

No. 682,675.

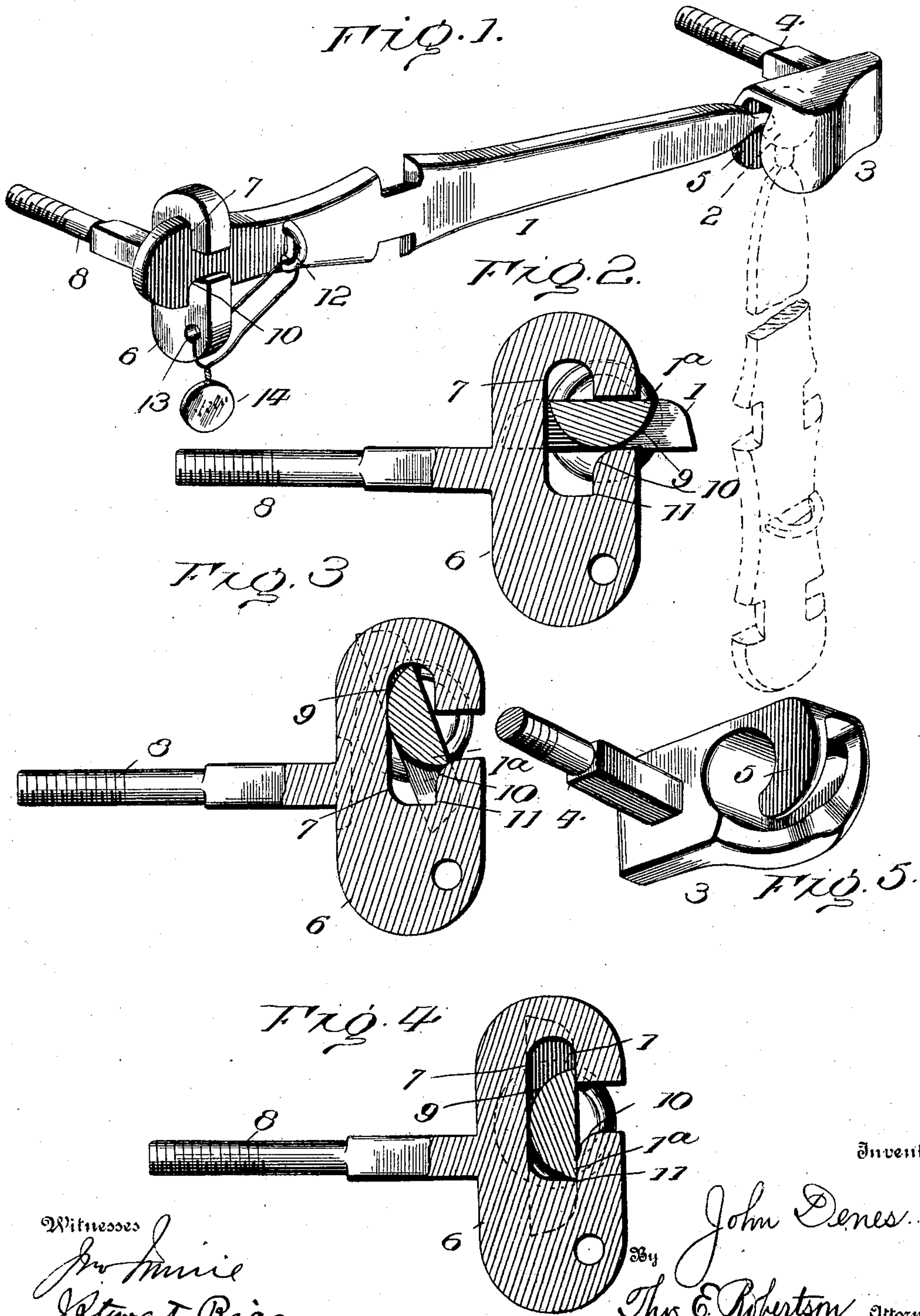
Patented Sept. 17, 1901.

J. DENES.

SLIDING DOOR FASTENER.

(Application filed May 4, 1901.)

(No Model.)



Witnesses

John D. Denes
John D. Denes

Inventor

John D. Denes
By *Thos. E. Robertson* Attorney

UNITED STATES PATENT OFFICE.

JOHN DENES, OF WILMINGTON, DELAWARE, ASSIGNOR OF ONE-HALF TO
SAMUEL SLESINGER, OF SAME PLACE.

SLIDING-DOOR FASTENER.

SPECIFICATION forming part of Letters Patent No. 682,675, dated September 17, 1901.

Application filed May 4, 1901. Serial No. 58,767. (No model.)

To all whom it may concern:

Be it known that I, JOHN DENES, a citizen of the United States, residing at Wilmington, in the county of Newcastle, State of Delaware, have invented a certain new and useful Improvement in Sliding-Door Fasteners, of which the following is a specification, reference being had to the accompanying drawings.

10 This invention relates to improvements in that class of fasteners for use on sliding or other doors and is intended principally for use in locking car-doors, although it is suitable for other purposes.

15 The object of my invention is to produce a simple form of fastener which can be easily fastened and quickly unlocked or unfastened when occasion desires. I attain this object by providing a catch which has an opening
20 or slot therein and is combined with a hasp formed so that it has two movements in the slotted catch, whereby it is not possible for the hasp to become disengaged from the catch without going through these two move-
25 ments.

My invention therefore consists of the fastener of the peculiar construction, arrangement, and combination of parts hereinafter more particularly described and then definitely claimed.

30 In the accompanying drawings, which represent the preferable embodiment of my invention, Figure 1 is a perspective view of the different parts comprising my invention. Fig.
35 2 is a vertical central section through the catch, showing the hasp in its initial or first position. Figs. 3 and 4 are similar views showing the hasp in its central and locked positions, respectively; and Fig. 5 is a per-
40 spective view of the part for securing the hasp to the door.

In the accompanying drawings, 1 represents the hasp proper, on one end of which is formed a ball 2, which fits into the socket
45 3, and the latter has a bolt 4 cast integral therewith by which the socket is secured to the door of the car. By referring to Fig. 5 it will be seen that this socket is provided with a projecting lug 5, which serves to pre-
50 vent the wear from the ball from being borne directly by the car-door. The socket 3 and

the ball 2 form a ball-and-socket joint by which the hasp is allowed free movement, the parts being so constructed that the ball 2 of the hasp 1 has to be slipped into the
55 socket before the latter is bolted to the door, and hence the hasp is secured in position by attaching the socket.

On the door-frame I secure a catch 6, of the peculiar shape shown in Fig. 1, which catch
60 comprises a slot 7, shaped somewhat like a letter T, a bolt 8 also being made integral with the catch to form the securing means. That part of the hasp 1 which engages with
65 the T-shaped slot 7 is formed on its rear side on an arc of a circle, as shown at 9, and the lower portion of the slot 7 is curved, as seen at 10, and brought down to form a square corner 11 for a purpose to be hereinafter de-
70 scribed.

In its practical use the parts are secured in substantially the positions shown in Fig. 1, and the operation of locking the parts is as follows: In its unlocked position the hasp is
75 suspended in a vertical position, as shown in dotted lines in Fig. 1, and the operator lifts the free end of the hasp 1, turns it to a horizontal position, and inserts it in the slot, as shown in Fig. 2. The hasp is then partially
80 rotated until the flat part of the hasp is vertically disposed, when it falls down into the lower part of the slot, as shown in Fig. 4, when the sharp corner 1^a of the hasp coacts with the square corner 11 of the slot 7 and
85 prevents the hasp from being disengaged until it is lifted and turned oppositely to the way in which it was inserted. After the hasp has been inserted and held in its position a wire may be connected through the perfora-
90 tions 12 and 13 and sealed, as seen at 14. This seal is of course merely for the purpose of preventing the fraudulent opening of the door, as the weight of the hasp 1 is sufficient to prevent it from partaking the two move-
95 ments necessary to allow it to become disengaged from the catch. It is obvious therefore that this seal may be omitted, and of course it is dispensed with when the lock is used as a latch or lock for an ordinary door.

It will be noticed that my hasp is formed
100 with two places by which it may engage the catch, one of these being used when it is

desired to lock the door shut, and the other when it becomes necessary to lock the door part way open, so as to permit air to reach certain classes of freight which need ventilation.

It is obvious that many changes may be made in my invention—such, for instance, as using another form of universal joint or as changing the form of the slotted catch—and I intend the following claims to cover all such changes and modifications as naturally fall within the lines of my invention.

What I claim as new is—

1. In a fastener, a hasp and securing means for the pivoted end thereof; a catch or lock for the opposite or free end of the hasp, having a vertically-disposed receiving slot or pocket therein and an entering-slot leading into said vertically-disposed receiving slot or pocket, the said free end of the hasp passing through the entering-slot turning at right angles thereto and having a downward movement within the vertically-disposed slot or pocket, substantially as described.

2. In a sliding-door fastener, a hasp and securing means for the pivoted end thereof; a catch or lock for the opposite or free end of the hasp having a vertically-disposed receiving slot or pocket therein and an entering-slot leading into said vertically-disposed receiving slot or pocket, the said free end of the hasp having notches permitting it to pass through the entering-slot, turn at a right an-

gle thereto and have a downward movement within the vertically-disposed slot or pocket, the notches in the said hasp coacting with the catch and preventing lateral movement therein, substantially as described.

3. In a fastener, a catch having a T-shaped slot comprising a substantially vertical hasp-receiving slot and a substantially horizontal entering-slot leading into the vertical slot, in combination with a hasp arranged to enter through the entering-slot and having a rounded portion allowing it to turn and drop into the vertical receiving-slot, substantially as described.

4. In a fastener, a catch having a T-shaped slot therein comprising a substantially vertical hasp-receiving slot with one of its lower covers formed with a square corner and an entering-slot leading into said receiving-slot, in combination with a hasp arranged to enter through the entering-slot and having a rounded portion allowing it to turn and drop into the vertical receiving-slot, the said hasp also having a flat part coacting with the aforesaid square corner, substantially as described.

In testimony whereof I affix my signature, in the presence of two witnesses, this 3d day of May, 1901.

JOHN DENES.

Witnesses:

T. DARLINGTON SMITH,
W. B. PRITCHETT.