(No Model.)

E. E. FASCHING.

SLIDING DOOR LOCK.

No. 509,025. Patented Nov. 21. 1893.

Fig. 1

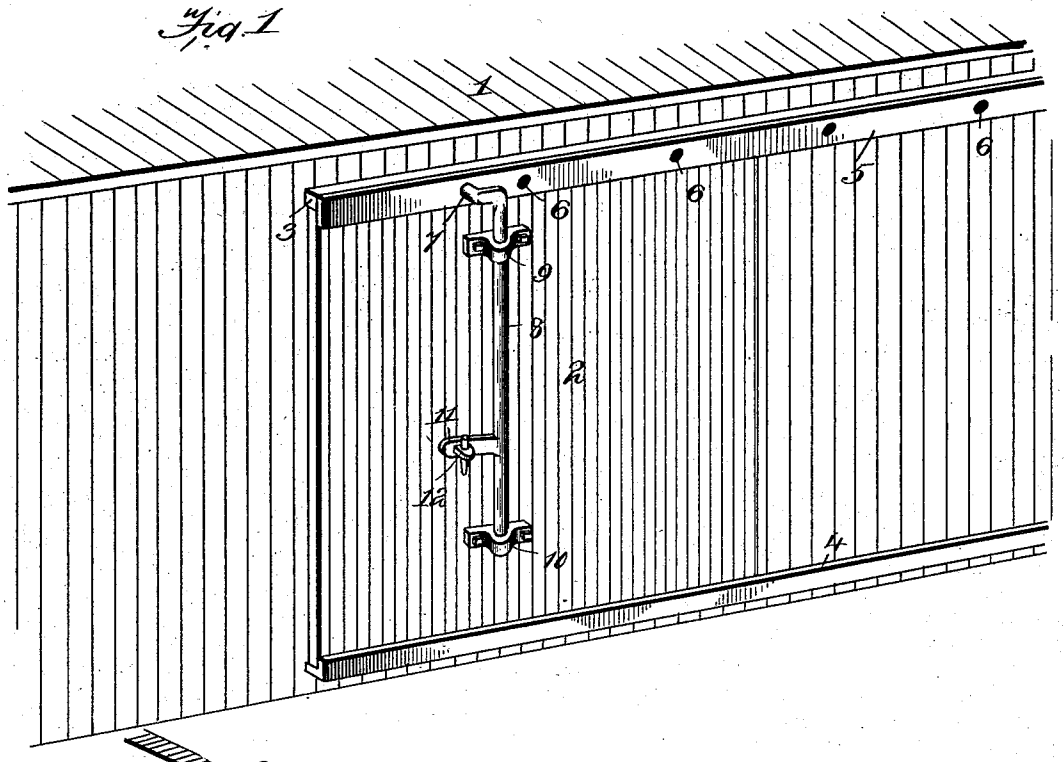


Fig. 2.

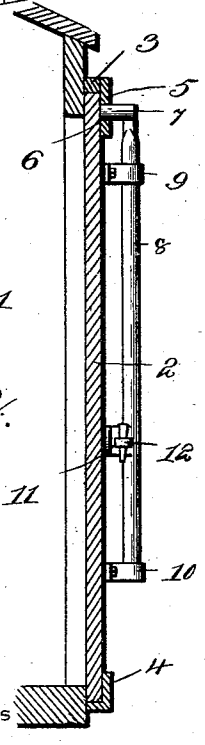
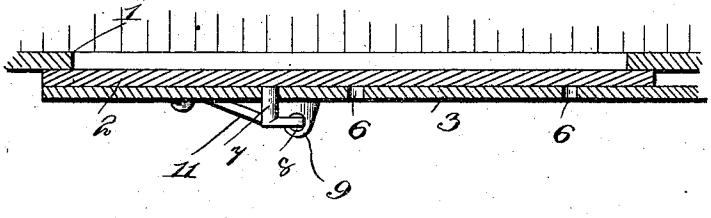


Fig. 3.



Witnesses

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N. W. Riley

Inventor

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ELIAS E. FASCHING, OF DAVENPORT, IOWA, ASSIGNOR OF ONE-HALF TO J. A. LE CLAIRE AND A. W. VANDER VEER, OF SAME PLACE.

SLIDING-DOOR LOCK.

SPECIFICATION forming part of Letters Patent No. 509,025, dated November 21, 1893.

Application filed August 15, 1893. Serial No. 483,210. (No model.)

To all whom it may concern:

Be it known that I, ELIAS E. FASCHING, a citizen of the United States, residing at Davenport, in the county of Scott and State of Iowa, have invented a new and useful Locking Device for Car-Doors, of which the following is a specification.

The invention relates to improvements in locking devices for car doors.

The object of the present invention is to provide a simple, inexpensive and effective device, capable of locking a sliding car door in any desired position over the door opening, to enable ventilating openings to be provided, and to permit empty cars to have their doors locked in an open position to prevent the doors from being injured by accidentally sliding, due to the motion of the train.

The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings and pointed out in the claim hereto appended.

In the drawings—Figure 1 is a perspective view of a portion of a car provided with a locking device constructed in accordance with this invention. Fig. 2 is a vertical sectional view. Fig. 3 is a horizontal sectional view.

Like numerals of reference indicate corresponding parts in all the figures of the drawings.

1 designates a portion of a car having the usual side opening and provided with a sliding door 2 arranged in a horizontal way formed by upper and lower horizontal bars 3 and 4, to the upper one 3 of which is secured a thin metal horizontally disposed bar 5, which depends below the upper horizontal bar 3, and forms a groove to receive the upper edge of the sliding car door 2. The depending metal bar 5 is provided at intervals in its depending portion with perforations 6 adapted to be engaged by an L-shaped dog or arm 7 of a vertically disposed rock-shaft 8, which is mounted or journaled in suitable bearings 9 and 10 of the car door. The rock-shaft is provided near its lower end with a hasp 11 forming an operating arm and adapted to be secured to a staple or similar keeper 12, which projects from the car door, and is adapted to receive the ordinary lock and seal employed for securing car doors. The perforations may be arranged at any desired point and may be of any number, and the upper end of the rock-shaft terminates at the line of perforations, and the L-shaped dog or arm, which is adapted to enter any of the perforations, securely locks the car door at any position either entirely opened or closed, or partially open as circumstances may demand, and it cannot be sprung out of such engagement when the hasp or arm 11 is secured to the keeper 12.

It will be readily apparent that the locking device is simple and comparatively inexpensive in construction, and positive and reliable in operation, and that it may be readily applied to existing cars provided with sliding doors without materially changing the construction of the parts, and that a car door may be secured at any desired position to provide ventilating openings, or to entirely close the door, or to secure it when open against accidental slipping.

Changes in the form, proportion and the minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of this invention.

What I claim is—

The combination with a car having a sliding door and provided with a door opening, of the horizontally disposed bar 5 having a depending edge forming a groove between it and the adjacent portion of the car to receive the upper edge of the door, said bar being provided with a series of perforations, a vertically disposed rock-shaft journaled in suitable bearings on the door and provided at its top with an arm or dog arranged to enter the perforations of the bar to lock the door, said rock-shaft having an arm forming a hasp, said arm also serving as a handle to operate the rock-shaft, and a keeper projecting from the car door and arranged to receive the hasp, substantially as described.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

ELIAS E. FASCHING.

Witnesses:

J. J. NAGEL,

JAS. W. BOLLINGER.