No. 682,645. Patented Sept. 17, 1901.

A. SCHAEFER.

CAR DOOR FASTENER.

(Application filed Apr. 9, 1901.)

(No Model.)

FIG. 1.

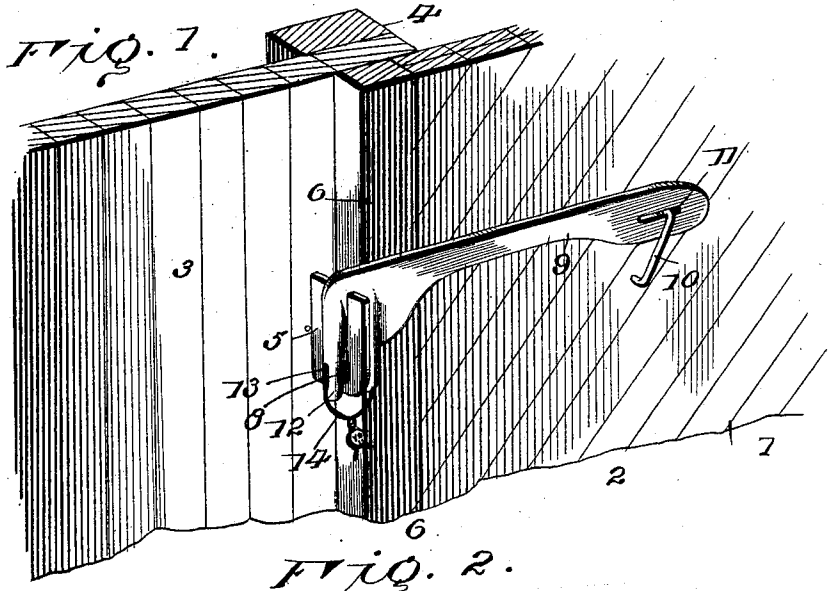


FIG. 2.

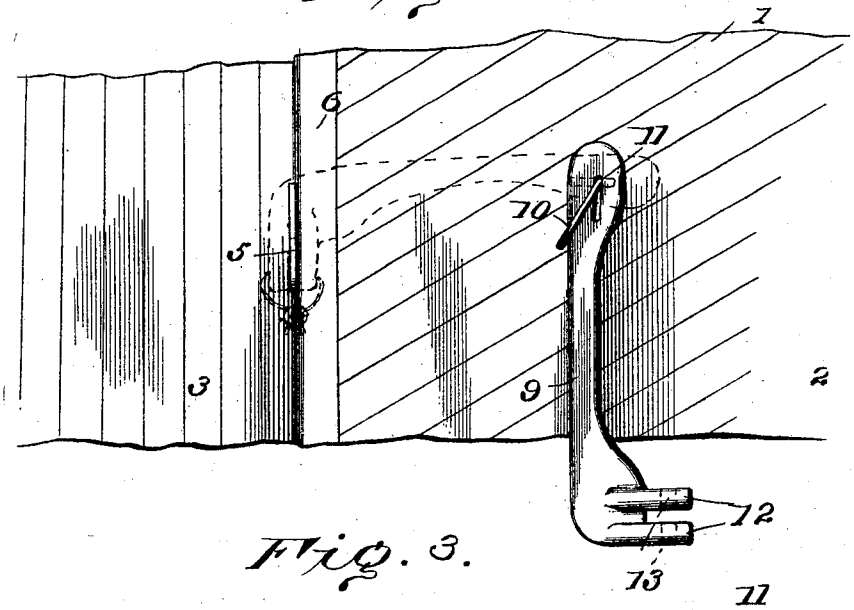
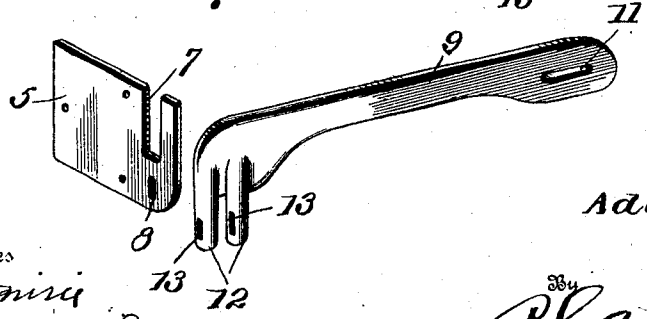


FIG. 3.



Witnesses
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UNITED STATES PATENT OFFICE.

ADAM SCHAEFER, OF BEARDSTOWN, ILLINOIS.

CAR-DOOR FASTENER.

SPECIFICATION forming part of Letters Patent No. 682,645, dated September 17, 1901.

Application filed April 9, 1901. Serial No. 55,086. (No model.)

To all whom it may concern:

Be it known that I, ADAM SCHAEFER, a citizen of the United States, residing at Beardstown, in the county of Cass and State of Illinois, have invented certain new and useful Improvements in Car-Door Fasteners; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention has relation to means for securing car and other sliding doors, the object being to obviate frequent repairs and the breaking and bending of the catch, as also to improve the general construction of the fastening devices whereby their efficiency is materially increased.

For a full description of the invention and the merits thereof and also to acquire a knowledge of the details of construction of the means for effecting the result reference is to be had to the following description and drawings hereto attached.

While the essential and characteristic features of the invention are necessarily susceptible of modification, still the preferred embodiment of the invention is illustrated in the accompanying drawings, in which—

Figure 1 is a perspective view showing the fastening means engaged and securing the door. Fig. 2 is a view of the parts shown in Fig. 3, the hasp being shown pendent in full lines and in engagement with the catch by the dotted lines. Fig. 3 is a perspective view of the catch and hasp.

Corresponding and like parts are referred to in the following description and indicated in all the views of the drawings by the same reference characters.

In the drawings the car-door is indicated by the reference-numeral 1, the opening in the side of the car by 2, and the side of the car by the numeral 3. The post 4 is located wholly within the side of the car and the catch 5 is securely fastened to the outside thereof or the side remote from the door-opening 2, this location being preferable, since it relieves the catch of all jar and impact incident to the closing of the door 1, said shock coming upon the casing or stop 6, secured to the side 3, adjacent the opening 2. The catch 5 passes through an opening in the side 3 of the car and is bolted or otherwse fastened to the post 4 and stop 6, being bolted to the post and screwed to the stop. The projecting portion of the catch beyond the casing 6 is formed with the usual notch 7 and with an opening 8 in line with the notch 7 for a purpose presently to be described.

The hasp 9 is connected to the door 1 by a staple 10, which has an oblique arrangement and has one leg fitted into a longitudinal slot 11 at the pivotal end of the hasp. The oblique arrangement of the staple 10 admits of the hasp 9 occupying a pendent position, with a portion confined between the door and the outer end of the staple, as shown most clearly in Fig. 2, whereby the hasp is prevented from flying outward when disengaged from the catch 5, this being of material advantage. The free end of the hasp 9 is widened and provided with parallel bars 12, spaced apart a distance approximating the thickness of the catch 5, so as to embrace the same. The bars 12 form a part of the hasp 9 and their upper or inner ends project outward therefrom after the manner of ribs to strengthen the hasp and to embrace the outer portion of the catch bordering upon the notch 7. The lower end portions of the bars 12 are formed with slots 13 in transverse alinement and coincident with the slot 8 of the catch when the hasp is in engagement therewith. The locking means pass through the registering slots or openings 8 and 13 when the hasp is in engagement with the catch and may consist of a seal 14, as indicated, or be a padlock of ordinary construction.

When closing the door 1, the impact is received upon the stop 6, thereby preventing injury to the catch, which is the usual result when said catch is located upon the inner side of the post or stop 4 and receives the blow of the door. After the door is closed the hasp is engaged with the catch and made fast either by means of a seal or a lock, as before stated.

Having thus described the invention, what is claimed as new is—

In a car-door fastening, a catch having a notch in its upper edge and a transverse opening below and in vertical alinement with

the said notch, and a hasp adapted to enter said notch and provided with spaced portions to embrace opposite sides of the catch and having transversely-alined openings in said spaced portions to register with the opening of the catch to receive a fastening device, substantially as specified.

In testimony whereof I affix my signature in presence of two witnesses.

ADAM SCHAEFER. [L. S.]

Witnesses:
H. C. KEIL,
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