facilitate the movement of the sliding member 13 a finger catch 22 extends

from the lower end of the sliding member, as clearly shown in Fig. 2 and provides easy means for moving the sliding member.

When it is desired to assemble and lock the device, the sliding member 13 is slipped over the saddle 4 by making the flanges 18 enter the grooves 5. When the extension 14 engages the projection 9 the screw or bolt 16 will be inserted in place. It is unnecessary, however, that the extension 14 engage the projection 9 in order to place the bolt 16, for the slot 17, which operates to limit the downward movement of the sliding member, is of such a length that the bolt 16 can be placed when the sliding member is in any of the positions between those shown in full lines and those shown in dotted lines in Fig. 2. When the hasp is to be placed in position the sliding member is pulled downwardly by means of the finger catch 22 until the upper end of slot 17 is engaged by the screw 16. Inasmuch as, at this point, the plane of the upper end of shoulder 14 is practically continuous with the plane of the lower edge of recesses 7 the hasp will slide easily into place. After that it is merely necessary to raise the sliding member to the position shown in dotted lines in Fig. 2 and insert the lock or seal as heretofore explained. It is desirable that the flanges 18 practically fill the grooves 5, as shown in Fig. 3, so that by no means can the hasp 19 slip into grooves 5 formed on lug 6 and thus produce a condition which will admit of the accidental or intentional sliding or opening of the door 1'.

Although the lock has been shown as adjusted to a door in such a way that the sliding member 13 moves upwardly to be locked, it is obvious that the position of the lock may be reversed, so that the sliding member will move downwardly to engage the lug 9. In such an event it would be advisable to form a bevel upon the opposite parallel sides

of the sliding member 13 at the lower end thereof, so that as the sliding member descends it will not disfigure the hasp 19.

What I claim is:

1. In a car door lock, a body, a projection extending from the body, a removable sliding member adapted to move on the body, said sliding member comprising a hollow shell covering part of the body, and a hollow extension for engaging said projection, a hasp held by the sliding member, and means for securing the sliding member to the projection whereby the sliding member acts as a removable shield for the body.

2. In a car door lock, a one-piece body having longitudinal grooves, a lug adapted to engage a hasp formed integral with the body and having grooves in alinement with the aforesaid grooves, a projection adjacent the lug extending from the body, a sliding member engaging the grooves and moving over the body the sliding member partly surrounding the body, and means for securing the sliding member to the projections, said means preventing longitudinal and transverse movement of the said member.

3. In a car door lock, a body having parallel longitudinal grooves on opposite sides thereof, a lug formed integral with the body and having grooves in alinement with the grooves of the body, a sliding member moving over the body, flanges formed on the sliding member which engage the grooves, a hasp adapted to fit over the lug and be held by the sliding member, and means for locking the sliding member to the body, whereby the hasp is held in place by a plurality of flanges.

In testimony whereof I affix my signature in presence of two witnesses.

GEORGE HERBERT LIGHTLY.

Witnesses:

F. EARLE LUTZ,

J. C. NUNNALLY.