

No. 631,051.

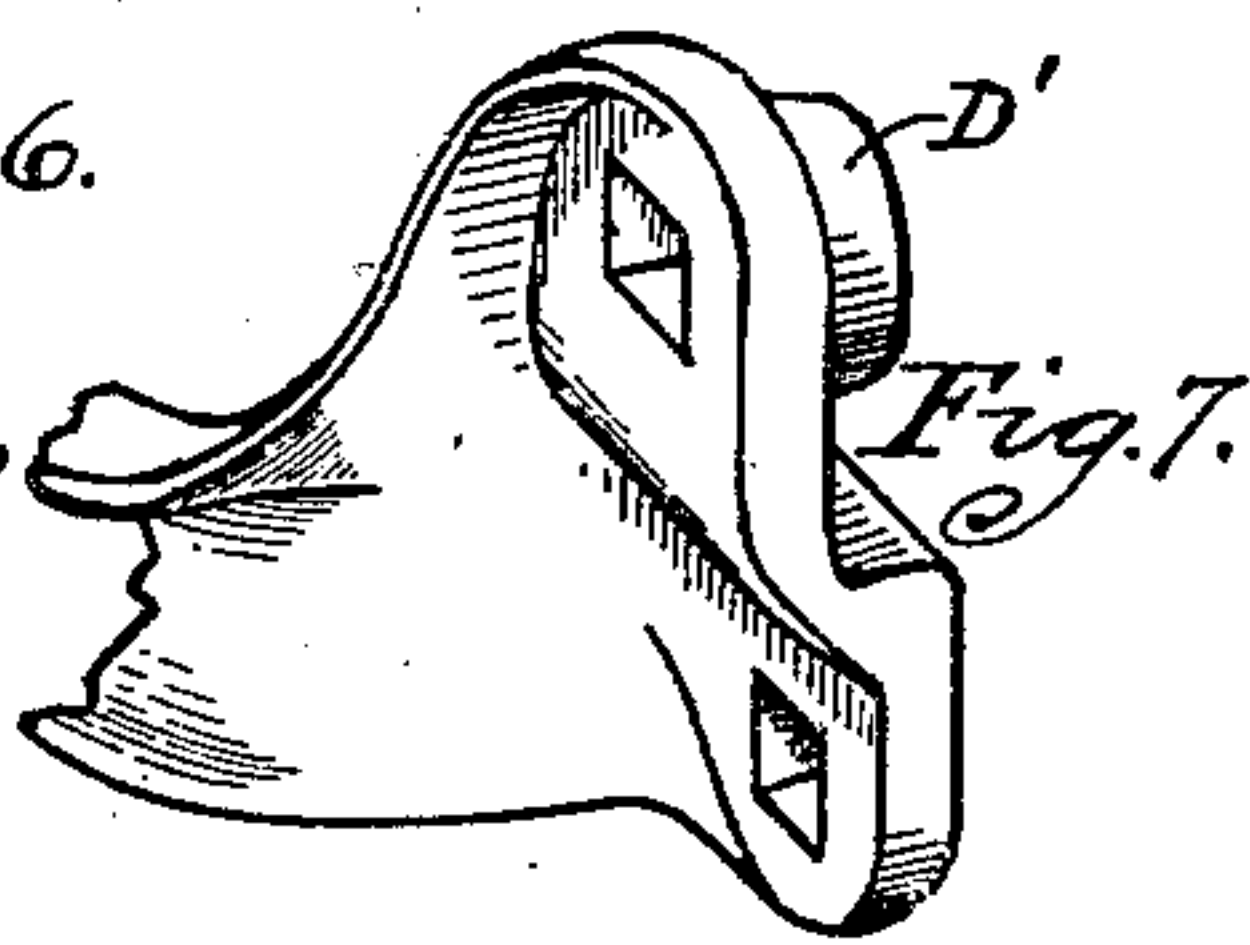
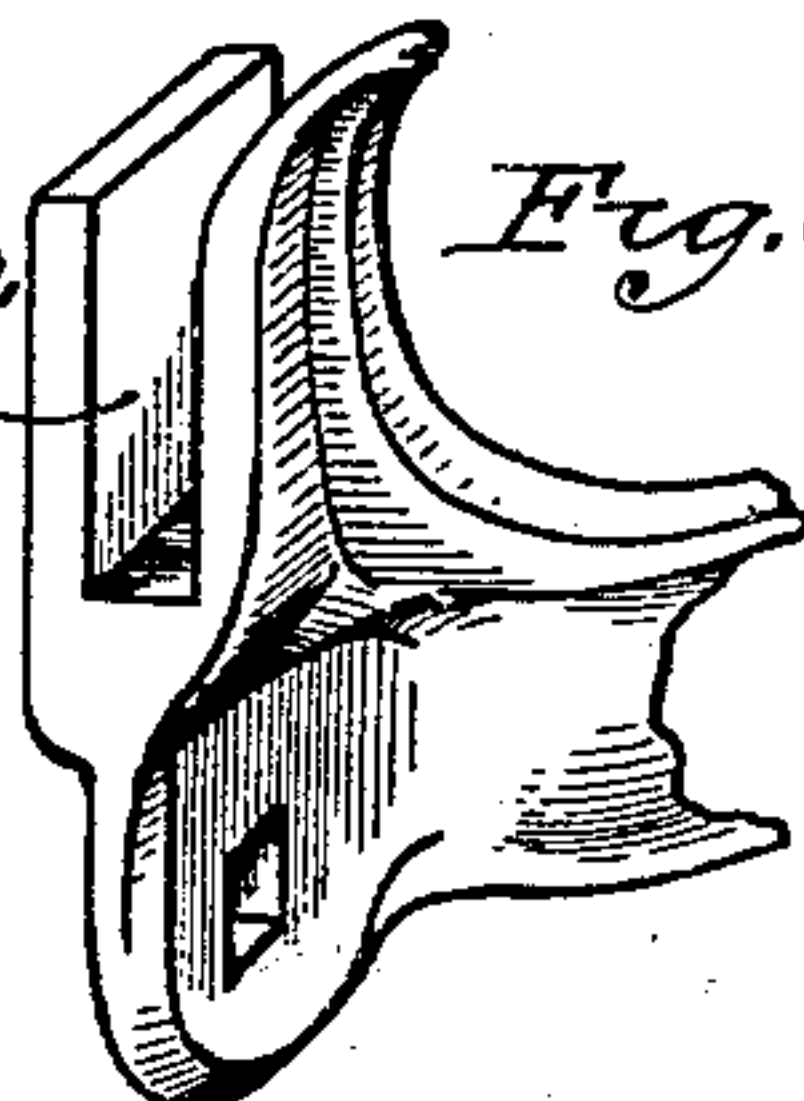
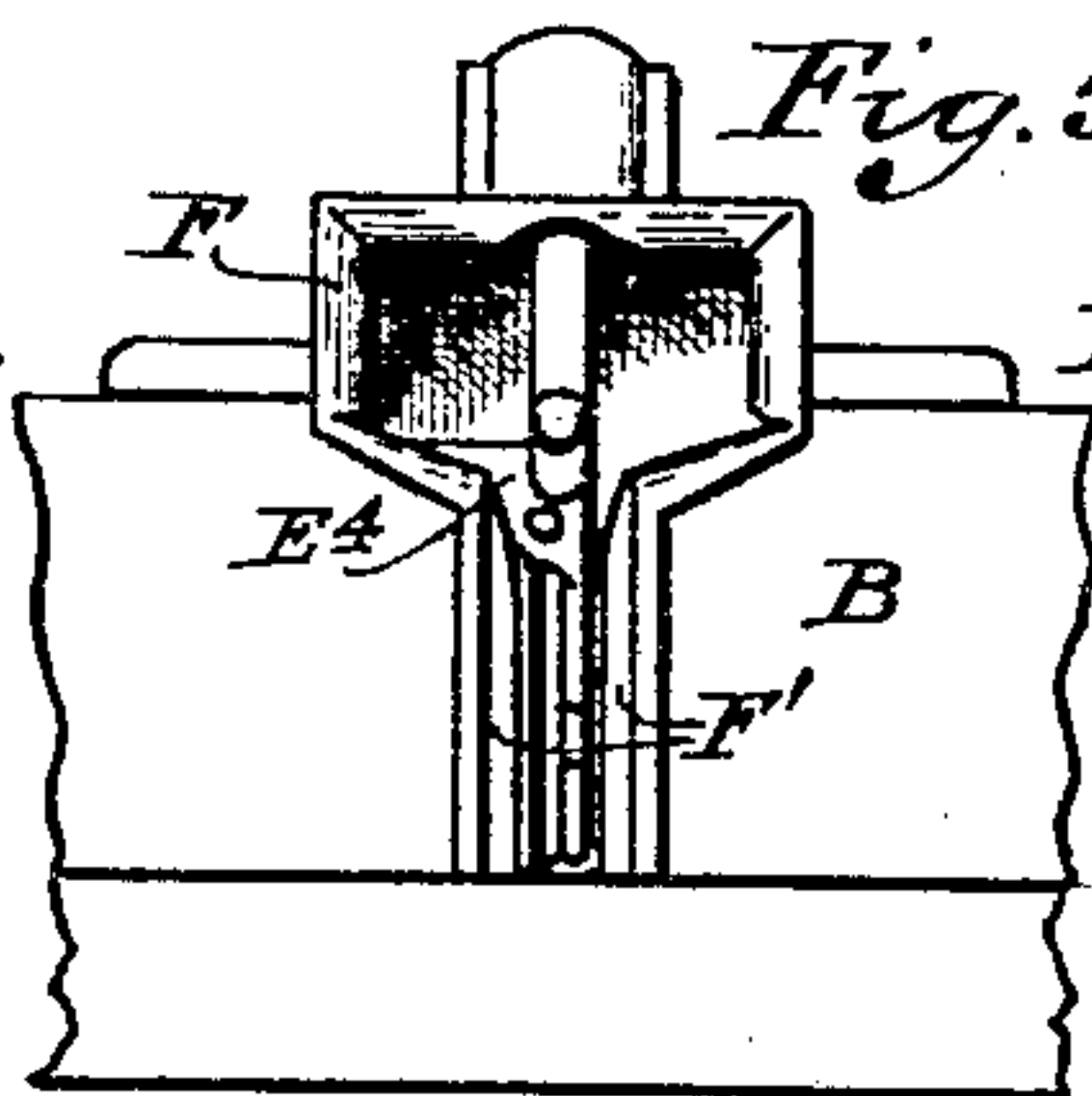
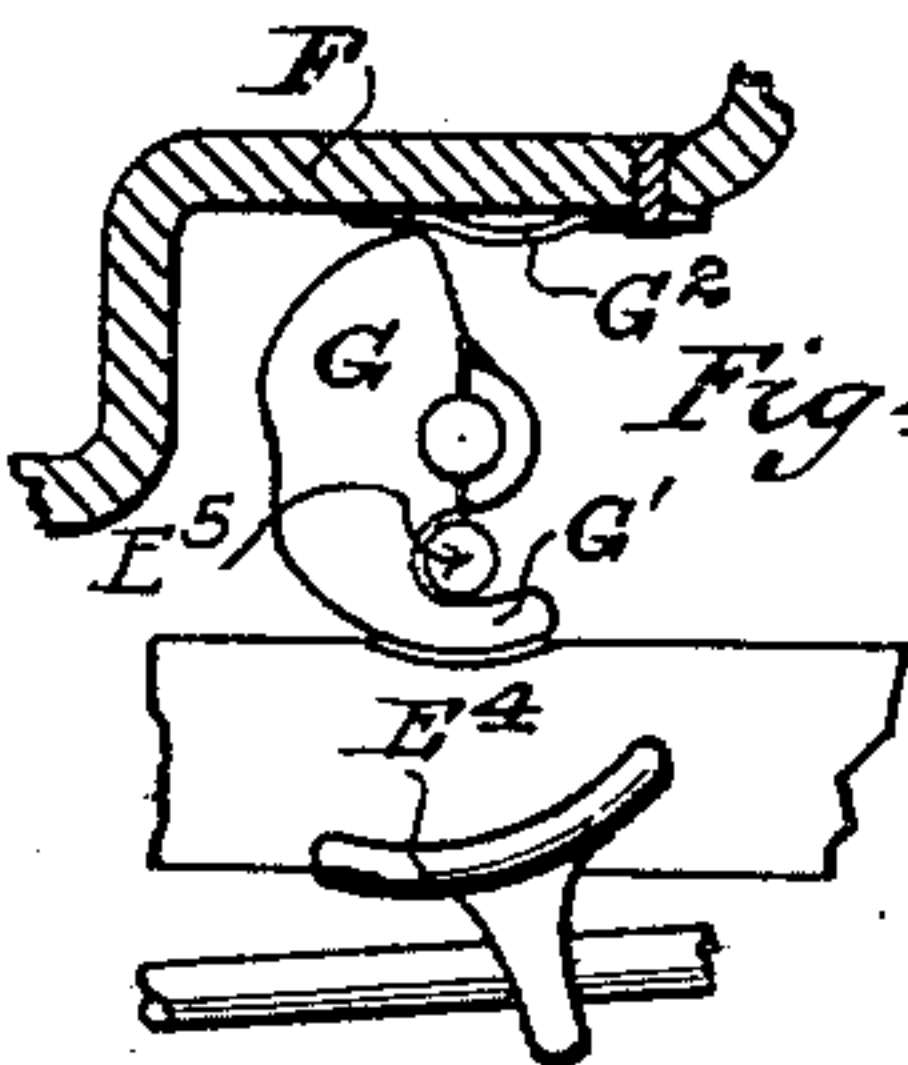
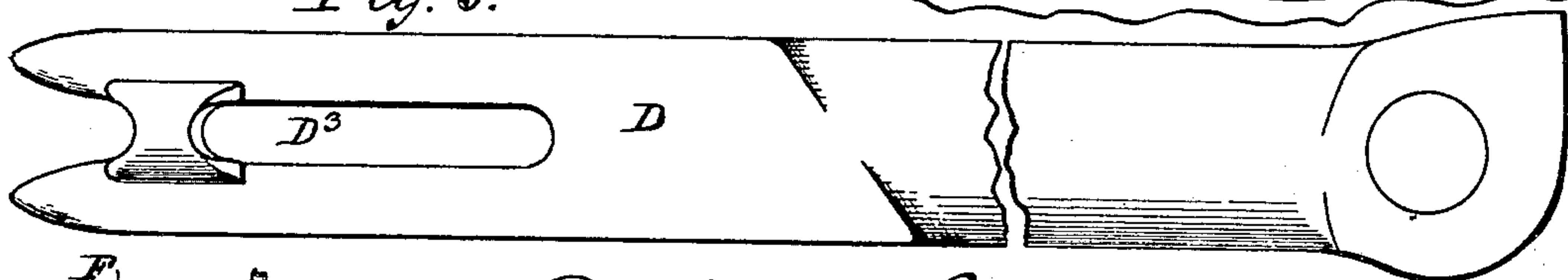
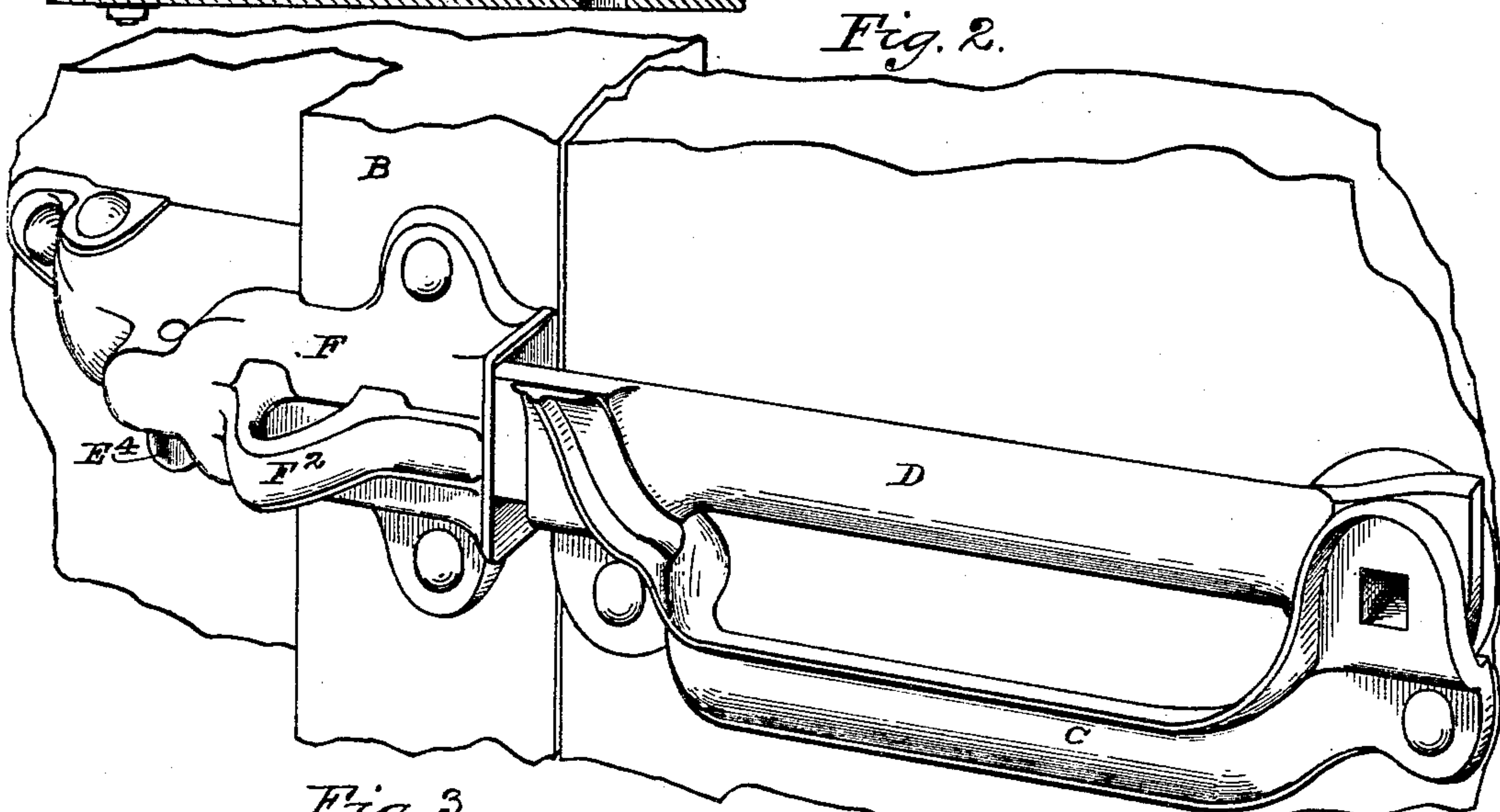
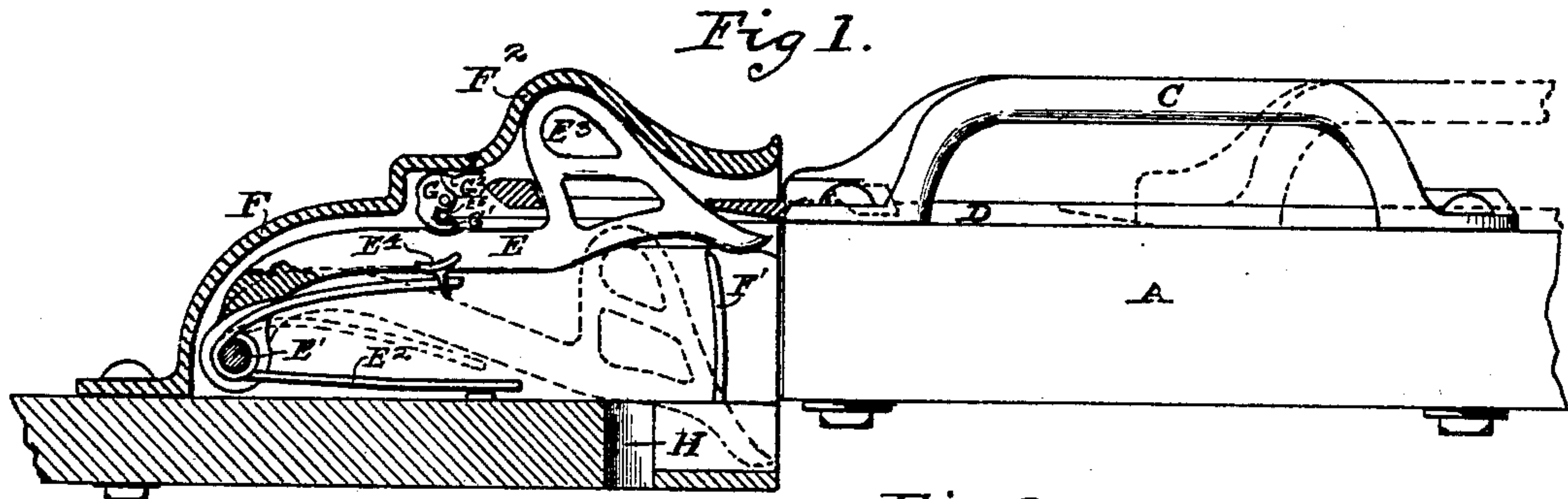
Patented Aug. 15, 1899.

H. C. PHILLIPS & H. HOGAN.

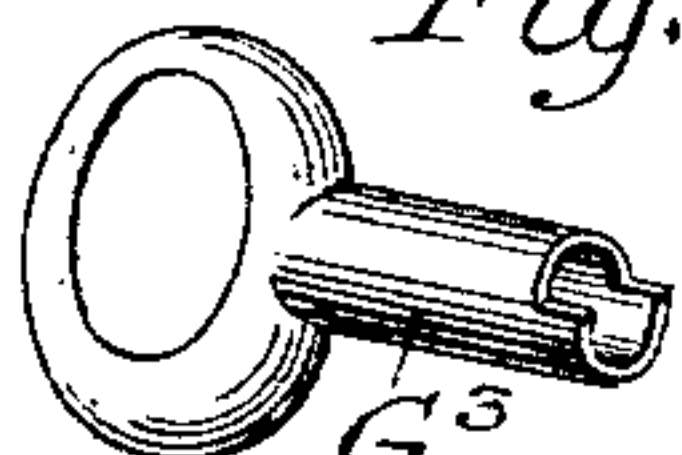
CAR DOOR FASTENER.

(Application filed Oct. 4, 1897.)

(No Model.)



Witnesses:
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UNITED STATES PATENT OFFICE.

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CAR-DOOR FASTENER.

SPECIFICATION forming part of Letters Patent No. 631,051, dated August 15, 1899.

Application filed October 4, 1897. Serial No. 654,069. (No model.)

To all whom it may concern:

Be it known that we, HIRAM C. PHILLIPS and HARVEY HOGAN, citizens of the United States, residing at Rockford, in the county of Winnebago and State of Illinois, have invented certain new and useful Improvements in Car-Door Fasteners, of which the following is a specification.

The object of this invention is to provide a simple and secure fastener for car and other doors.

In the accompanying drawings, Figure 1 is a plan view of the fastener, the casing being cut away sufficiently to show the mechanism therein inclosed. Fig. 2 is a perspective view showing the application of the fastener to a door. Fig. 3 is a view of the hasp of the fastener. Fig. 4 shows a tumbler for locking the door. Fig. 5 is a view of the portion of the fastener attached to the door-jamb. Figs. 6 and 7 are detail views of the ends of the handle by means of which the door is operated, the former illustrating the guide-slot for the hasp and the latter the pivotal bearing for the said hasp. Fig. 8 is a representation of a key for turning the lock-tumbler on its pivot.

A is a car-door arranged to slide in the usual manner.

B is a portion of the door frame or jamb.

C is a handle fixed to the door.

D is a pivoted hasp mounted upon the bearing D', and D² is a guide-channel for the reception of the hasp. The hasp D is forked at its forward end and has also the staple-receiving slot D³.

E is a spring-actuated pivoted latch for engaging the staple-slot D³ of the hasp D.

E' is the pivot, and E² the spring, for the latch E.

E³ is an opening through the latch for receiving the seal for sealing the lock, and E⁴ is the finger-bar integral with the latch E, by means of which the latch is turned upon its pivot E'.

F is an inclosing casing for the latch E and other mechanism of the fastener. The casing provides an opening to accommodate the protruding finger-bar E⁴.

F' is a guide-lug formed in the casing on each side of the latch E. It also serves to keep rain and snow out of the casing F.

F² is a loop formed in the upper part of the casing F to coincide with the opening E³ of the latch E. In sealing the lock the loop of the seal is placed through both the opening E³ and the loop F'.

G is a pivoted tumbler to be operated by a key G³ for locking the latch E in engagement with the hasp D. The hook G' of the tumbler engages the pin E⁵, while the spring G² retains the tumbler in position.

The latch E may be operated from within the car if a string or wire is connected with the latch and passed through the opening H to the interior of the car.

In operation the hasp and handle portion is properly fastened to the door by means of bolts or in any other suitable manner, and the latch and its casing are secured to the jamb or frame of the door in proper position relative to that of the hasp. The casing is arranged to be sufficiently closed to exclude the rain and snow from its interior and the included mechanism. When the door is shut, the hasp enters the throat of the casing F, the forked end of the hasp strikes against the slanting surface of the latch, forcing the latter downward as it enters until the staple-slot D³ coincides with the projection of the latch, and the latter is by its spring E² caused to enter the slot D³. This firmly holds the door shut, and a car-seal or a common padlock may be inserted through the opening E³ of the latch E and the loop F² of the casing F, or the door may be locked by turning the tumbler G by means of a proper key.

When it is desired to close the door without having the latch operate to lock it, the hasp D is turned upon its pivoted bearing D', so that it will stand inclined a little back from a vertical line, which position it retains on account of the form of its pivoted end, the square corner thereof engaging the surrounding portion.

We claim as our invention—

1. In a fastener for sliding doors, in combination, a hasp having an opening therein which hasp is secured to the door and has a pivotal connection therewith, a support for the free end of the hasp, a latch, a supporting-bracket for the latch, a pivotal support in the bracket for the latch, a spring for holding

the latch in position for engagement with the opening in the hasp, an eye in the hasp near the free end thereof, and a loop in the bracket, which eye and loop coincide to receive a padlock, a seal or other securing means, substantially as and for the purpose specified.

2. In a fastener for sliding doors, in combination, a pivoted hasp having an opening near its free end, mounted on the sliding door, a latch, a pivot therefor, a spring for the latch adapted to cause the latch to engage the opening in the hasp, a pivoted tumbler, a projection from the tumbler for engaging the latch and locking it in engagement with the hasp, and means for turning the tumbler on its pivot, substantially as and for the purpose specified.

3. In a fastener for sliding doors, in combination, a handle for operating the door, a hasp pivoted in the handle, and having a forked forward end and an opening near its forward end, a latch for engaging the latter opening, a pivot and a spring for the latch, a finger-bar for operating the latch, a pivoted tumbler having a projecting hook for engaging the latch and holding it in engagement with the hasp, and means for turning the tumbler on its pivot, substantially as and for the purpose specified.

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