

No. 614,552.

Patented Nov. 22, 1898.

T. H. JACOBS & J. T. CARMODY.

HASP FASTENER.

(Application filed Aug. 28, 1896. Renewed Apr. 21, 1898.)

(No Model.)

Fig. 1.

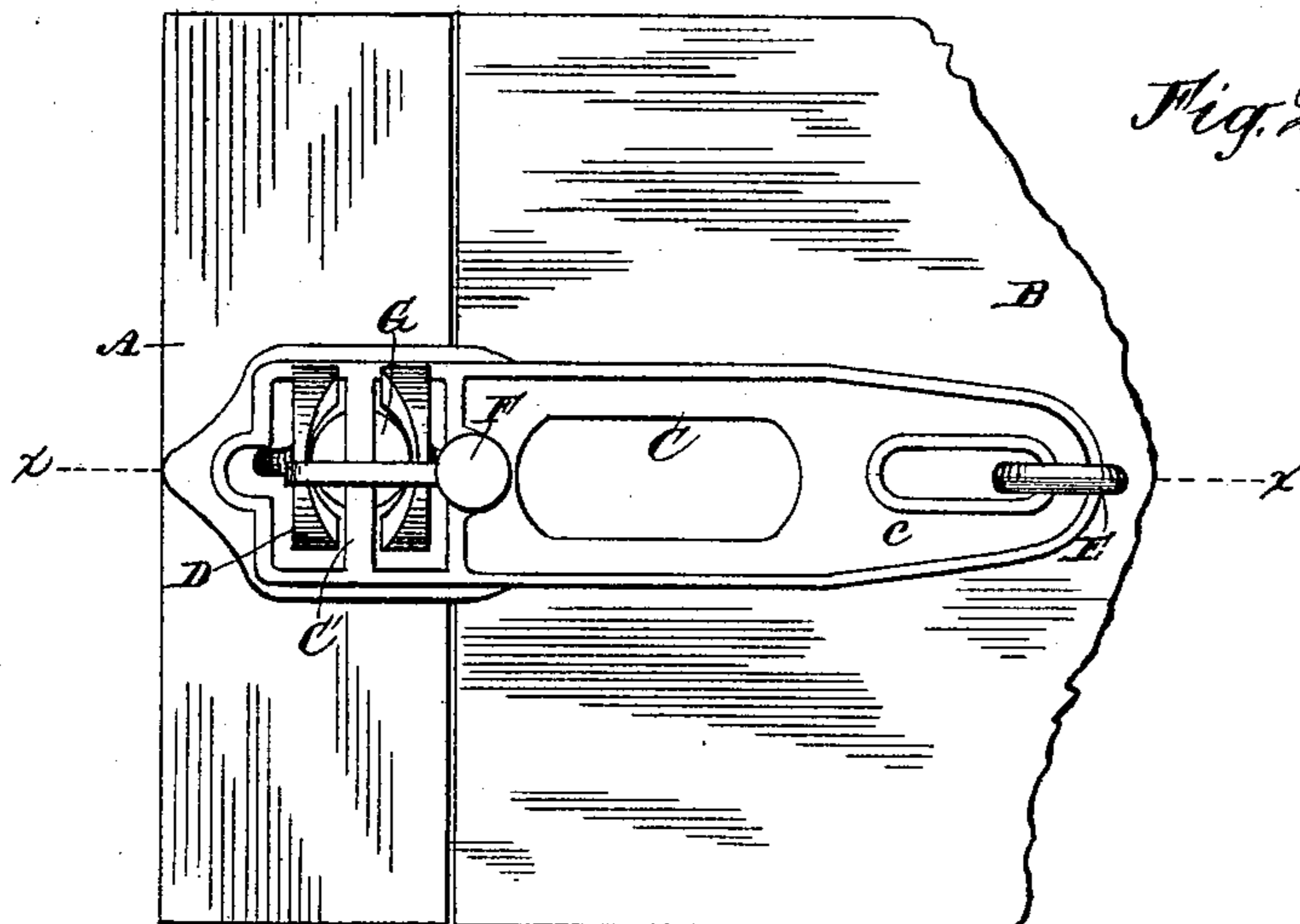


Fig. 2.

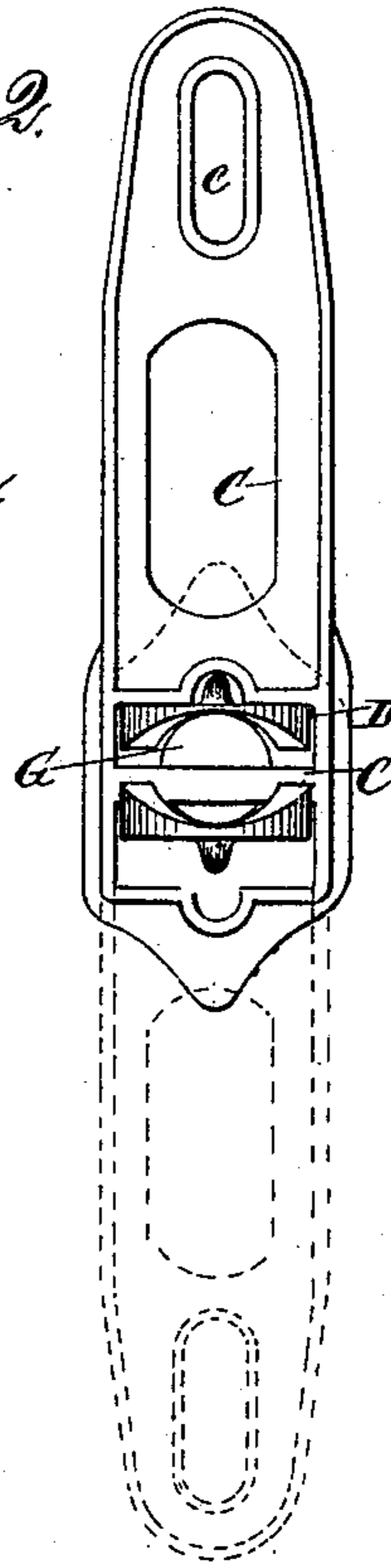


Fig. 3.

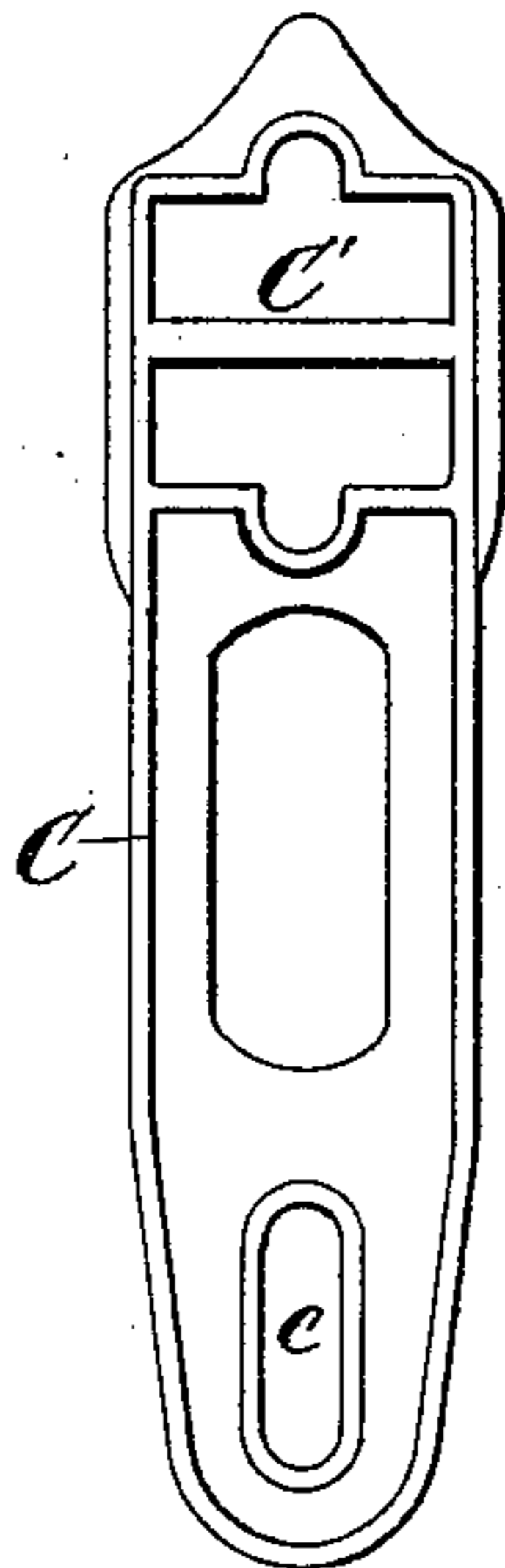


Fig. 4.

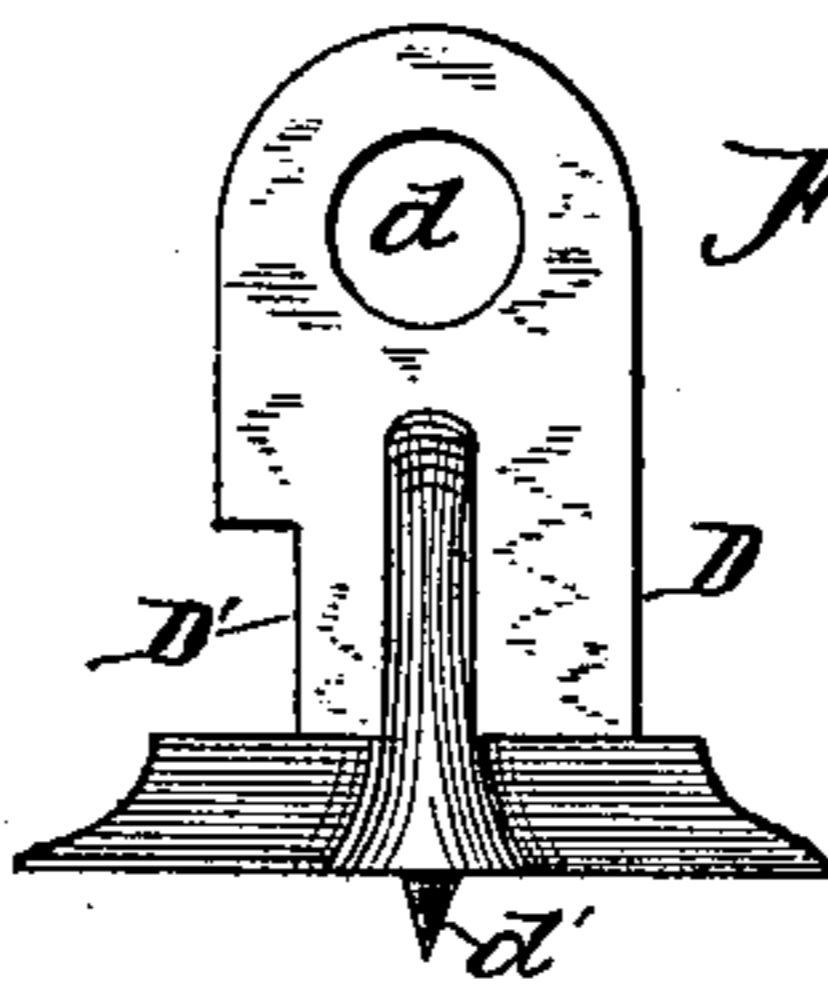
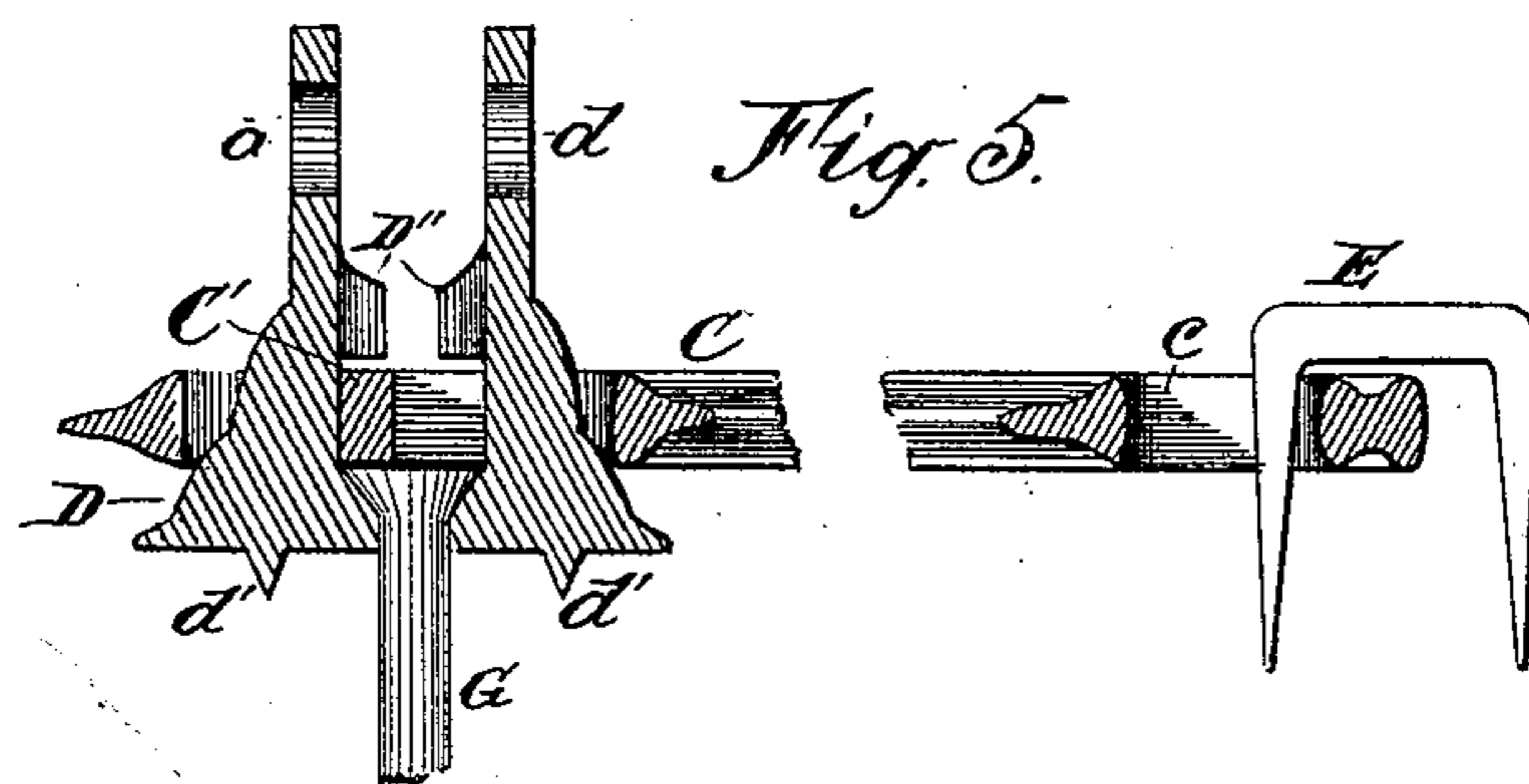


Fig. 5.



Attest.

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UNITED STATES PATENT OFFICE.

THOMAS H. JACOBS AND JOHN T. CARMODY, OF CEDAR RAPIDS, IOWA.

HASP-FASTENER.

SPECIFICATION forming part of Letters Patent No. 614,552, dated November 22, 1898.

Application filed August 28, 1896. Renewed April 21, 1898. Serial No. 678,541. (No model.)

To all whom it may concern:

Be it known that we, THOMAS H. JACOBS and JOHN T. CARMODY, citizens of the United States, residing at Cedar Rapids, in the county of Linn and State of Iowa, have invented certain new and useful Improvements in Car-Door Hasp-Locks; and we 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.

The object of this invention is to produce a hasp-lock for car-doors and the like which is adapted to latch the door at all times in whatever position it may be applied to the door and to break the seal or require the breaking thereof in order to separate the hasp and hook or catch.

A device fully embodying the invention will be hereinafter described and claimed, reference being had to the accompanying drawings, in which—

Figure 1 is a side elevation of a device embodying the invention as applied to a car-door. Fig. 2 is a view of the same detached, showing the hasp in vertical position. Fig. 3 is a detached view of the hasp. Fig. 4 is an end elevation of the catch. Fig. 5 is a longitudinal section of the device in the line *xx*.

Similar letters of reference indicate corresponding parts.

This hasp is of a type that may be designated as "self-latching" or "self-fastening," the construction being such as to admit of the hasp being fastened without the use of bolts, keys, or other parts than the hasp and its catch, as will appear by the following description and the accompanying drawings.

Referring now to the drawings, A designates a portion of a car-door, and B a part of the car, or vice versa, as may be more convenient. To one of these parts, as to A, is secured the hasp-catch D by a bolt G. To the other is attached the hasp C by a staple E.

F is a car-seal of typical form and need not be particularly described.

The catch has a suitable base for bearing on the side of the car or door and should be provided with one or more spurs *d' d'* to prevent its turning when once in position. In the center of the base is a countersunk hole for the corresponding head of a bolt G, by

which it is fastened to the car. The body of the catch is bifurcated, and in one side of each part is a notch D' to receive one side or other of the hasp, which will be hereinafter described. The two members of the catch are each provided with inwardly-extending lips or lugs D'', adapted to engage a transverse bar of the hasp when shifted to one side or the other. The space between these lugs is wide enough to admit the said cross-bar. The upper ends of the separate members of the catch are provided with holes *d d* to receive the hasp of the car-seal F.

The hasp C has an opening in the head large enough to admit the body of the catch and is provided with a central transverse bar C', which may pass between the members of the catch and engage with the inner lugs thereof, as above mentioned. The sides of the hasp adjacent to this opening in the head (or, more exactly, this pair of openings) are adapted to engage with the notch D', so that it is immaterial which side out the hasp is attached to the car. It is to be understood that the catch is attached with this notch uppermost, and the hasp is then always in a position of engagement, as shown in Fig. 1, whether the transverse bar C' engages the notches made to receive it or not. A slot *c* in the other end of the hasp and an elongated staple E allow the hasp to move a limited distance, so as to engage the inner notches of the catch on either side formed by the inwardly-projecting lugs D'' D''.

In Fig. 2 the hasp is shown in vertical position, and the latching of the parts is illustrated whether the hasp is placed above or below the catch.

When sealed by passing the seal-hasp through both holes of the catch, as shown in Fig. 1, the parts cannot be separated without breaking the seal.

It is to be noted that the bolt attaching the catch to the car is headed in the catch, the head being directly back of the transverse bar C' when the hasp is locked. It is thus impossible to unscrew the bolt from the outside and detach the catch from the car without breaking the seal.

Having thus described our invention, we claim—

1. In a hasp-lock for car-doors and the like,

the combination of a bifurcated catch, the members of which have inwardly-extending lugs adapted to engage an interposed portion of the hasp and means for attaching it to a car, and the hasp having a limited movement transverse to said lugs, and openings in its head to admit the members of said catch, said openings being separated by a non-elastic transverse bar adapted to pass between said lugs and engage with those on either side by gravity, as described.

2. In a hasp-lock the combination of a bifurcated catch each member thereof having an inwardly-extending lug and an external notch with which some portion of the hasp may alternately engage, a central hole therein and a fastening-bolt passing centrally

through it from the outer side, and holes near the ends of its separated members to receive a seal-hasps, a hasp perforated to receive the separate members of the catch and adapted to engage by its side or by its transverse bar therewith and having a slot for attachment to the car, and a suitable staple passing through the same, substantially as and for the purpose set forth.

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

THOMAS H. JACOBS.
JOHN T. CARMODY.

Witnesses:

J. F. GROAT,
J. M. ST. JOHN.