

C. K. BROOKS.
CAR DOOR FASTENING.
APPLICATION FILED JUNE 30, 1910.

1,012,322.

Patented Dec. 19, 1911.

Fig. 1.

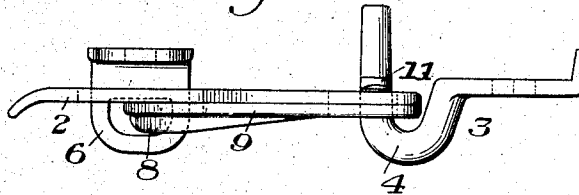


Fig. 2.

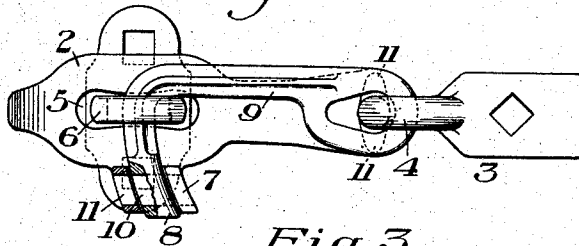


Fig. 3.

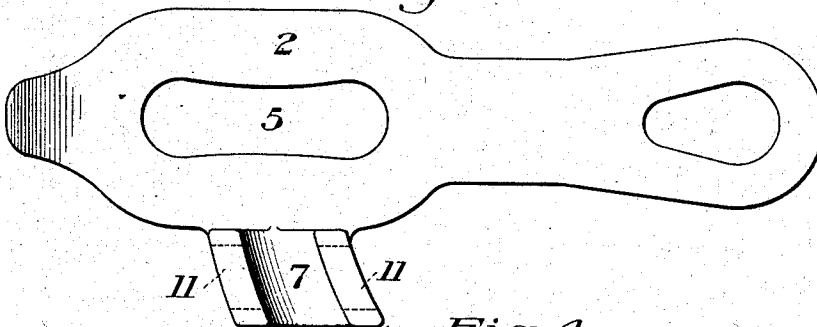
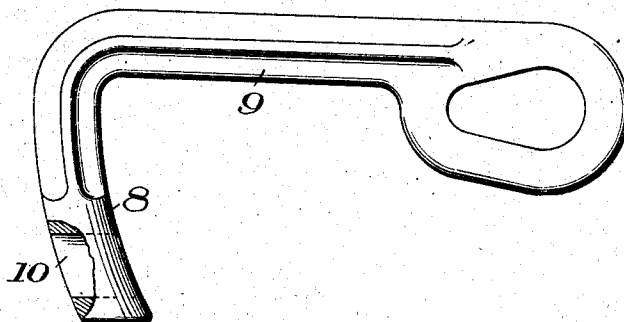


Fig. 5.



Fig. 4.



WITNESSES

R. A. Balderson
Walter Farnsworth

INVENTOR

Chester K. Brooks
by Perkins, Ames & Perdue
his attys

UNITED STATES PATENT OFFICE.

CHESTER K. BROOKS, OF CLEVELAND, OHIO, ASSIGNOR TO THE NATIONAL MALLEABLE CASTINGS COMPANY, OF CLEVELAND, OHIO, A CORPORATION OF OHIO.

CAR-DOOR FASTENING.

1,012,322.

Specification of Letters Patent.

Patented Dec. 19, 1911.

Application filed June 30, 1910. Serial No. 569,821.

To all whom it may concern:

Be it known that I, CHESTER K. BROOKS, of Cleveland, Cuyahoga county, Ohio, have invented a new and useful Car-Door Fastening, 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 top plan view of my improved fastening; Fig. 2 is a front elevation; Fig. 3 is an enlarged detail view of the hasp; Fig. 4 is a similar side view of the locking hook; and Fig. 5 is an end view of the locking hook.

My invention relates to the class of car door fastenings; and particularly the type of fastening shown in the Buckius Patent No. 956,281, of April 26th, 1910.

The object of the invention is to provide the advantages obtained by the Buckius form of lock, while doing away with any riveting or machining of parts.

To that end, the invention consists in providing a hasp and a hook which are not pivoted one to another, but are independently pivoted so that they can be made of simple castings without rivets or other means for securing one part to another.

In the drawings, 2 represents the hasp of the lock, which at one end is loosely held in position by the hook portion 4 of the staple 3 extending through a slot therein. The other end of the hasp is provided with a slot 5 to fit over the staple 6. The hasp is provided below the slot 5 with a recessed extension 7 arranged to at least partially inclose the hook 8, the shank 9 of which is also loosely pivoted upon the hook portion 4 of the staple 3. The hook 8 is slotted at 10, this slot being arranged to register with slots 11 in the side walls of the depending portions or lug 7 of the hasp when the hook is in locking position. The depending lug or projection 7 on the hasp is sufficiently far below the slot in the hasp so that when the seal wire has been passed through the registering apertures and properly sealed, the parts can not be unsealed. Even if the hook fits so loosely within the socket of the lug that it is possible to draw the hook up out

of the opening by pulling the seal wire after it, the slack in the seal wire will all have been taken up before the lower portion of the locking hook has passed entirely out of engagement with the staple of the staple plate.

In the form shown, the hook portion 4 of the staple 3 is provided with upwardly and downwardly extending lugs or lips 12, which serve to aid in preventing the hook portion of the staple from being withdrawn from the hasp and from the shank 9 of the hook 8 to permit the door to be opened. This might readily be accomplished by bending the portion of the staple passing through the hook and hasp, and removing them from the hook and hasp, after which the door could be opened without breaking the seal. The door could then be closed and the staple reinserted through the hook and hasp bent back into its initial position. To enable this desirable form of staple to be used with my invention, I elongate the pivot hole of the hook member 8, so that it may be connected to the staple by turning it at right angles and slipping it over these lugs. This feature enables me to combine the desirability of these lock lugs with my improved form of hasp and hook member.

The advantages of my invention will be obvious to those skilled in the art. Owing to the pivoting of the hasp member and hook member upon another element or elements, I avoid the riveting of one of these members to the other and provide a fastening which can be made of simple castings and assembled without any machine work or any labor other than that of cutting off fins or rough parts of the castings. Another advantage is that I have obtained practically the strength of a double hasp for locking the door inasmuch as the hook acts as a lock for the hasp and also as a second hasp. That is to say, the hook performs the double function of a lock to prevent the removal of the hasp and also of an additional tie or connecting means between the two staples to assist the hasp in pulling. This enables the hasp to be made much lighter than would otherwise be required.

The depending lug of the hasp may be made with a completely inclosed hole to receive the hook, and the shape and arrangement of the parts may be otherwise varied without
5 departing from my invention.

I claim:—

In a car door fastening, staple members, a hasp having an opening at each end to receive said staple members, and a hook

member engaging both of said staple mem- 10
bers and said hasp, substantially as described.

In testimony whereof, I have hereunto set
my hand.

CHESTER K. BROOKS.

Witnesses:

FLORENCE M. MILLER,

HARRY E. ORR.

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