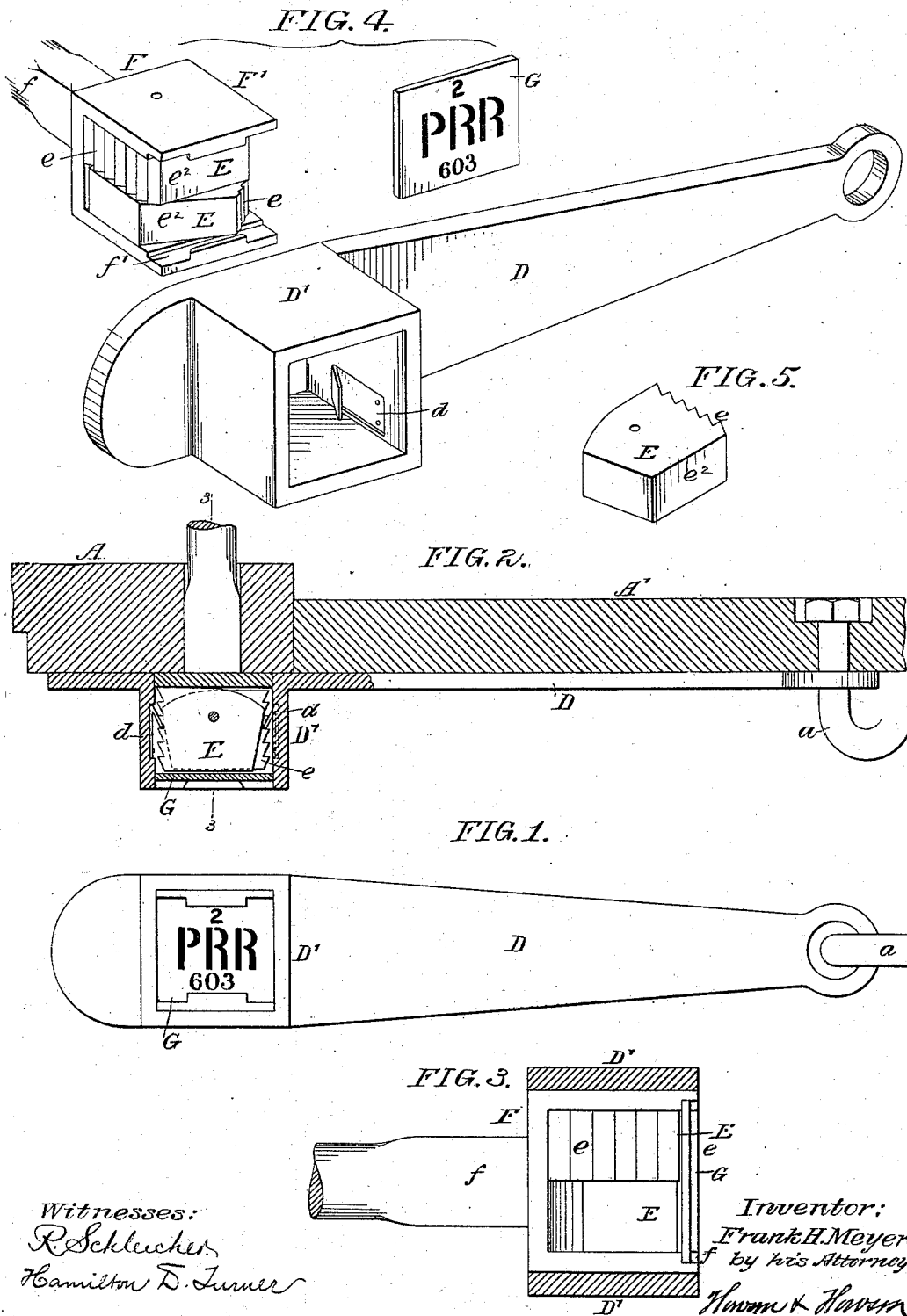


(No Model.)

F. H. MEYERS.
CAR DOOR FASTENING.

No. 554,133.

Patented Feb. 4, 1896.



Witnesses:
R. Schleicher
Hamilton D. Turner

Inventor:
Frank H. Meyers
f by his Attorneys
Hamm & Hamm

UNITED STATES PATENT OFFICE.

FRANK H. MEYERS, OF PHILADELPHIA, PENNSYLVANIA.

CAR-DOOR FASTENING.

SPECIFICATION forming part of Letters Patent No. 554,133, dated February 4, 1896.

Application filed July 11, 1895. Serial No. 555,686. (No model.)

To all whom it may concern:

Be it known that I, FRANK H. MEYERS, a citizen of the United States, residing in Philadelphia, Pennsylvania, have invented certain
5 Improvements in Car-Door Fastenings, of which the following is a specification.

My invention relates to that class of freight-car-door fastenings in which a seal is combined with the hasp so that the door cannot
10 be opened until this seal is destroyed.

The object of my invention is to so combine the seal with the locking mechanism of a fastener that the seal will retain the said mechanism in the locked position until it has
15 been broken or otherwise destroyed, when on the breaking of the seal the locking mechanism will be released so that the hasp can be withdrawn from the keeper without further manipulation. This object I attain in the
20 following manner, reference being had to the accompanying drawings, in which—

Figure 1 is a front view of my improved car-door fastening. Fig. 2 is a sectional plan view of the same. Fig. 3 is a transverse sectional view on the line 3 3, Fig. 2. Fig. 4 is a
25 perspective view of the parts detached. Fig. 5 is a perspective view of one of the toothed segments.

A is the frame of the car, and A' is the door
30 on which the hasp D is secured by means of the staple *a*; but other means of fastening may be employed without departing from my invention. On the end of the hasp D is a box D' open at front and back and closed at
35 the sides. Secured to each side of this box are spring-pawls *d d*, which are mounted, in the present instance, in channels cut in the box.

F is a keeper having a shell F' adapted to
40 fit the box D' of the hasp D. Pivoted in the shell at *e'* are segments E, two in the present instance, each segment having a series of ratchet-teeth *e*, with which the pawls *d d* on the hasp D engage. The keeper F has an
45 attaching-bolt *f* extending into the frame of the car. It will be noticed that the segments are pivoted off center, and the surface *e'* of each segment is flat, so that when the seal-plate G is slipped in the groove *f'* in the shell
50 F' it will lock the segments in the position shown in Fig. 2, and prevent them from dis-

engaging with the spring-pawls *d d* carried by the hasp D.

It will be noticed that when the hasp is placed in position over the keeper the spring-
55 pawls will yield so as to pass over the teeth on the segments, but the teeth of the segments will prevent the removal of the hasp until they are released and allowed to swing
60 on the pivots by the removal of the seal-plate G; and as the box D' of the hasp extends beyond the groove in the shell F' for the reception of the seal-plate, said plate cannot be removed from the groove except it be
65 broken. I prefer to make this plate of some fragile metal or glass, and it is my present intention to make it simply of cast-iron, and I prefer to indicate the road by which the
70 lock is used on the seal itself by perforating the seal with the initials of the road, as indicated in Fig. 4; and the seal is of sufficient
75 size to place other characters thereon—for instance, the number and the division in which the car is sealed. By this arrangement it will be impossible to break the seal
80 of a certain division and patch the seal again, as is now frequently done where a lead seal is used, as it will be impossible to replace the seal in the short time allowed.

It will be understood that in some cases a
80 single segment may be used instead of the two segments, as shown, although I prefer to use the two segments so that the jar of the car during its travel will not loosen the fastening.

I claim as my invention—

85 1. The combination in a car-door fastening, of the keeper, locking mechanism carried thereby, a hasp having a box inclosing the keeper with which said locking mechanism engages, a seal retaining said locking mechanism in a fixed position said seal being confined by the box, the parts being so arranged
90 that when the seal is broken the locking mechanism will be automatically released so that the hasp can be removed, substantially as described.

2. The combination in a door-fastening, of the keeper having a shell, a toothed segment pivoted thereto, a seal adapted to the shell and to retain the segment in a locked position,
100 a hasp, a pawl on said hasp engaging with the segment, the parts being so arranged that

on the breaking of the seal the segment will be automatically released so that the hasp can be removed, substantially as described.

3. The combination of the keeper having
5 a shell, the two pivoted segments therein, each segment having a toothed surface, the toothed surface of one segment being arranged at one side of the shell and the toothed
10 surface of the other segment being at the opposite side, and each segment having a flat surface, with a plate-seal adapted to the shell and to fit against the flat surfaces of the seg-

ments and to confine them in the locked position, a hasp having a box, spring-pawls in said box engaging with the segments, said
15 box preventing the removal sidewise of the plate-seal, substantially as described.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

FRANK H. MEYERS.

Witnesses:

WILL. A. BARR,

JOS. H. KLEIN.