(Model.)

# J. P. DESCALZO & R. MORTIMER

## HASP LOCK.

No. 418,505. Patented Dec. 31, 1889.

Fig. 1.

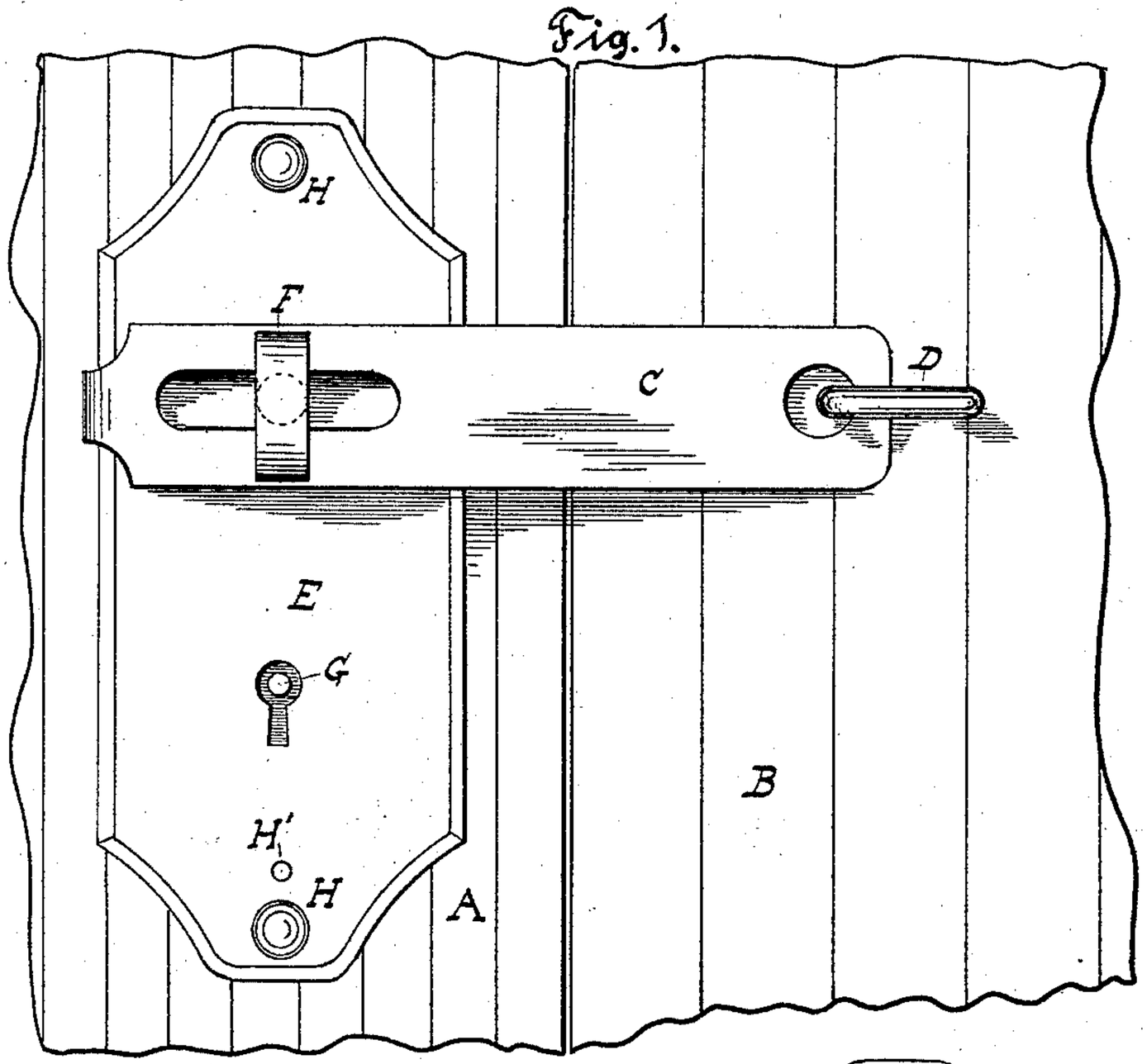



Fig. 2.

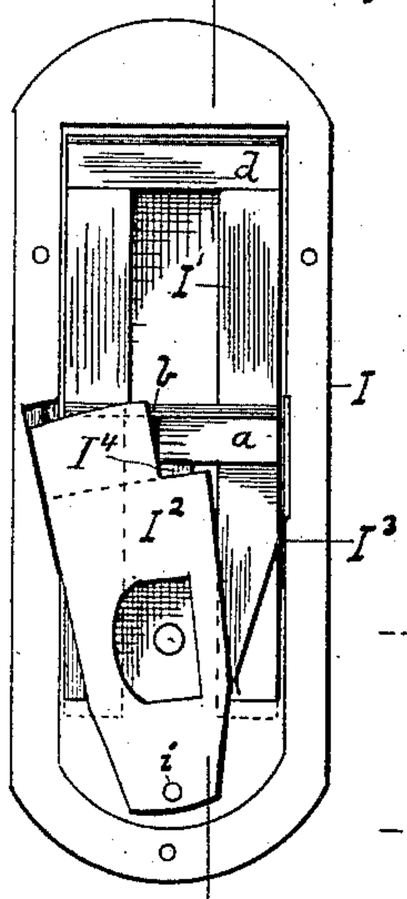



Fig. 3.

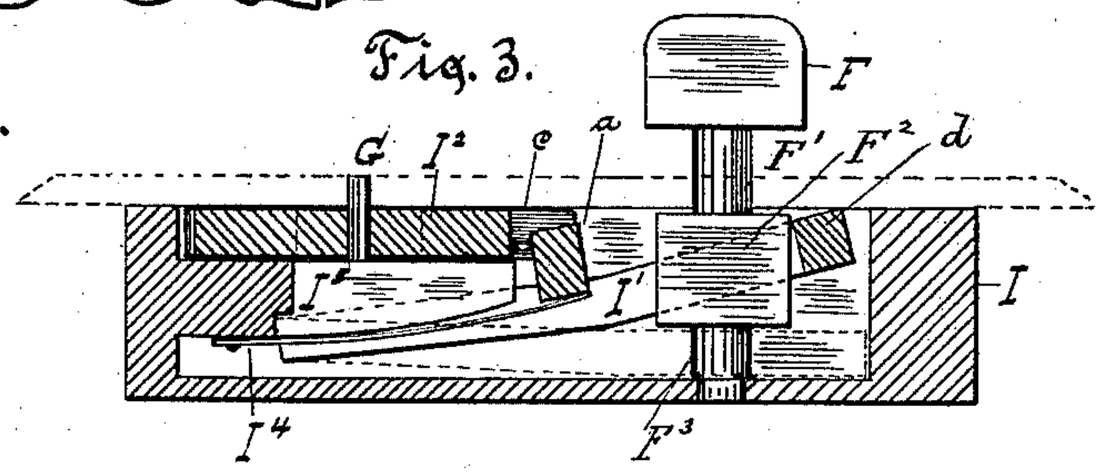
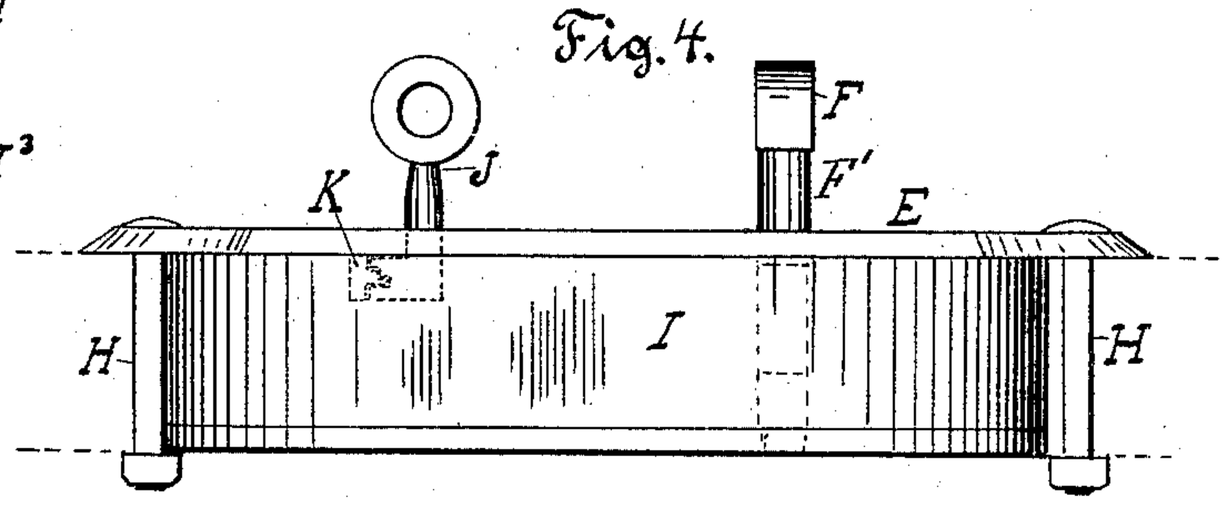



Fig. 4.




Witnesses

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# UNITED STATES PATENT OFFICE.

JOSEPH P. DESCALZO AND ROLAND MORTIMER, OF PETERS, CALIFORNIA.

## HASP-LOCK.

SPECIFICATION forming part of Letters Patent No. 418,505, dated December 31, 1889.

Application filed June 15, 1889. Serial No. 314,417. (Model.)

*To all whom it may concern:*

Be it known that we, JOSEPH P. DESCALZO and ROLAND MORTIMER, citizens of the United States, residing at Peters, in the county of San Joaquin and State of California, have invented certain new and useful Improvements in Automatic Door-Locks; and we do 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, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

The object of our invention is to provide a lock for railroad freight-cars, in which the tumblers of the lock may be sprung closed without the aid of a key. This is accomplished by the devices and combination of devices, as will be hereinafter fully described, and then pointed out in the claims.

In the drawings, Figure 1 is an elevation of the lock, showing the same attached to a portion of a car. Fig. 2 is a plan view of lock with face of same removed. Fig. 3 is a section through line *x x*, Fig. 2. Fig. 4 is a side elevation of lock removed from the car-door.

Referring to the annexed drawings by letter, A is a section of a freight-car door, in connection with which is shown a section of the side of the car B. A hasp C is secured at one end to the side of the car by a staple D, and at the other end engages with the face E of the lock, which is fastened to the door A and to the case I of the lock by bolts H H. The free end of the hasp C is inserted over the head F of a latch-bolt upon its neck F′. This latch-bolt has a body $F^2$ within the case of the lock and a foot $F^3$ resting upon the bottom of the case I. An automatic tumbler-lever I′ is supported in position at its rear end by a spring $I^4$, which comes in contact with a cross-piece *a*, said rear end of the lever I′ being prevented from rising by contact with a shoulder inside of the case I. This lever I′ is provided with an orifice through which plays the throat, body, and foot of the latch-bolt.

A step $I^5$ is cast solid inside the case and carries the key-pin G. $I^2$ is a pivoted lever secured by a rivet *i* at its foot to the case and having beveled end *c*, which impinges upon a beveled end *b* of the cross-piece *a*, so that the two beveled ends form an exact level when the lock is closed.

A spring $I^3$ is attached to the side of the case at one end, and at the other end impinges upon the edge of the lever $I^2$, serving to keep it in position of rest when required. J is the key and K is an adjuster.

The key J is inserted on the pin G, and upon being turned the lever $I^2$ is forced to the right over the cross-piece *a*, forcing the lever I′ to the bottom of the case, releasing the body $F^2$ of the latch-bolt, so that the head F of the latch may be turned around, as shown in Fig. 4. The hasp C is then removed, and the door may then be opened. When it is desired to lock the door, the hasp is replaced over the head F, which is turned. The lever I′, by pressure of the spring $I^4$, then rises up and embraces the body $F^2$ of the latch-bolt, and the lever $I^2$ is moved into its original position by the pressure of the spring $I^3$, completing the locking.

What we claim as new and of our invention is—

1. In a car-door lock, the combination, with the case and rear and face plates, said face-plates provided with the key and bolt apertures, of the latch-bolt having the enlarged body portion adapted to be engaged by the tumbler-lever, the tumbler-lever provided on its upper side with a transverse piece having a bevel adapted to engage an oppositely-directed bevel on the under side of the laterally-movable lever, provided with an interior opening adapted to engage with and be operated by the wing of the key, substantially as specified.

2. A freight-car lock composed of the case I, with its attached face E, the latch-bolt seated in the case and provided with an enlarged body portion and elongated head, the lever I, provided with an orifice embracing the body $F^2$ of the latch-bolt, the spring $I^4$, the cross-piece *a*, with its beveled end *b*, the step $I^5$, having the key-pin G, the pivoted lever $I^2$, with its bevel end C, and the spring $I^4$, substantially as specified.

In testimony whereof we affix our signatures in presence of two witnesses.

JOSEPH P. DESCALZO.
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Witnesses:
JOSHUA B. WEBSTER,
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