

No. 638,758.

Patented Dec. 12, 1899.

H. PRIES & J. W. MEYER.

CAR DOOR FASTENER.

(Application filed July 27, 1899.)

(No Model.)

2 Sheets—Sheet 1.

Fig. 2

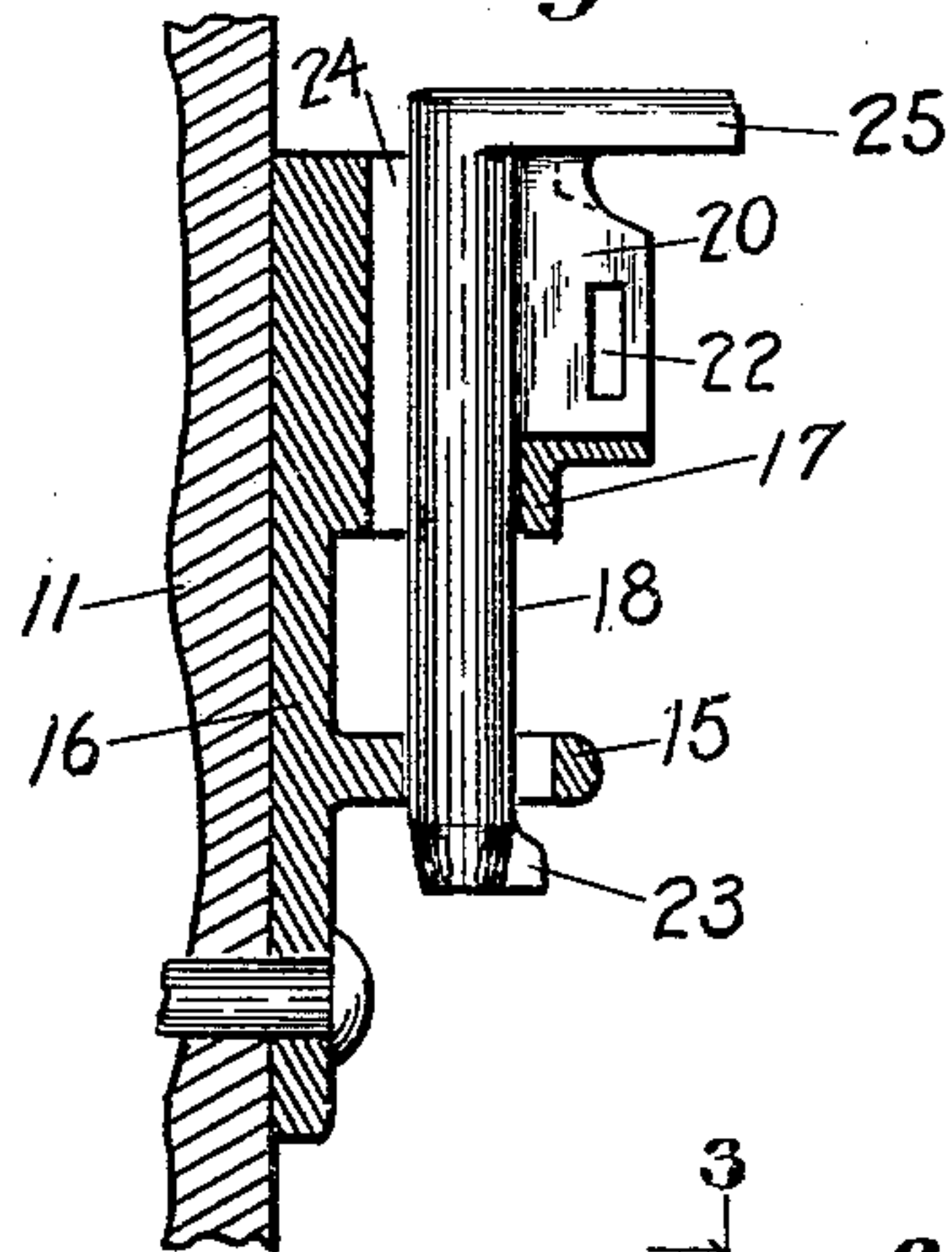


Fig. 3

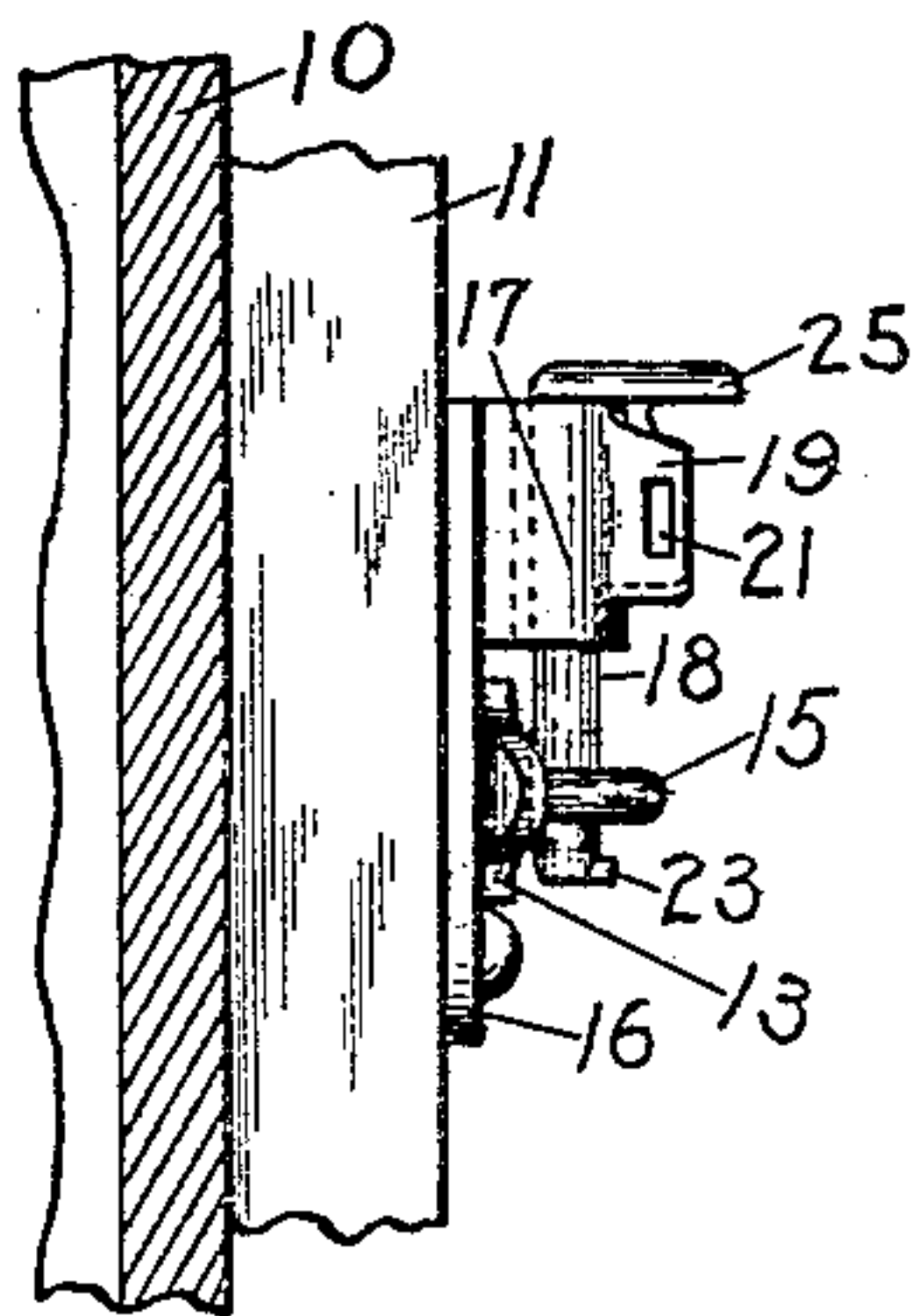


Fig. 1

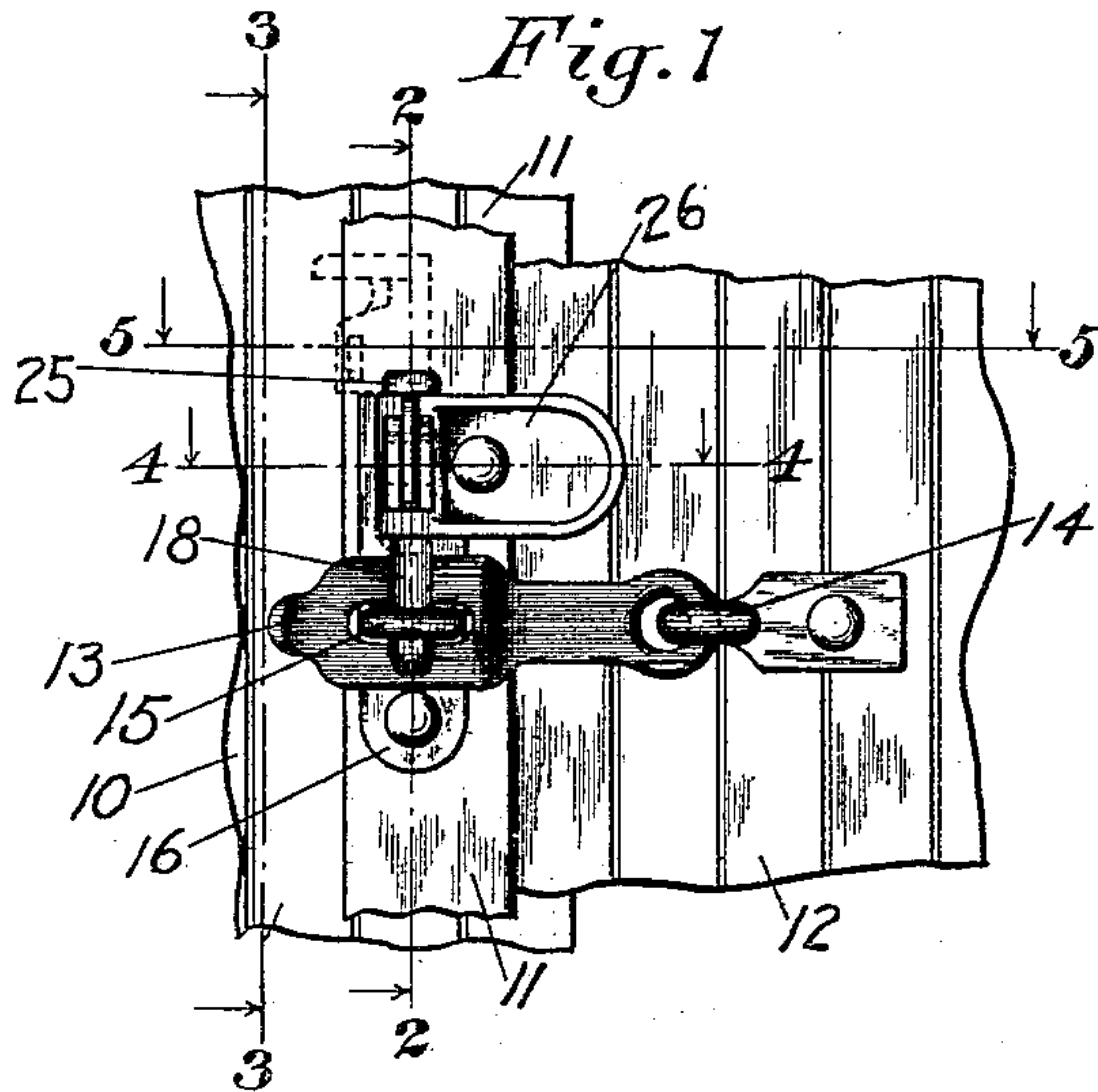


Fig. 4

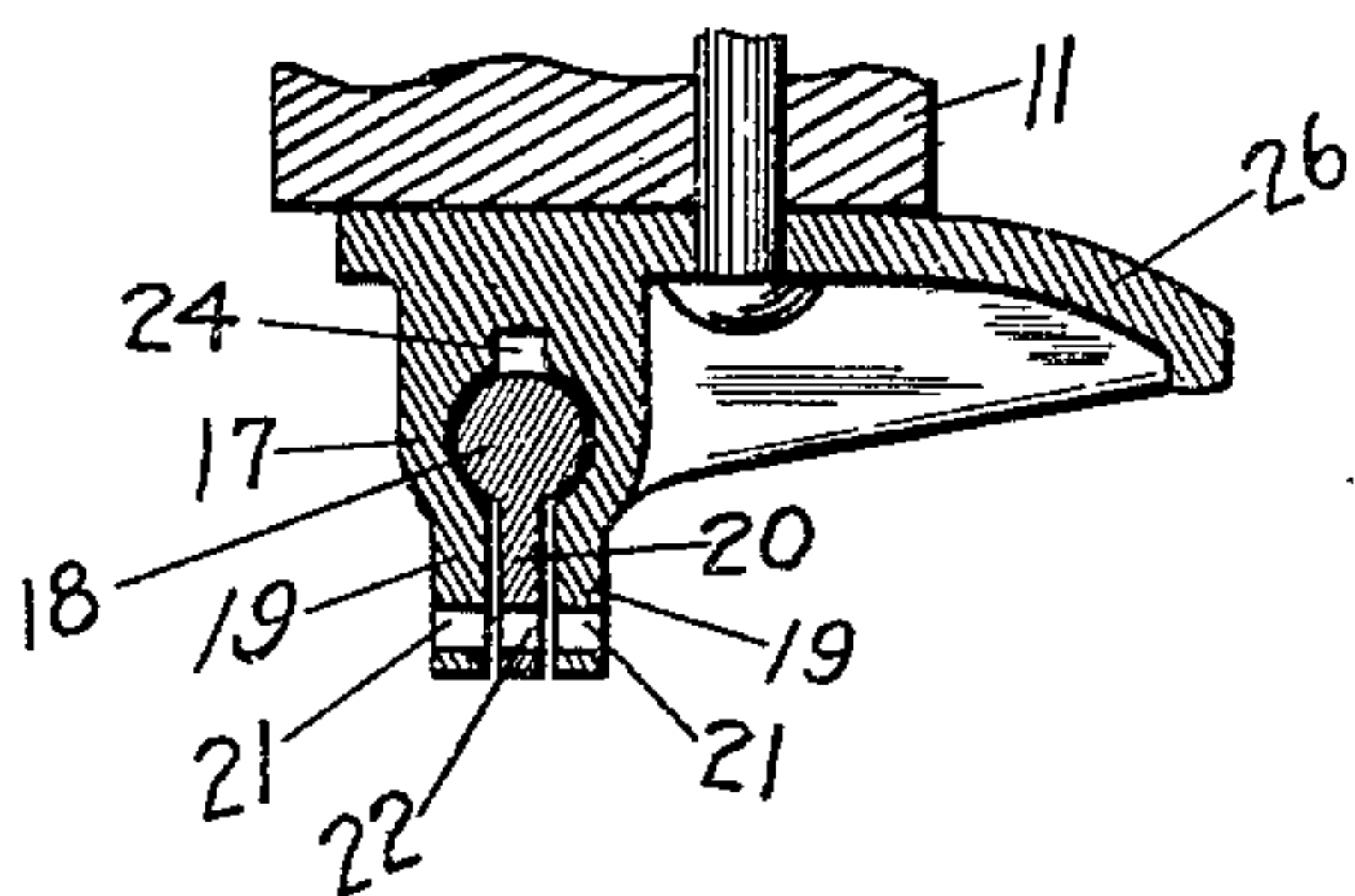
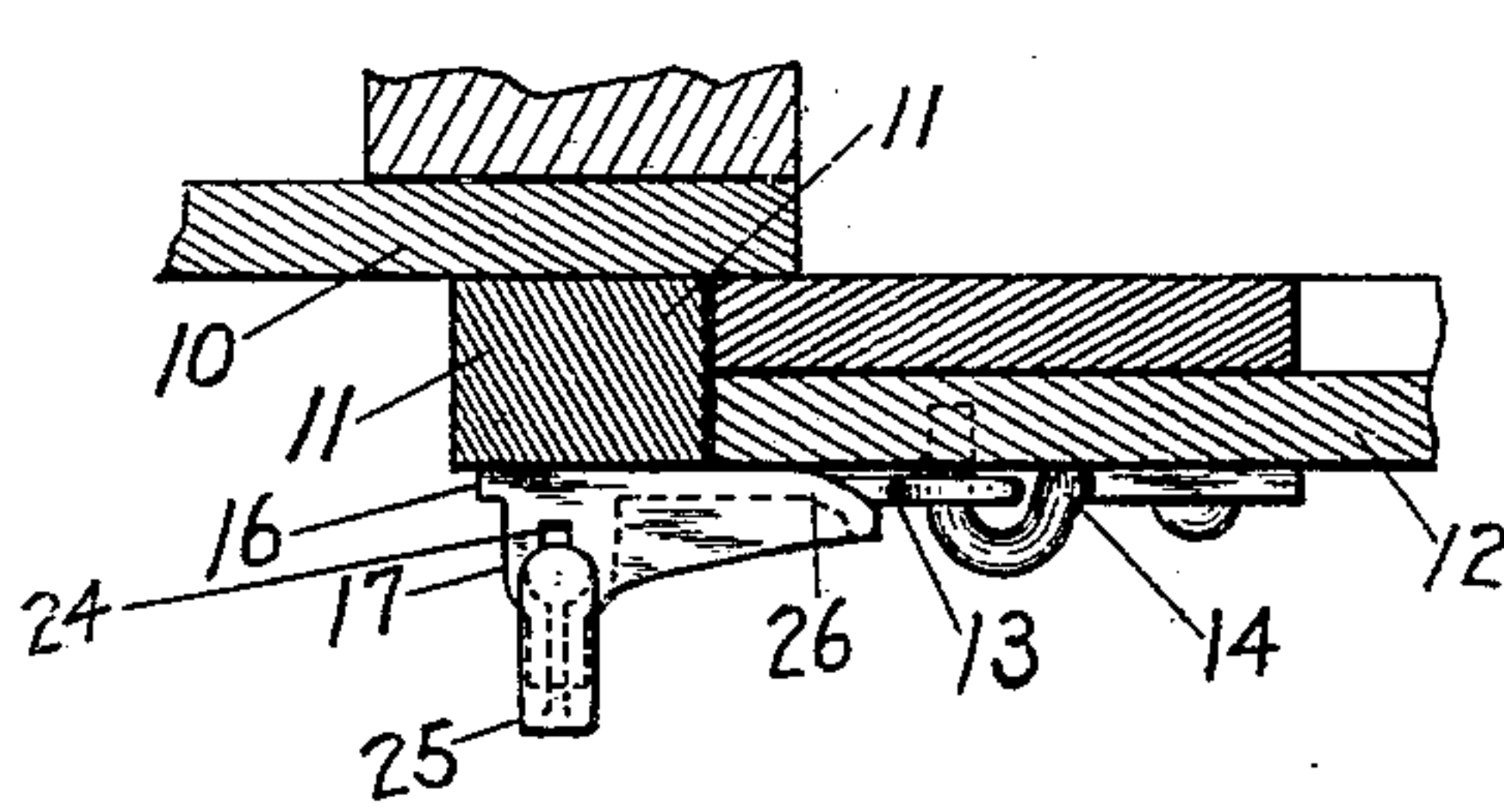


Fig. 5



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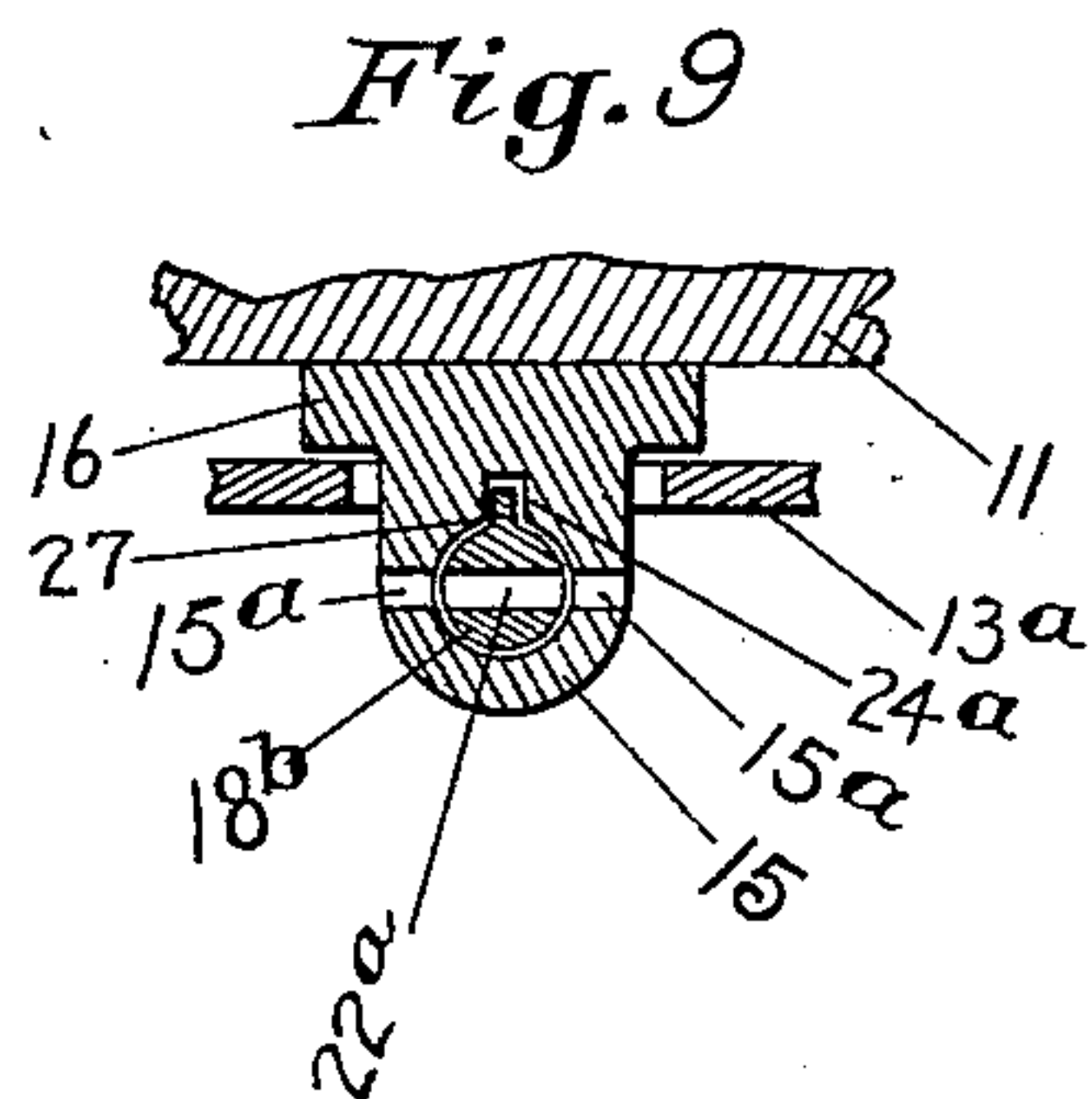
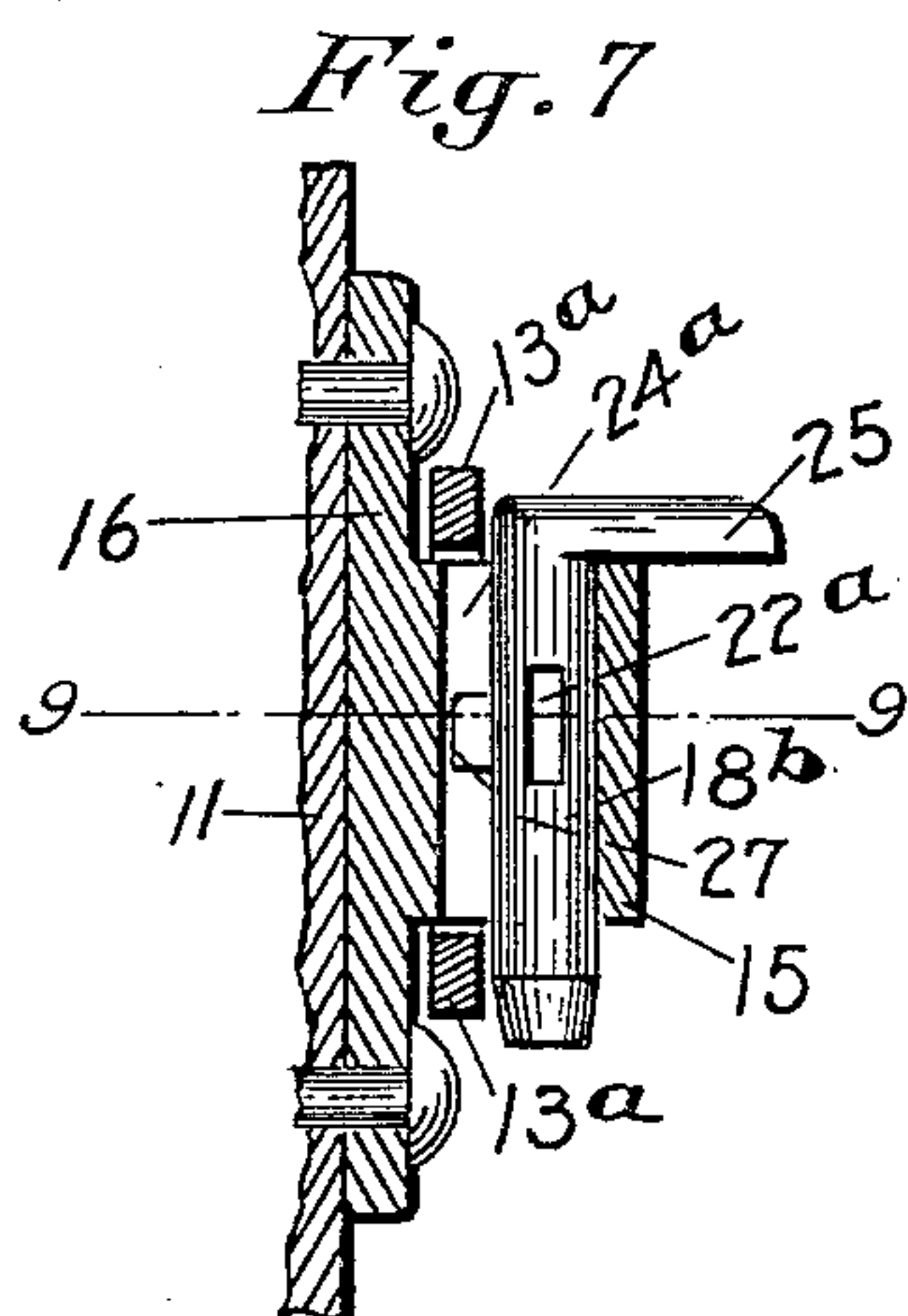
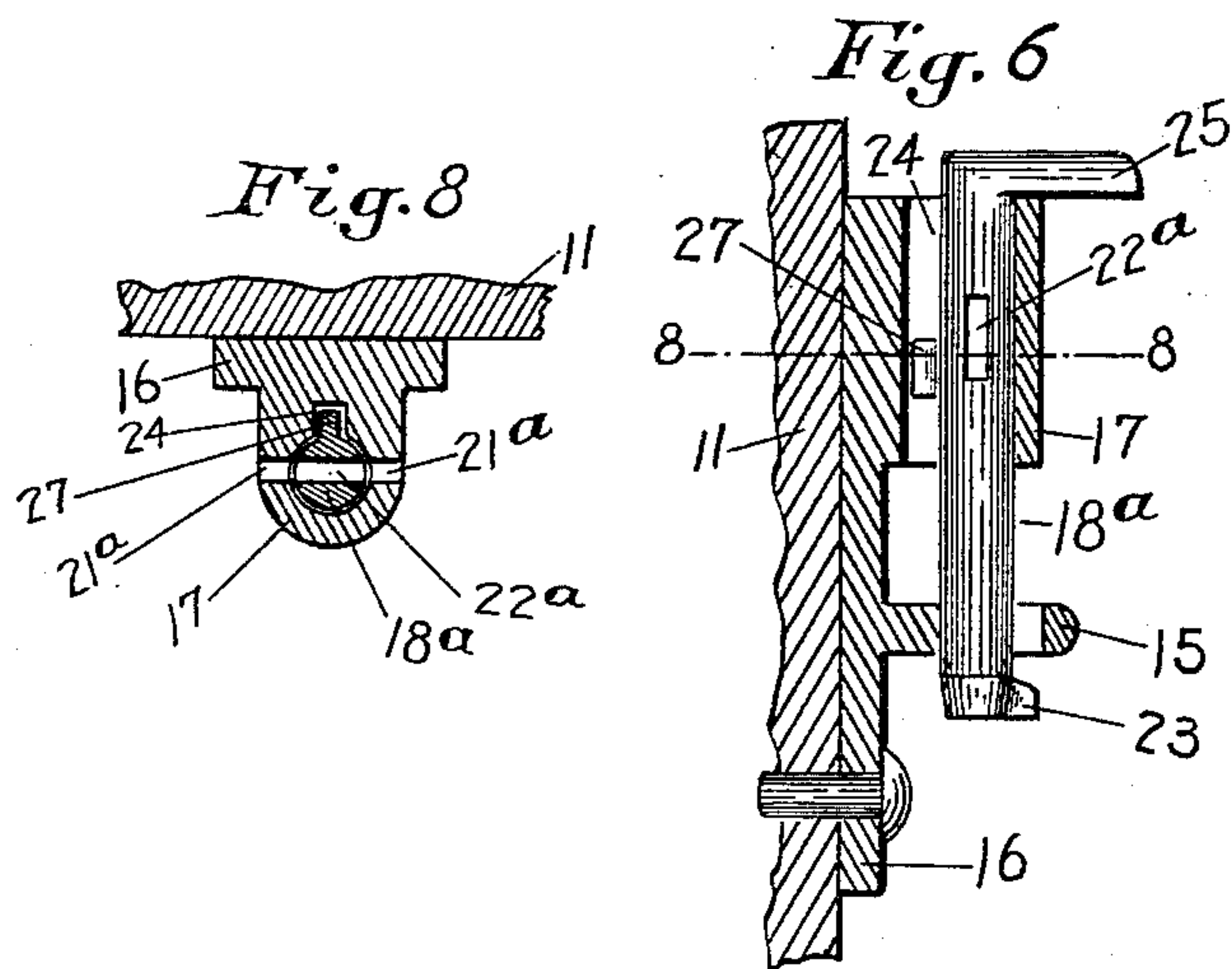
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UNITED STATES PATENT OFFICE,

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CAR-DOOR FASTENER.

SPECIFICATION forming part of Letters Patent No. 638,758, dated December 12, 1899.

Application filed July 27, 1899. Serial No. 725,229. (No model.)

To all whom it may concern:

Be it known that we, HERMAN PRIES and JOHN W. MEYER, citizens of the United States, and residents of Michigan City, county of La Porte, and State of Indiana, have invented certain new and useful Improvements in Car-Door Fasteners, of which the following is a specification, and which are illustrated in the accompanying drawings, forming a part thereof.

This invention relates to that class of door-fasteners in connection with which a seal is used for the purpose of preventing the opening of the car without detection. Its objects are to simplify the construction and to increase the efficiency of the sealing device as well as its general efficiency.

The invention consists in the various parts and arrangement of parts, as hereinafter fully described, and as illustrated in the accompanying drawings, in which—

Figure 1 is a detail elevation of a portion of the side of a car-door, showing a full view of the fastening device. Fig. 2 is a sectional view on the line 2 2 of Fig. 1. Fig. 3 is a sectional view on the line 3 3 of Fig. 1. Fig. 4 is a sectional view on the line 4 4 of Fig. 1. Fig. 5 is a sectional view on the line 5 5 of Fig. 1. Fig. 6 is a vertical section through the staple-plate, showing modified form of construction. Fig. 7 is a vertical section through the staple-plate, showing another modification. Fig. 8 is a plan section on the line 8 8 of Fig. 6, and Fig. 9 is a plan section on the line 9 9 of Fig. 7.

A portion of the siding of a car is shown at 10 and of its door-frame at 11, a section of the door being represented at 12. A hasp 13 is secured to the door 12 by means of any suitable form of staple, as 14, and is slotted, so as to receive a staple 15, attached to a car-body and through which a bolt, as 18, may be passed to secure the hasp. The staple 15 may be of any desired form. We show it as being a mere apertured lug forming an integral part of a plate 16, adapted to lie against and be bolted to the door-frame 11. The plate 16 is provided with a boss 17, located above the staple 15 and vertically apertured in alinement with this staple to receive the bolt 18. The boss 17 has an outwardly-extending flange 19, which is vertically slotted

from above through a portion of its length, and the bolt 18 has a corresponding flange 20, adapted to enter this aperture. The flange 19 has a transverse aperture 21, which cuts across its vertical slot, and the flange 20 of the bolt has a similar aperture 22, which registers with the aperture 21 when the bolt is lowered into the socket of the staple 15, so that the strap of a seal (not shown) may be passed through the two members of the flange 19 and through the flange 20 of the bolt, and thereby not only prevents the withdrawal of the bolt, but, as it locks, ties together a movable and fixed member, all possibility of its manipulation so as to work it through the aperture to allow the withdrawal of the bolt being removed. When the bolt 18 is raised to allow the disengagement of the hasp 13, it may be maintained in that position by turning it, so that its flange 20 is out of register with the seal in flange 19, as shown by dotted lines in Fig. 1.

To prevent the possibility of the loss of the bolt 18, it is so made that it cannot be removed from the plate 16. To this end the bolt is provided with an ear 23, which is in line with its flange 20, and along one side of the aperture of the boss 17 there is formed a groove 24, through which the ear 23 may pass in assembling the parts. By placing this groove 24 at the inner side of the aperture the ear 23 can be brought into register with it only when the plate 16 is disengaged from the car, as the bolt cannot be given a half-revolution because of a lateral arm 25 at its upper end projecting in line with the flange 20. The plate 16 is also provided with a lateral tongue-piece 26, which projects beyond the door-frame 11 and is curved outwardly, so as to constitute a guide to receive the edge of the door and force the latter snugly against the side of the car.

While we have shown in Figs. 1 to 5 and hereinbefore described the apertures adapted to receive the seal-strap as being through a flange of the boss 17 of the plate 16 and the wing 20 of the bolt 18, it is not essential that this flange and wing be employed. The invention broadly includes any form of construction in which there is employed a hasp and staple-plate and a bolt and in which the last two elements are so apertured that a

seal-strap may be passed through both of them. Specifically this may be worked out in a variety of ways, and we show in Figs. 6 to 9 two modifications which we will now proceed to describe.

In the construction shown in Figs. 6 and 8 the boss 17 is employed, having the vertical aperture in line with the aperture of the staple 15 and along the side of this aperture a groove 24. The flange 19, however, is dispensed with, as is also the wing 20 of the bolt, as shown in Figs. 1 to 5. The bolt is provided with a transverse aperture 22^a, passing directly through its body, and the boss 17 is provided with transverse apertures 21^a, adapted to register with the aperture of the bolt when the latter is in service. The bolt is further provided with a fin 27, adapted to enter the slot 24, so as to prevent the turning of the bolt and throw the apertures 21^a and 22^a out of register.

In the form of construction shown in Figs. 7 and 9 the boss 17 of the other figures is entirely dispensed with and the staple 15 is widened so as to give a longer bearing for the bolt, and the hasp is also necessarily widened, as shown at 13^a 13^a. The bolt 18^b is shorter and is provided with the transverse aperture 22^a, as in Figs. 6 and 8, and the staple 15 is provided with transverse apertures 15^a, adapted to register with the aperture of the bolt when the latter is in service. The bolt 18^b is also provided with a fin 27, which enters a slot 24^a, formed along the rearward side of the eye of the staple.

We claim as our invention—

1. In a car-door fastening, in combination, a slotted hasp for attachment to a door, a staple for attachment to a car-body, a member located above the staple and socketed in line therewith to receive a bolt, and having an outstanding vertically-slotted and transversely-apertured flange, and a bolt adapted to enter the socket of the last-mentioned member and the staple, and having a transversely-apertured wing adapted to enter the slot of the flange of said member.

2. In a car-door fastening, in combination, a slotted hasp for attachment to a car-door, a plate for attachment to the door-frame and having a vertically-apertured staple and a boss socketed in line with the staple and having an outstanding vertically-slotted and transversely-apertured flange, and a bolt adapted to enter the apertures of the staple and boss and having a transversely-apertured wing for engaging the slot of the flange of the boss.

3. In a car-door fastening, in combination, a slotted hasp, a staple for engaging the hasp-slot, a boss above the staple, the boss and staple each having a bolt-aperture; a bolt adapted to enter the apertures of the boss and

staple and having an ear at its lower end and a laterally-projecting arm at its upper end, the boss and staple being provided with non-registering grooves for the passage of the bolt-ear, the parts being so disposed that the bolt-arm prevents the ear from entering the groove of the boss when the device is attached to a car; all substantially as described and for the purpose set forth.

4. In a car-door fastening, in combination, a staple adapted to engage a slotted hasp and having a bolt-eye and a groove along one side thereof; a bolt adapted to enter the eye of the staple and having an ear at its lower end adapted to pass through the groove; a guide and retaining-boss above the staple apertured to receive the bolt, its bolt-ear-receiving groove being out of register with the groove of the staple; and means for so limiting the angular movement of the bolt when the device is in service that the bolt-ear cannot enter the groove of the boss; all substantially as described and for the purpose set forth.

5. In a car-door fastening, in combination, a staple adapted to engage a slotted hasp and having a bolt-eye and a groove along one side thereof; a bolt adapted to enter the eye of the staple and having an ear at its lower end adapted to pass through the groove; a guide and retaining-boss above the staple apertured to receive the bolt, its bolt-ear-receiving groove being out of register with the groove of the staple; and means for so limiting the angular movement of the bolt when the device is in service that the bolt-ear cannot enter the groove of the boss, the boss and bolt being transversely apertured to receive a seal-strap; all substantially as described and for the purpose set forth.

6. In a car-door fastening, in combination, a staple adapted to engage a slotted hasp and having a bolt-eye and a groove along one side thereof; a bolt adapted to enter the eye of the staple and having an ear at its lower end adapted to pass through the groove; a guide and retaining-boss above the staple apertured to receive the bolt, its bolt-ear-receiving groove being out of register with the groove of the staple, and such boss having a longitudinal slot in its upper end and a transverse aperture crossing such slot; a wing projecting radially from the bolt and adapted to enter the slot of the boss and having a transverse aperture; and means for so limiting the angular movement of the bolt when the device is in service that the bolt-ear cannot enter the groove of the boss; all substantially as described and for the purpose set forth.

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