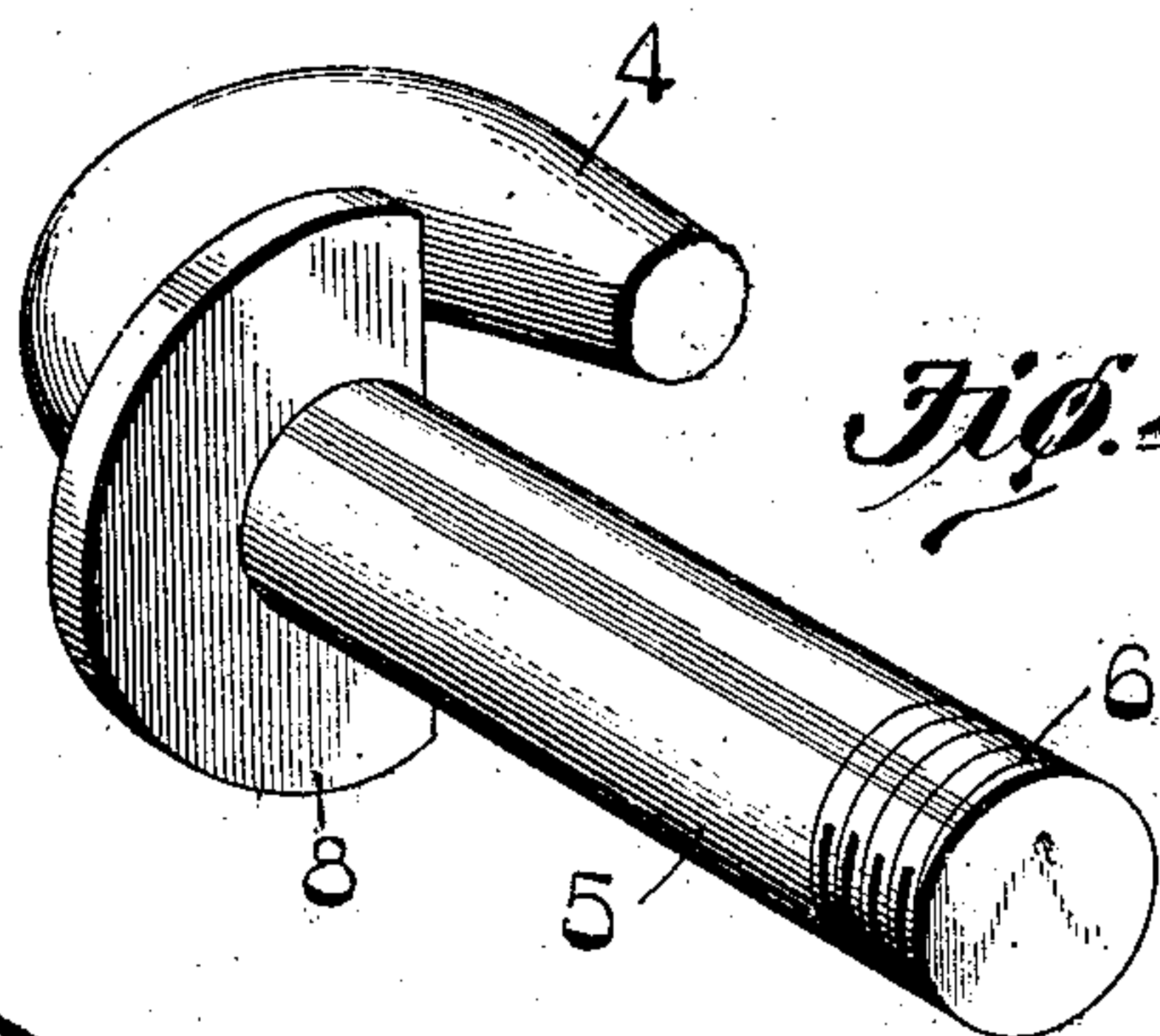
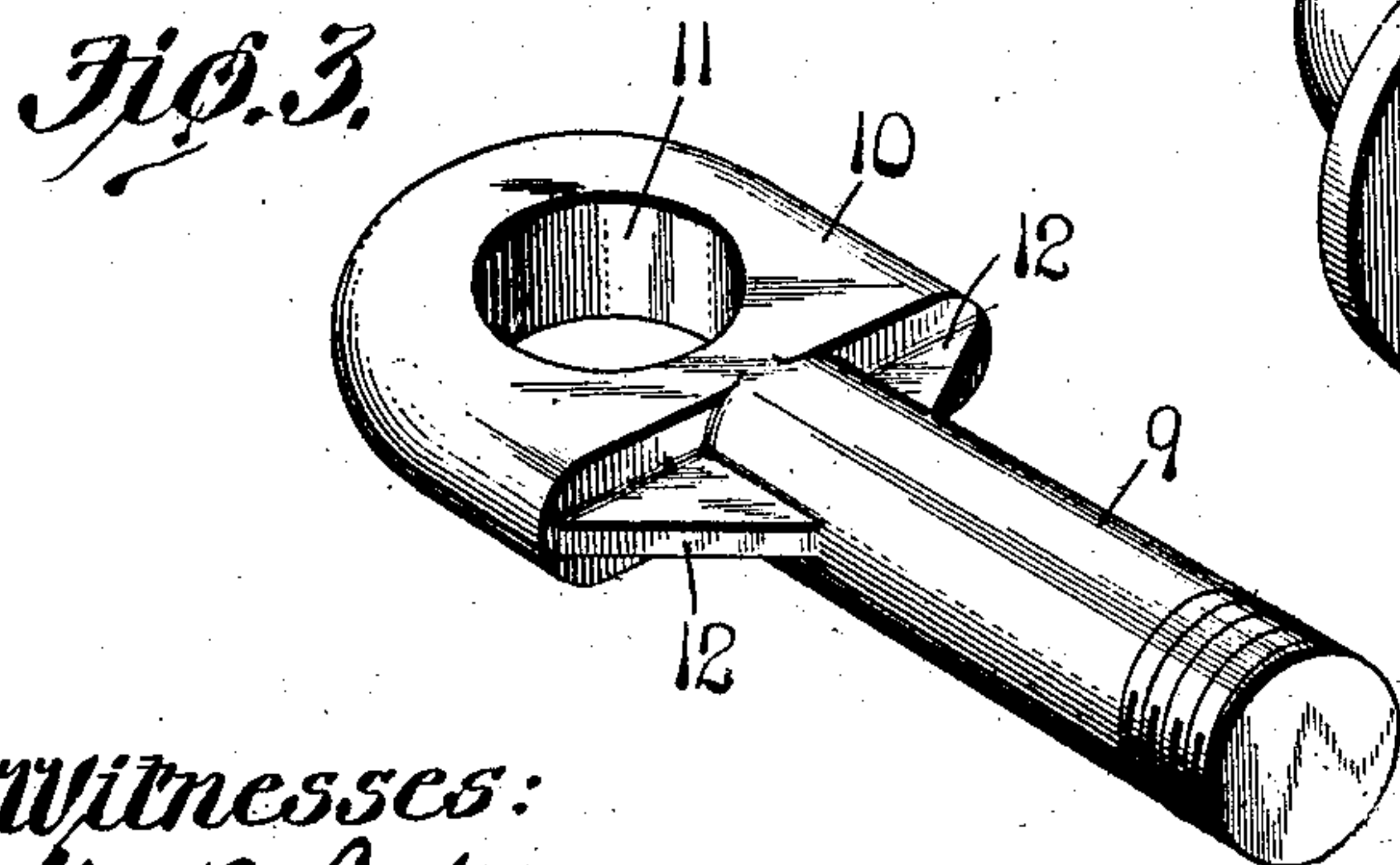
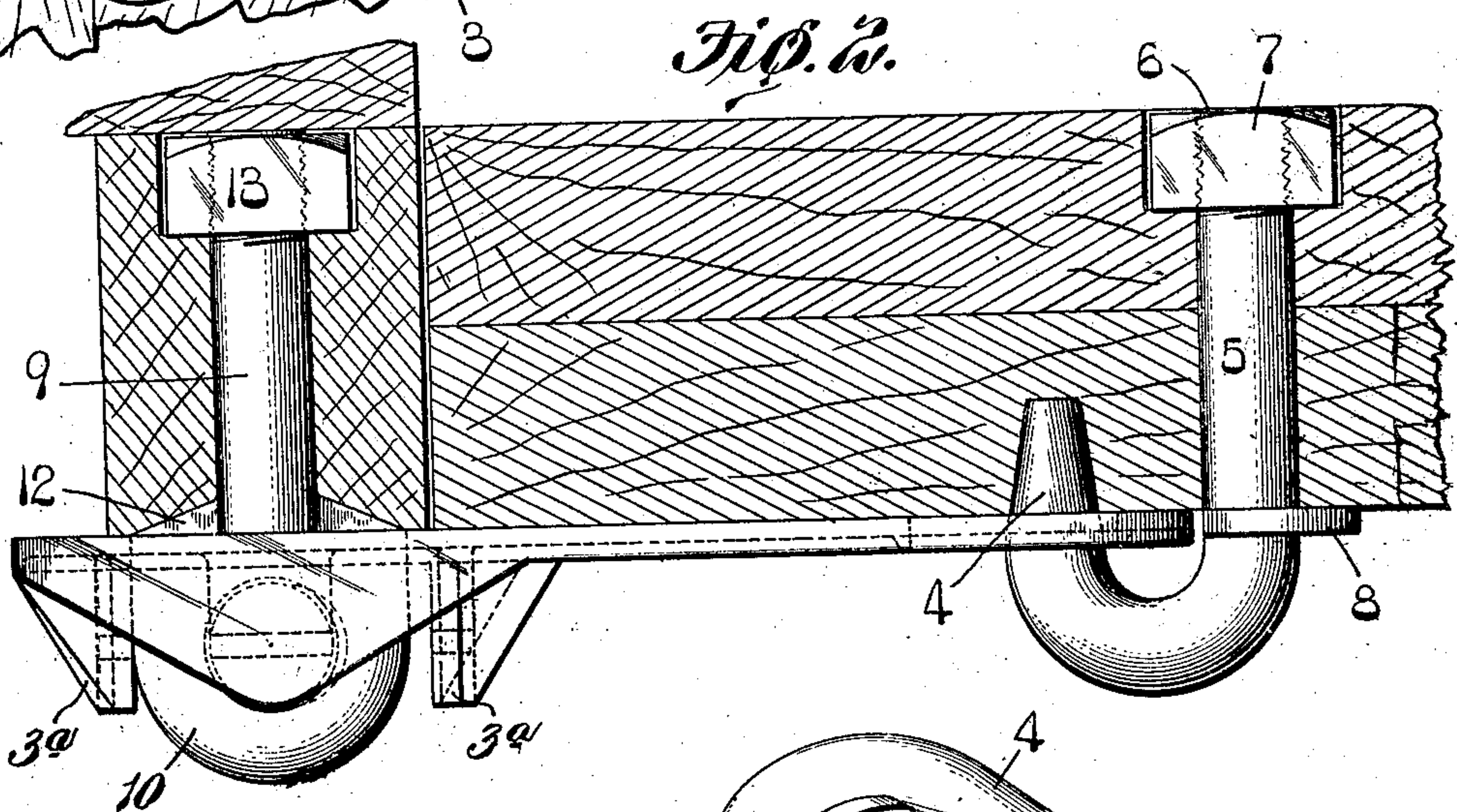
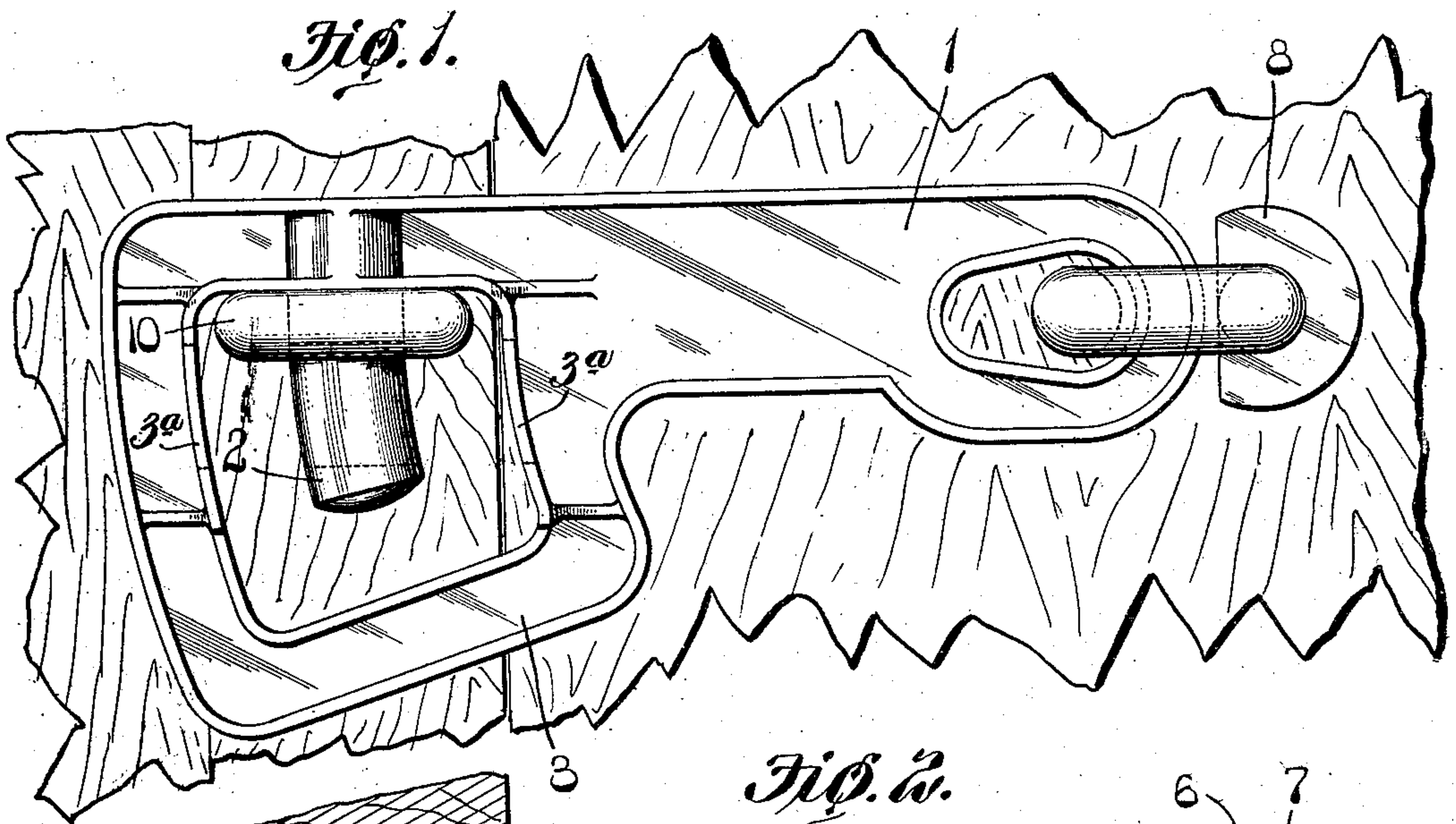


No. 889,601.

PATENTED JUNE 2, 1908.

C. G. HARRINGTON.
CAR DOOR FASTENER.
APPLICATION FILED JAN. 31, 1908.



Witnesses:
Geo. R. Ladson
Nello L. Church.

Inventor:
Clement G. Harrington.
By Bakewell Kimball Attys.

UNITED STATES PATENT OFFICE.

CLEMENT G. HARRINGTON, OF MAPLEWOOD, MISSOURI, ASSIGNOR TO AMERICAN CAR & FOUNDRY COMPANY, OF ST. LOUIS, MISSOURI, A CORPORATION OF NEW JERSEY.

CAR-DOOR FASTENER.

No. 889,601.

Specification of Letters Patent.

Patented June 2, 1908.

Application filed January 31, 1908. Serial No. 413,574.

To all whom it may concern:

Be it known that I, CLEMENT G. HARRINGTON, a citizen of the United States, residing at Maplewood, St. Louis county, Missouri, have invented a certain new and useful Improvement in Car-Door Fasteners, of which the following is a full, clear, and exact description, 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, forming part of this specification, in which—

Figure 1 is a side elevation of a portion of a car showing my improved car door fastener in operative position; Fig. 2 is a top plan view of said fastener; Fig. 3 is a detail perspective view of the device on the door with which the seal pin on the hasp coöperates; and Fig. 4 is a detail perspective view of the device that I employ for securing the hasp to the side wall of the car.

This invention relates to car door fasteners, and has for its object to provide a device of the character described that is of simple construction and in which the seal pin on the hasp will not be liable to jump out of the staple or coöperating member on the door when the seal is not in position.

Other desirable features of my invention will be hereinafter described.

Referring to the drawings which illustrate the preferred form of my invention, 1 designates a hasp provided with a cylindrical seal pin 2 that coöperates with a member on the door, and 3 designates an enlarged portion of the outer end of the hasp in which an opening is formed. The seal pin 2 projects into said opening and the lower end of said pin is spaced away from the lower side of said opening. The hasp is connected to the side wall of the car by means of a U-shaped device provided with a short tapered leg 4 that fits in a recess in the car wall and with a longer leg 5 that passes through an opening in the car wall and is provided at its inner end with screw-threads 6 which receive a nut 7 located on the inside of the car wall, said leg 5 also having a flange 8 that bears upon the outer face of the car wall.

The member on the car door with which the seal pin 2 on the hasp coöperates, consists of a bolt 9 provided with a head 10 having an eye or opening 11 formed therein, the shank of the bolt being provided with wings

or webs 12 that merge into the head 10, as shown in Fig. 3. The bolt 9 passes through an opening in the car door and is retained in position by means of a nut 13 located on the inside of the door, and the wings or webs 12 on the shank of the bolt are sunk into the door and prevent said bolt from turning or rotating. The distance between the lower end of the seal pin 2 and the lower side of the opening in the enlarged portion 3 of the hasp is equal to or greater than the thickness of the material which forms the head 10 on the bolt 9 so that the door can be released by raising the free end of the hasp to carry the seal pin out of the eye in the bolt-head 10 and then swinging the hasp laterally or outwardly from the car door.

The pin 2 on the hasp is provided with a slot shown in dotted lines in Figs. 1 and 2 to receive a seal such as is generally used with a car door fastener, and the flanges 3^a at the sides of the opening in the enlarged portion 3 of the hasp are also provided with slots or openings through which the seal passes so as to overcome the possibility of the seal being drawn up through the eye of the bolt 9 as might occur if a short seal were placed merely in the seal pin 2. Even when a seal is not in the pin 2, however, said pin cannot become accidentally displaced or jump out of the eye-bolt on the door because the hasp is provided with a portion that extends across the lower end of said pin.

Having thus described my invention, what I claim as new and desire to secure by Letters Patent is:

A car door fastener comprising a cast metal hasp provided with an enlarged portion in which an opening is formed, a laterally projecting flange at the upper side of said opening, a seal pin projecting downwardly from said flange into said opening and provided with a slot for receiving a removable seal, and laterally projecting flanges at the sides of said opening provided with slots through which the seal is adapted to pass; substantially as described.

In testimony whereof I hereunto affix my signature in the presence of two witnesses, this twenty-ninth day of January, 1908.

CLEMENT G. HARRINGTON.

Witnesses:

WELLS L. CHURCH,
GEORGE BAKEWELL.