F. W. CHAFFEE.

HASP FASTENER FOR DOORS.

APPLICATION FILED MAY 5, 1910.

1,017,135. Patented Feb. 13, 1912.

Fig. 1.

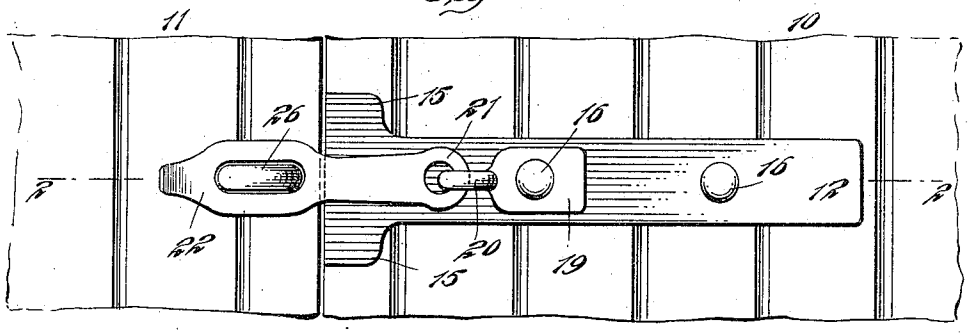


Fig. 2.

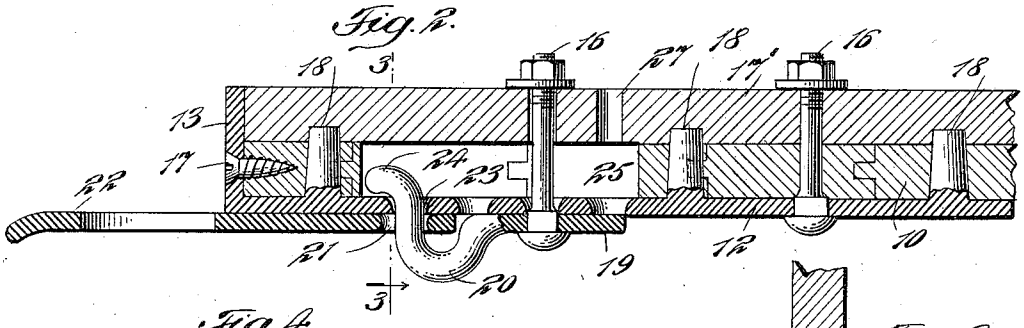


Fig. 4.

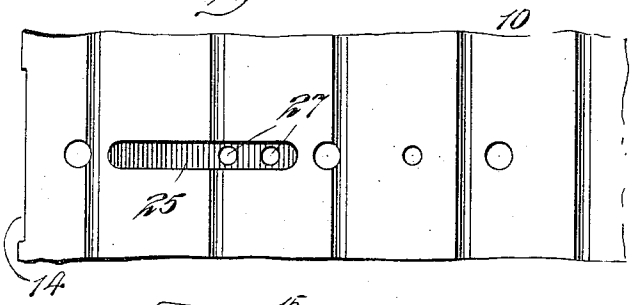


Fig. 3.

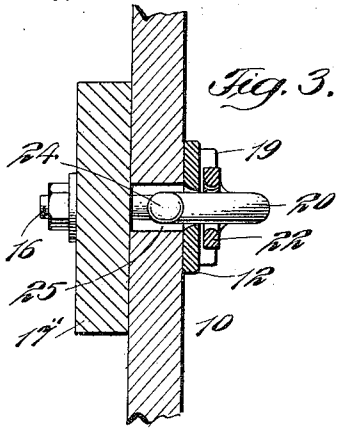
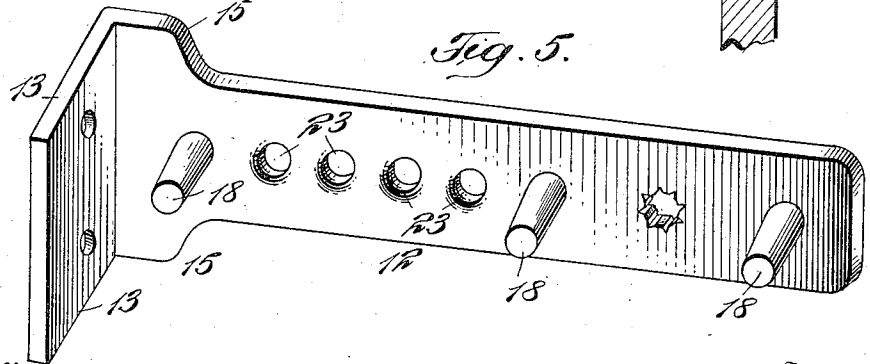


Fig. 5.



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UNITED STATES PATENT OFFICE.

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HASP-FASTENER FOR DOORS.

1,017,135. Specification of Letters Patent. Patented Feb. 13, 1912.

Application filed May 5, 1910. Serial No. 559,590.

To all whom it may concern:

Be it known that I, FRANK W. CHAFFEE, a citizen of the United States, and a resident of Albany, in the county of Albany and State of New York, have invented certain new and useful Improvements in Hasp-Fasteners for Doors, of which the following is a specification.

The invention relates to improvements in hasp fasteners for doors, and more especially sliding doors of the character used on freight cars, and it consists in the novel features and structure hereinafter described and particularly pointed out in the claims.

The object of the invention is to produce a highly efficient means for securing a hasp fastening to a freight car door in such manner that the same cannot, under ordinary circumstances, be pried from the door.

A further purpose of the invention is, by the means I provide, to strengthen the door structure and thereby not only preserve the life of the door but aid in preventing the hasp and its fastening devices from being pried from the door. The security afforded by the hasp and its fastening devices depends somewhat upon the strength of the door at the points where such devices are applied thereto, and in accordance with my invention the hasp fastening means comprise features which materially strengthen the door and render more effectual the securing of the hasp and its attaching devices thereto.

The invention will be fully understood from the detailed description hereinafter presented, reference being had to the accompanying drawings, in which:

Figure 1 is a front elevation showing a part of a freight car door and an adjoining portion of the side of the car, with the hasp fastening devices of my invention applied thereto; Fig. 2 is a horizontal section of the same, the car-side being omitted, on the dotted line 2—2 of Fig. 1; Fig. 3 is a vertical transverse section through a portion of the same on the dotted line 3—3 of Fig. 2; Fig. 4 is a face elevation of that portion of the car door shown in Fig. 1, with the hasp fastening devices omitted therefrom; and Fig. 5 is a detached perspective view of the base plate for the hasp fastening devices.

In the drawings, 10 denotes a portion of the freight car door, and 11 a part of the adjacent portion of the side of the car, said door and said side being of the well-known general construction.

I apply to the door 10 a plate 12 having at one end an inwardly extending flange 13 against the edge of the door, which edge I recess, as at 14, to receive said flange. The plate 12 is preferably an integral casting extending longitudinally of the door and protecting the edge of the door in line with the position for the hasp, the outer end of the plate 12 being extended vertically, as at 15, 15, so as to provide an angular flange 13 of adequate proportions for effectually protecting the door adjacent to the hasp. The plate 12 is secured to the door by means of the bolts 16 and screws 17, the latter passing through holes in the flange 13 and the bolts being extended through the door and through an inner wooden bar 17′ extending longitudinally of the door, the integral heads of the bolts 16 being at the outer side of the plate 12 and the applied nuts and washers being at the inner side of the car. The plate 12 is also provided with integral inwardly projecting studs 18 which enter sockets provided for them in the car door, as shown in Fig. 2. The studs 18 aid in securing the plate 12 to the door and also aid in preventing the plate from being pried from the door, and the said studs aid in tying together the several vertical planks of which the door is formed, especially at the locking devices therefor. The plate 12 is of material benefit in strengthening and preserving the integrity of the door and affording an efficient base for receiving the hasp fastener. Preferably the sockets for the integral studs 18 will extend into the bar 17′, and the end flange 13 will afford a facing for the edge of the door and extend inwardly on the edge of the bar 17′. The plate 12 will preferably be in the form of an integral malleable casting.

Upon the plate 12 I apply by means of one of the bolts 16, the hasp fastener which comprises a plate 19 and hook or eye 20, said parts being integral and of substantial strength and the plate 19 being held against the face of the plate 12 by the head of said bolt 16, while the hook 20 is of special construction and has its free end passed through an eye 21 in the hasp 22 and through an eye 23 in the plate 12, the end of the hook being bent to project horizontally, as at 24, to extend beyond the

eye 23 and along the inner face of the plate 12. The outer bent end 24 of the hook 20 is first inserted through the eye 21 of the hasp and then through the eye 23 of the plate 12 before the plate 19 of the fastener is pressed flat against the plate 12, and when the plate 19 is secured by the bolt to the plate 12 it will be obvious that the hook 20 cannot be withdrawn from the plate 12 and therefore will securely hold the hasp 22. The door 10 is recessed, as at 25, to receive the inner end 24 of the hook 20. I preferably provide a series of the eyes 23 in the plate 12 so that the plate 19 may be adjusted thereon with respect to the length of the hasp 22 and the location of the staple 26 on the side of the car. There are four eyes or holes 23 shown in the plate 12, and one of these receives the bolt for fastening the plate 19 while another receives the free end of the hook 20, in the present instance the end of the hook passing through the left hand eye or hole 23. If it should be necessary to adjust the plate 19 on the plate 12, the bolt securing said plate 19 would be withdrawn and inserted through the extreme right hand hole 23 after the end of the hook had been inserted through the second hole from the left in the series, the car-door being provided with an extra hole 27 to receive the inner end of the bolt in its changed position.

The hasp 22 is of usual character, being a metal plate having an eye or hole at one end to enable it to be strung on the hook 20 and at its other end being provided with a slot to pass over the customary staple 26.

The hole in the plate 12 through which the right hand bolt 16 passes, is polygonal in outline so that the polygonal portion at the outer end of said bolt may interlock therewith for the purpose of preventing the rotation of the bolt after it has been applied to position, and likewise the hole in the plate 19 which receives the left hand bolt 16 will be of similar character so as to prevent that bolt from being rotated after it has been applied to position.

The hasp-fastening device of my invention are comparatively simple and inexpensive of construction but highly efficient in that they are of great strength and not only secure the hasp itself but so strengthen and bind the door that they add to the durability of the same and cannot under usual circumstances be pried therefrom, the strength imparted to the door by the fastening devices themselves serving to aid in rendering said devices efficient in thwarting the methods customarily employed by unauthorized persons to enter frieght cars.

I do not confine my invention to all of the features shown and described but in the best form of the invention substantially all of the structural features referred to will be employed.

What I claim as my invention and desire to secure by Letters Patent, is:

1. In combination with a car door made of vertical planks, a hasp-fastener therefor comprising a base-plate (12) applied against and extending horizontally along the face of the door and having an integral flange (13) engaging the edge of the door, bolts securing said base-plate to the door, a hasp, a plate fastened to said base-plate and a member in coöperative relation with said plate to hold one end of said hasp, said base-plate being formed integrally at its inner side with studs (18) spanning the joints between the vertical planks of the door and said planks being formed with sockets to snugly receive said studs; substantially as set forth.

2. In combination with a car-door made of vertical planks, a hasp-fastener therefor comprising a base-plate (12) applied against and extending horizontally along the face of the door and formed integrally at its inner side with inwardly projecting studs (18), bolts alternating with said studs securing said base-plate to the door, a hasp, a plate 19 fastened to said base-plate, and a member in coöperative relation with said plate 19 to hold one end of said hasp, said door being formed with sockets to snugly receive said studs; substantially as set forth.

3. In combination with a car-door having an inner horizontal bar (17′), a hasp-fastener therefor comprising a base-plate (12) applied against and extending horizontally along the face of the door in line with said bar and having bolt-holes, a hasp, a plate 19 applied to said base-plate and having a bolt-hole, a member in coöperative relation with said plate 19 to hold one end of said hasp, a bolt extending through said base-plate and the door and said inner bar, and a bolt extending through said plate 19 and through said base-plate and the door and said inner bar, said bolts at their outer ends having integral heads and polygonal stem portions and the holes in said plate 19 and the outer portion of said base-plate being of polygonal outline to interlock with the bolts; substantially as set forth.

Signed at Albany, in the county of Albany and State of New York, this third day of May A. D. 1910.

FRANK W. CHAFFEE.

Witnesses:
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