

A. O. BUCKIUS, JR.
CAR DOOR LOCK.
APPLICATION FILED NOV. 29, 1909.

956,281.

Patented Apr. 26, 1910.

Fig. 1.

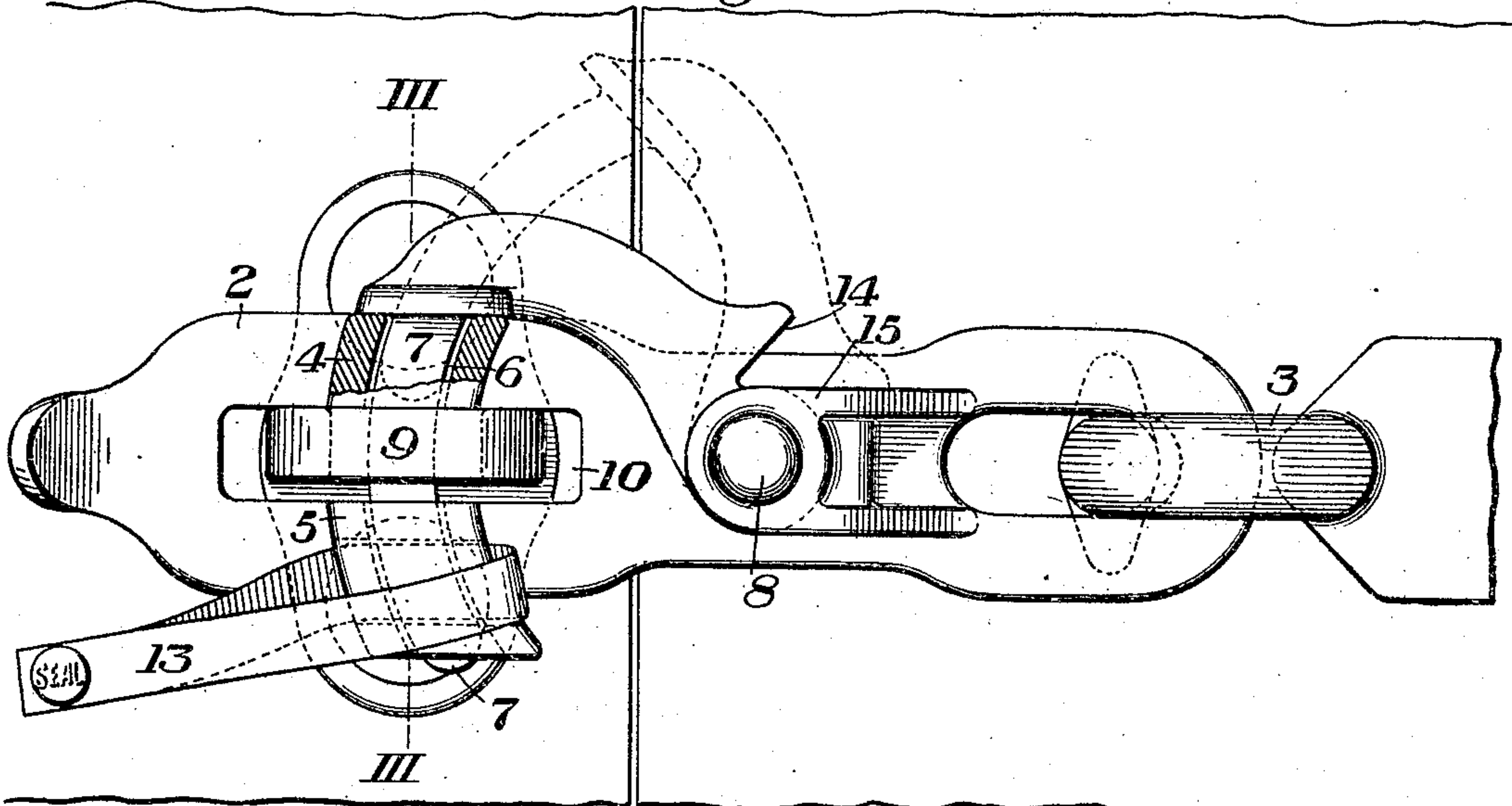


Fig. 2.

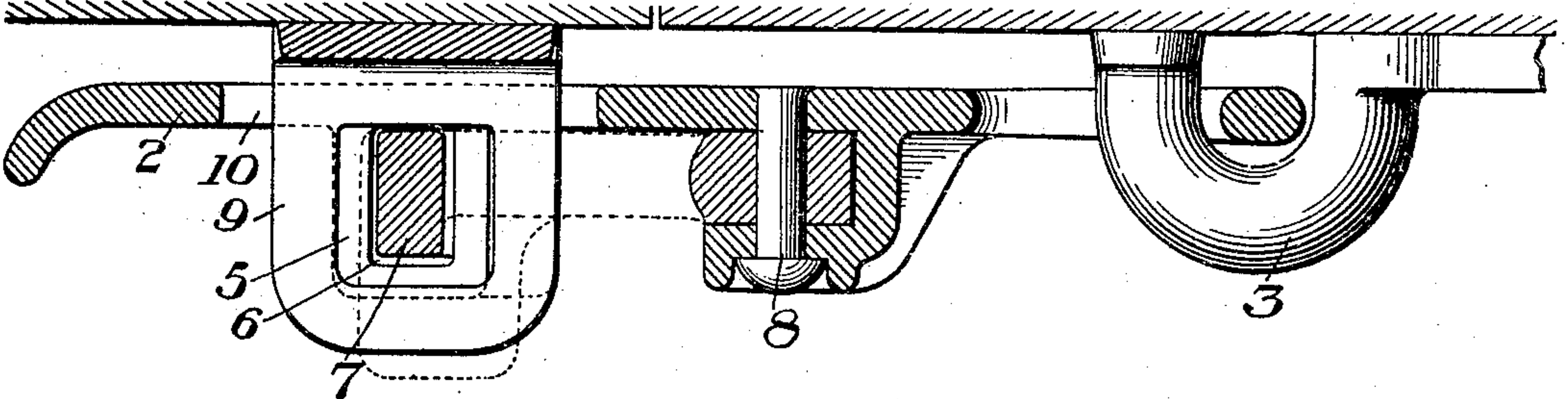


Fig. 4.

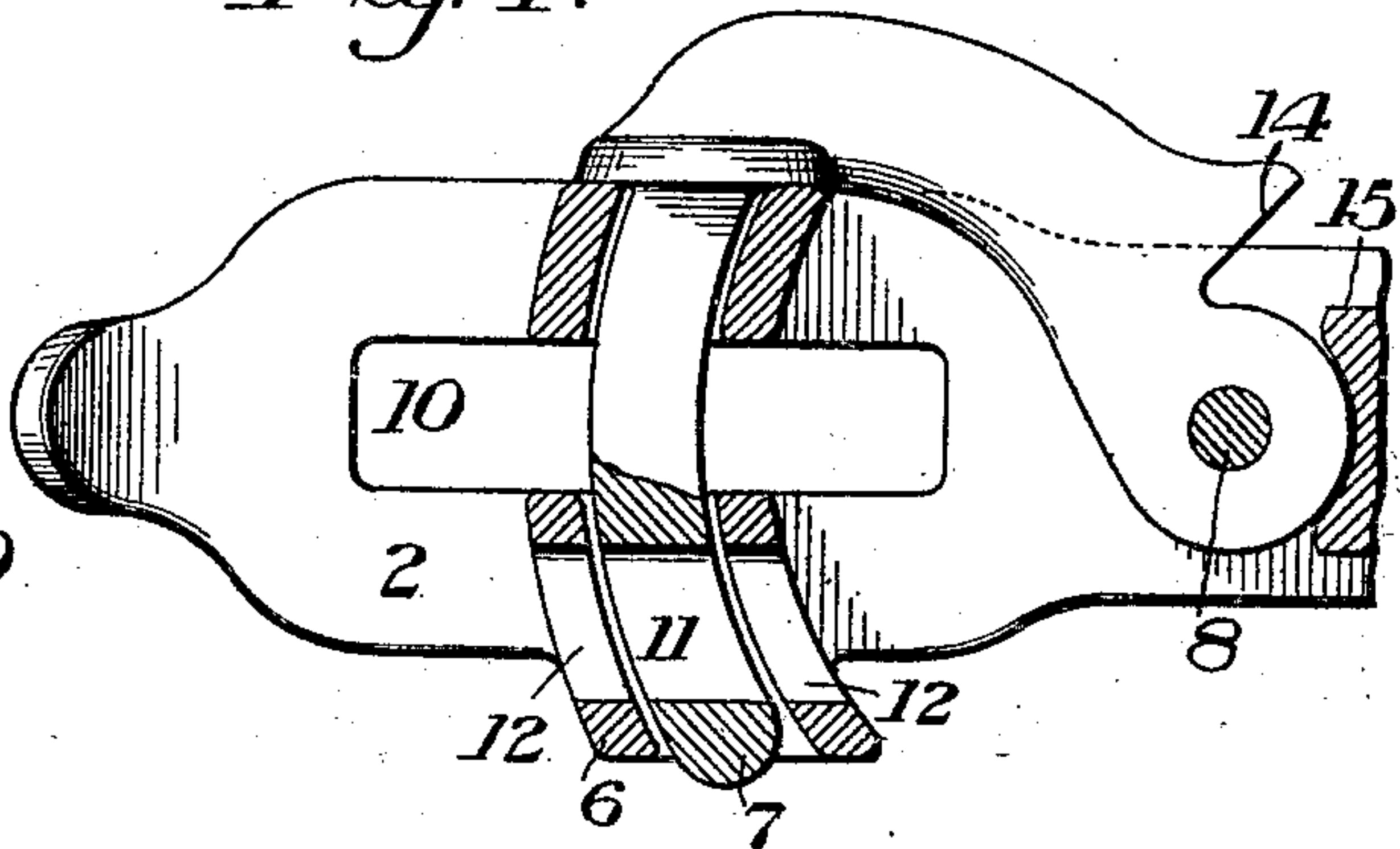
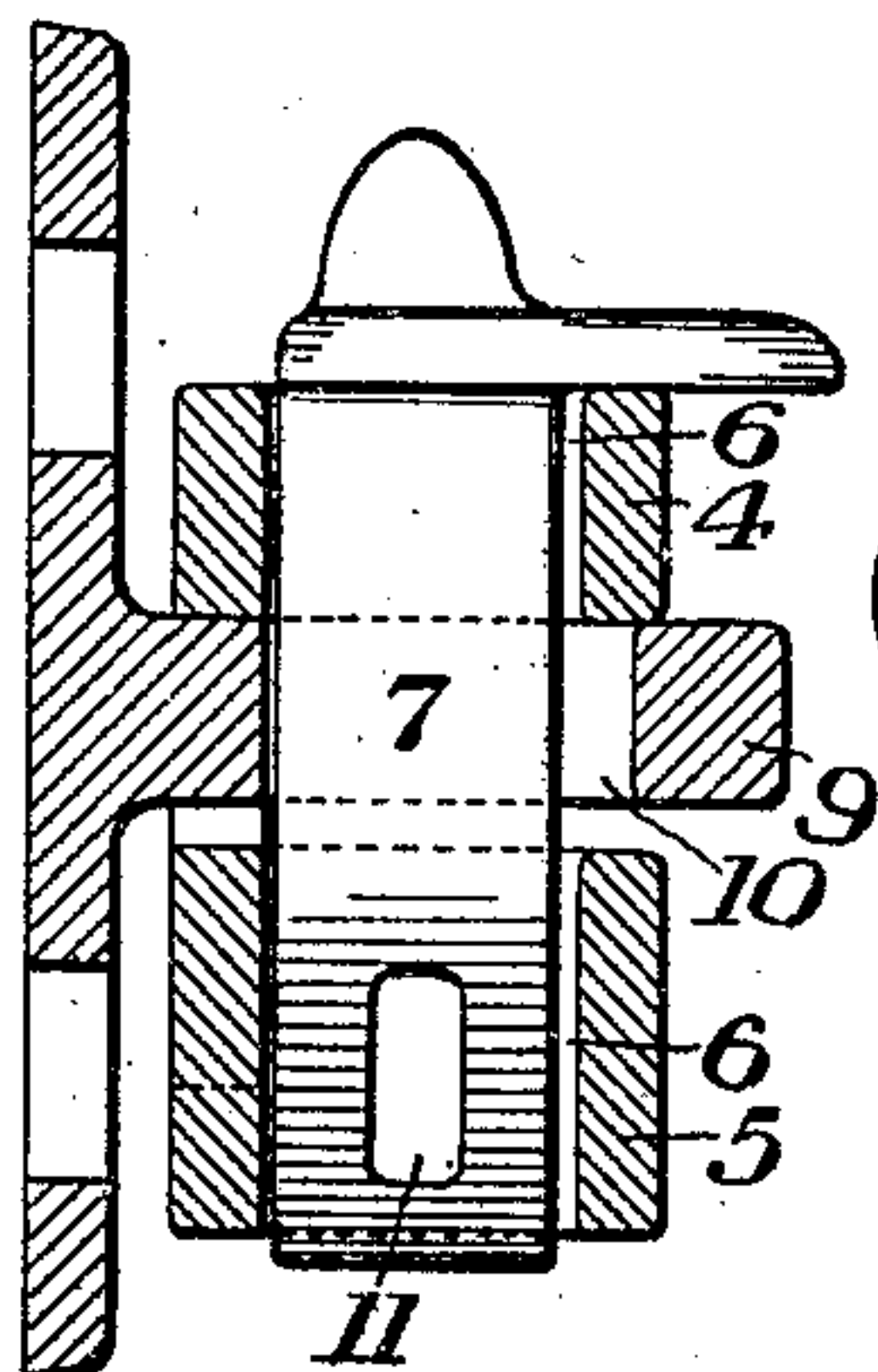


Fig. 3.



WITNESSES

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UNITED STATES PATENT OFFICE.

ALBERT O. BUCKIUS, JR., OF CHICAGO, ILLINOIS, ASSIGNOR TO THE NATIONAL MALLEABLE CASTINGS COMPANY, OF CLEVELAND, OHIO, A CORPORATION OF OHIO.

CAR-DOOR LOCK.

956,281.

Specification of Letters Patent.

Patented Apr. 26, 1910.

Application filed November 29, 1909. Serial No. 530,356.

To all whom it may concern:

Be it known that I, ALBERT O. BUCKIUS, Jr., of Chicago, Cook county, Illinois, have invented a new and useful Improvement in Car-Door Locks, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a front elevation partly broken away showing my improved lock applied to a car door; Fig. 2 is a longitudinal section of the same; Fig. 3 is a section on the line III—III of Fig. 1; Fig. 4 is a front view showing a portion of the hasp and hook with some of the parts in section.

My invention has relation to the class of car door locks and more particularly to seal locks.

The invention is designed to provide a simple and efficient lock of this character, which can not be released without breaking the seal.

The nature of my invention will be best understood by reference to the accompanying drawings, in which I have shown a preferred embodiment thereof and which will now be described, it being premised, however, that various changes may be made in the details of construction, arrangement and form of the several parts, without departing from the spirit and scope of my invention, as defined in the appended claims.

In the drawings, the numeral 2 designates the hasp of the lock, which is loosely engaged with the eye 3, at one end, and which has at its opposite end the forwardly projecting lugs 4 and 5. These lugs are provided with apertures 6 therethrough, to receive a hook 7, which is pivoted to the hasp at 8.

9 is a staple member which is arranged to extend through an opening 10 in the hasp between the lugs 4 and 5.

The hook 7 is preferably of curved form, and the lugs 4 and 5, together with the opening 6 therethrough, are similarly curved on a corresponding radius. The end portion of the hook is provided with a slot or opening 11 therethrough in alinement with corresponding openings 12 in the lower lugs 6, to receive a sealing strip 13. The heel end of the hook adjacent to its pivot is provided with a stop shoulder 14, which is adapted to engage the lug 15 of the hasp

to which the hook is pivoted, for the purpose of stopping the hook in the position shown in dotted lines in Fig. 1, and thus preventing it from being entirely withdrawn from the upper lug 4. Inasmuch as the sealing strip passes through both the hook and the lug 5, it will be manifestly impossible for the hook to be withdrawn from the staple after the seal is in place, without breaking the seal. The provision of the stop shoulder 14 on the hook which prevents it from being entirely withdrawn from the lug 4, as above described, not only insures the retention of the hook in proper position to be engaged with the staple, but it also prevents it from being broken or bent out of shape.

It will be obvious that the exact form and arrangement of the several parts may be varied in many respects, without departing from my invention.

I claim:

1. In a car door lock, a hasp having a pair of projecting lugs and formed with a slot between the lugs, a staple having its eye adapted to pass through said slot, and a hook member pivoted to the hasp and adapted to engage the lugs and staple, said hook member and one of said lugs having registering apertures for a sealing device, together with means for preventing the nose of the hook member from being entirely withdrawn out of engagement with said lugs, substantially as described.

2. In a car door lock, a hasp having a pair of lugs formed with openings there-through, a staple adapted to engage the hasp between the lugs, a pivoted hook member adapted to engage the lugs and staple, one of said lugs together with the hook member having registering apertures for a sealing strip, and means for preventing the hook member from being entirely withdrawn from one of said lugs, substantially as described.

3. In a car door lock, a slotted hasp having a curved lug at each side of its slot, said lugs having openings therethrough, a staple adapted to pass through said slot, a curved hook pivoted to the hasp and adapted to engage the lugs and staple, means for preventing the hook being entirely withdrawn from one of the lugs, and means for engaging a sealing strip with said hook and also with one of said lugs, said strip passing

through the said lug at both sides of the hook, substantially as described.

4. In a car door lock, a hasp having a slot to receive a staple and provided with a lug
5 at each side of said slot, said lugs having openings therethrough in alinement with the eye of the staple, and a hook member pivoted to the hasp and adapted to engage the lugs and staple, said hook member having
10 a stop shoulder for limiting its movement to prevent the nose of the hook from being en-

tirely disengaged from said lugs and the hasp having a stop portion for engagement with said shoulder, substantially as described.

In testimony whereof, I have hereunto set my hand.

ALBERT O. BUCKIUS, JR.

Witnesses:

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