R. W. BURNETT.

CAR DOOR LOCKING DEVICE.

APPLICATION FILED JULY 18, 1912.

1,069,762. Patented Aug. 12, 1913.

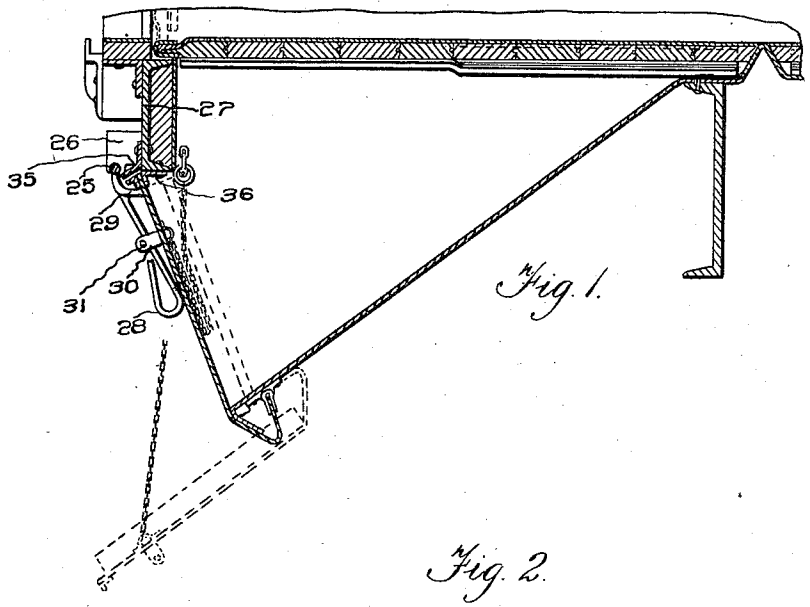
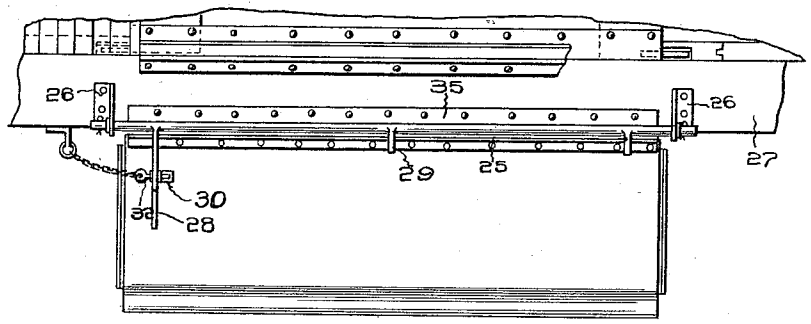


Fig. 1.

Fig. 2.



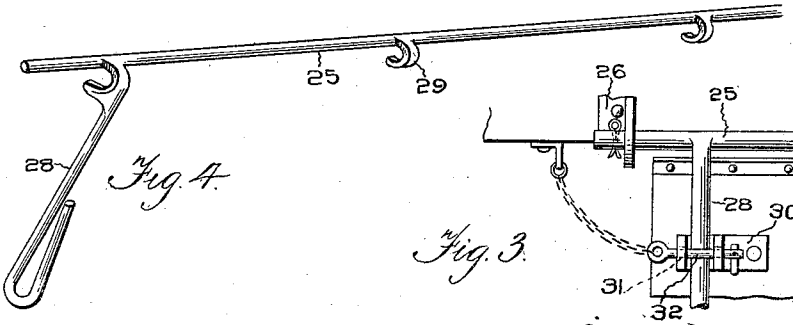


Fig. 4.

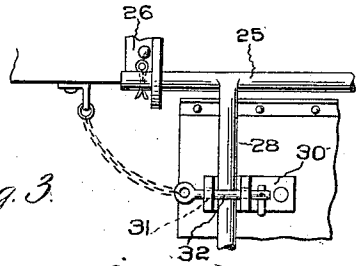


Fig. 3.

Witnesses.

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UNITED STATES PATENT OFFICE.

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CAR-DOOR-LOCKING DEVICE.

1,069,762. Specification of Letters Patent. Patented Aug. 12, 1913.

Application filed July 18, 1912. Serial No. 710,265.

To all whom it may concern:

Be it known that I, RICHARD WEBB BURNETT, a citizen of the United States of America, residing at the city of Montreal, Province of Quebec, Dominion of Canada, have invented certain new and useful Improvements in Car-Door-Locking Devices; and I do hereby declare that the following is a full, clear, and exact description thereof.

My invention relates particularly to cars for carrying loose commodities such as grain, coal, gravel, and the like, and it has for its object to simplify the construction of the car as a carrier for loose commodities, to simplify and render more effective the seal and locking device for the dumping doors.

The invention may be said to consist of the construction and combination and particular arrangement of parts hereinafter described and pointed out in the claims.

For full comprehension, however, of my invention reference must be had to the accompanying drawings forming a part of this specification in which similar reference characters indicate the same parts, and wherein:

Figure 1 is a transverse vertical sectional view of a portion of a car having my invention applied thereto. Fig. 2 is a side elevation of a hopper showing my invention in locking position. Fig. 3 is a detail view of my invention in locking position and Fig. 4 is a perspective view of my invention.

My improved locking device embodies clamping as well as locking properties, and consists of a bar 25 journaled in angular brackets 26 fastened at the opposite ends of each door to the sidesills 27 of the underframing of the car. Each bar has preferably forged thereon a handle 28 and a series of preferably three, presser-feet 29 adapted to bear upon the door and press it tightly against the door-jamb formed by an angle iron 36 fastened to the underside of the sidesills 27. One of the presser-feet is formed integrally with the handle, and a bracket 30 with holes 31 therein to receive a retaining cotter pin 32, is fastened to the door and affords means for locking the handle bar, presser-feet and door tightly and effectively closed against leakage of grain and with sufficient strength to withstand the maximum load to which it may be subjected when the car is loaded with coal and the like. These presser-feet are each preferably of return-bend form as shown to accommodate the stiffening flange of the door and downwardly inclined flanges 35 presented by obtuse angle irons riveted to the outer faces of the side sills at the lower edges thereof. These flanges serve as water-sheds protecting the upper-edges of the doors when closed and the cotter pin serves as a pin for sealing the door.

What I claim is as follows:—

1. In a car for loose commodities, the combination with a door frame and a discharge door, of means for locking the door when closed consisting of a bar journaled on the frame and having devices extending laterally therefrom, means for operating the bar to cause the devices to press the door home, and means for locking the bar, the said operating means extending across the door when the latter is closed.

2. In a car for loose commodities, the combination with a flanged door frame and a discharge door, of means for locking the door when closed consisting of a bar journaled on the frame and having angular devices extending laterally therefrom means for operating the bar to cause the devices to press the door home, and means for locking the bar, the said operating means extending across the door when the latter is closed.

3. A unitary locking device for discharge doors of railway cars consisting of a forging comprising a bar with a series of presser-feet and a handle all located on the same side of the bar.

In testimony whereof I have signed my name to this specification in the presence of two witnesses.

RICHARD WEBB BURNETT.

Witnesses:

M. E. COONS,

P. JOHN MOYNAUGH.