J. A. LINN.

HASP FOR CAR DOORS.

APPLICATION FILED APR. 29, 1915.

1,144,043. Patented June 22, 1915.

Fig. 1.

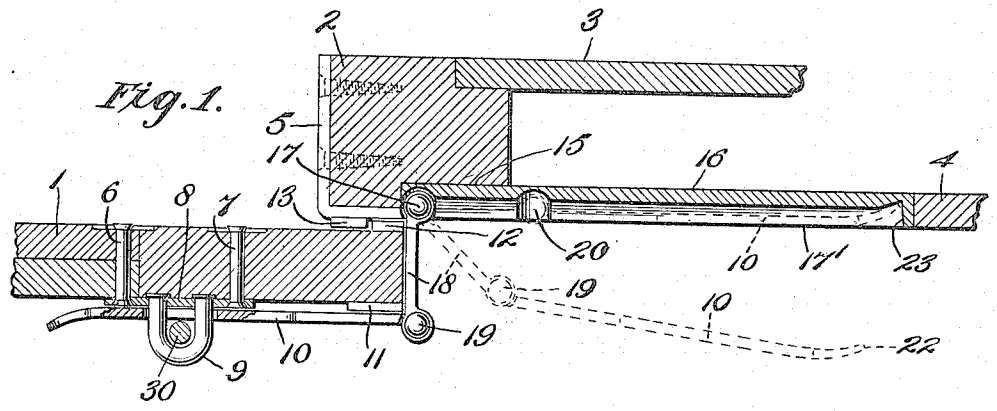


Fig. 2.

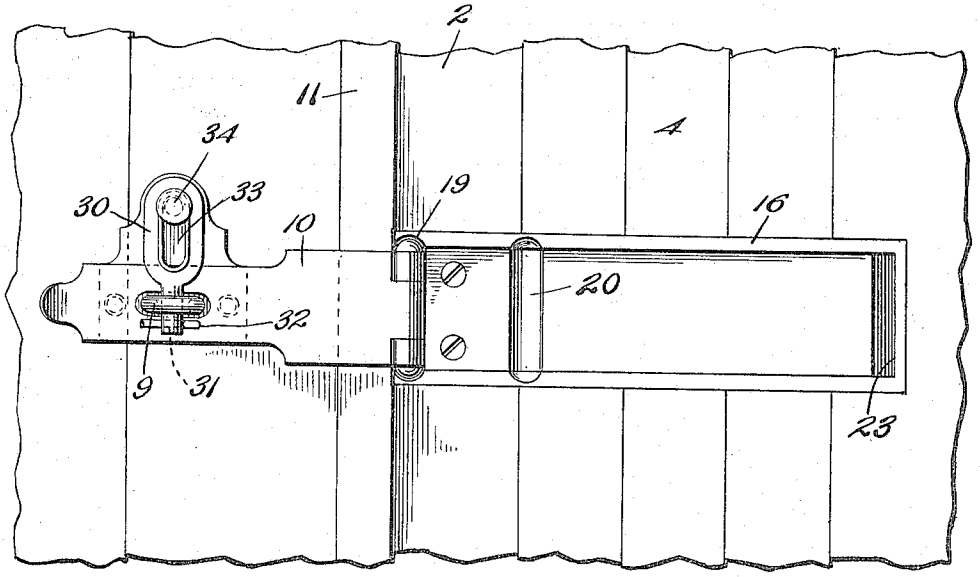
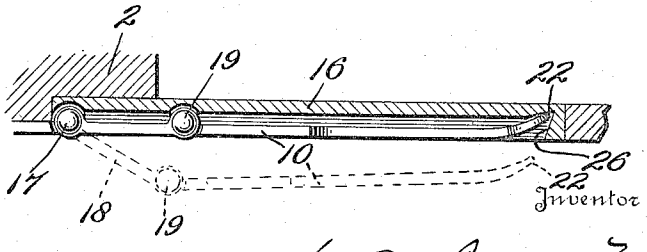


Fig. 3.



Witnesses

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HASP FOR CAR-DOORS.

1,144,043. Specification of Letters Patent. Patented June 22, 1915.

Application filed April 29, 1915. Serial No. 24,759.

To all whom it may concern:

Be it known that I, JOSEPHUS ADOLPHUS LINN, a citizen of the United States, residing at Selma, in the county of Dallas and State of Alabama, have invented certain new and useful Improvements in Hasps for Car-Doors; 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 relates to a combined door hasp and pocket, especially adapted for railway cars, and has for its object to provide a device of this nature which will be comparatively inexpensive to manufacture and more efficient in action than those heretofore proposed.

To these ends the invention consists in the novel details of construction and combinations of parts more fully hereinafter disclosed and particularly pointed out in the claims.

Referring to the accompanying drawings forming a part of this specification in which like numerals designate like parts in all the figures: Figure 1 is a diagrammatic sectional view of a portion of the wall and door of a car with the invention applied thereto; Fig. 2 is a side elevational view of the parts shown in Fig. 1; and Fig. 3 is a sectional detail view of a portion of the parts shown in Fig. 1, illustrating a slightly modified form of the invention.

1 indicates any suitable car door, 2 a door post, 3 any lining with which the wall of the car may be provided, 4 a portion of the outer car wall, 5 a strap with which the post may be provided, 6 and 7 any suitable fastening means for a plate 8 carrying any suitable staple 9 adapted to receive the door hasp 10, 11 and 12 any suitable bars with which the outer and inner edges of the door may be provided and 13 a bar similar to the bar 12 with which the extreme edge of the door post 2 may be provided.

The door post 2 is conveniently cut away as at 15 and the outer wall 4 is likewise conveniently cut away in order to receive a pocket like member 16 so that its outer surface 17′ may lie flush with the outer surface of the wall of the car. To the pocket member 16 is conveniently pivoted, as at 17, a link member 18 to which is pivoted as at 19 the door hasp 10. The said pocket member 16 is further preferably provided with a recess 20 adapted to receive the hinge portion 19 of the hasp 10 when the latter is folded back into the pocket as indicated in dotter lines in Fig. 1. When the hasp 10 is thus folded back out of the way into the pocket 16, its extreme end 22 lies inside the vertical wall 23 of the pocket, and the hasp is found in practice to retain this position without any further locking attachment. On the other hand, in some cases it may be desirable to make the total length of the pocket member 16, somewhat shorter on its outer surface than the combined length of the hasp 10 and link 18, in order to lock the hasp in place, and in Fig. 3, I have shown the pocket 16 as provided with the inclined surface 26. In this form of construction the hasp 10 and link 18 are turned on the pivots 17 and 19 and the extreme end 22 of the hasp 10 is first inserted into the pocket 16, whereupon pressure is brought upon the pivot 19 and the members 10 and 18 then straightened out, whereupon the extreme point 22 of the hasp will snugly fit behind the inclined surface 26 and the parts locked in place. When it is desired to remove the parts, the pivot 19 may be grasped and pulled outward from the pocket 16, thus breaking the parts at the said pivot 19 and bringing them into the position indicated in dotted lines in Fig. 3. The hasp 10 may be then readily folded over on the pivots 17 and 19 and brought into the position shown in Figs. 1 and 2. When the parts are thus brought into the full line positions shown in Figs. 1 and 2, the member 18 is adapted to fit snugly against the straps 11 and 12 and the edge of the car door 1, and the door hasp 10 to fit over the staple 9, whereupon a sliding latch member or seal pin 30 provided with the locking member 31 is adapted to slide through the staple 9 over the hasp 10, and hold the parts in position. The said locking member 31 is conveniently provided with a slot at its lower end through which a cotter pin such as 32 may pass, or said slot may receive the usual seal employed on car doors. The seal pin 30 is conveniently provided with a slot such as 33 in which fits the pin member 34 to hold the pin in place.

It will thus be seen that according to this invention, there is provided a device for closing car doors which will obviate the danger which now exists of injury to the

side door posts and door stops by reason of their being pulled off or strained in use. In other words, the above invention holds the door securely to the stop and the only breaking that can possibly occur is in the door hasp 10. This said hasp 10 however, is made amply strong to resist all strains and shocks to which it is likely to be subjected, and therefore the objections heretofore existing with door hasps is obviated. It will further be observed that this hasp is adapted for use on either the right or left hand side of plain box cars, of ventilated cars, or on either side of cars provided with end doors. It is further to be noted that this hasp will operate with any ordinary door staples.

It is obvious that those skilled in the art may vary the details of construction as well as the arrangement of parts, without departing from the spirit of the invention and therefore it is not desired to limit the invention to the above disclosure, except as may be required by the claims.

What is claimed is:

1. In a car door fastening means the combination of a hasp; a link to which said hasp is pivoted; and a pocket member adapted to receive said hasp and link to which said link is pivoted; substantially as described.

2. In a fastening means for car doors the combination of a pocket member provided with a recess adapted to be secured to the wall of a car; a link member pivoted in said recess of a length sufficient to overlie the edge of the car door; and a hasp member pivoted to said link member, substantially as described.

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

JOSEPHUS ADOLPHUS LINN.

Witnesses:

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H. I. Zimmerman.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."