

W. McCONWAY.  
Fastening for Hasps.

No. 162,486.

Patented April 27, 1875.

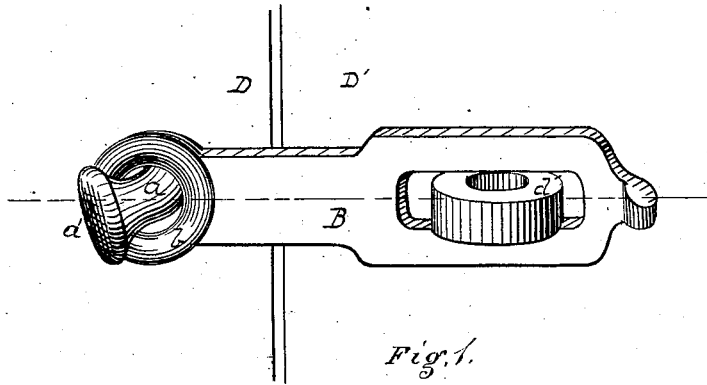


Fig. 1.

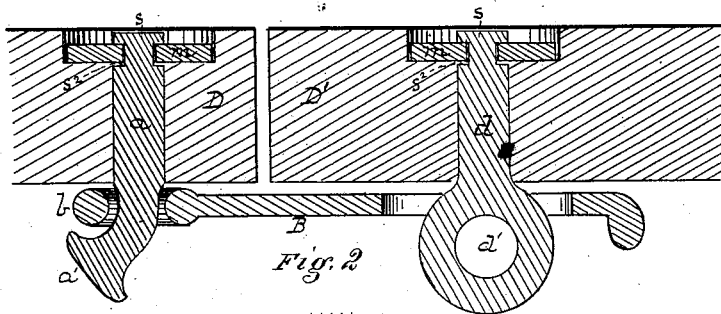


Fig. 2.

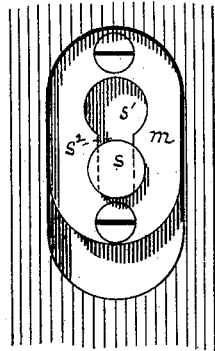


Fig. 3.

Witnesses { *Frank S. Weibel* Inventor: *William McConway,*  
*Robt. Haul* by *George H. Christy*  
*his atty.*

# UNITED STATES PATENT OFFICE.

WILLIAM McCONWAY, OF PITTSBURG, PENNSYLVANIA, ASSIGNOR TO HIMSELF, JOHN J. TORLEY, JOHN HEATH, AND WILLIAM DILWORTHY, JR., OF SAME PLACE.

## IMPROVEMENT IN FASTENINGS FOR HASPS.

Specification forming part of Letters Patent No. 162,486, dated April 27, 1875; application filed March 9, 1875.

*To all whom it may concern:*

Be it known that I, WILLIAM McCONWAY, of Pittsburg, county of Allegheny, State of Pennsylvania, have invented or discovered a new and useful Improvement in Fastenings for Door-Lock Hasps; and I do hereby declare the following to be a full, clear, concise, and exact description thereof, reference being had to the accompanying drawing, making a part of this specification, in which—like letters indicating like parts—

Figure 1 is a perspective view of the outside of a section of a door and door-frame with my improvement applied thereto. Fig. 2 is a horizontal sectional view through the devices as formed by a plane passing through the middle of the hasp; and Fig. 3, by a rear-face view, shows the mode of fastening employed.

In seal-locks for car-doors and other like applications the hasp has commonly been fastened to the door by a staple, and the free end usually passes over a staple on or near the lock, where it is secured by a bolt or shackle. It has been found to be comparatively easy to cut or break a common staple, spring the ends apart, so as to slip the hasp out, and then after robbing the car replace the hasp, and pound the ends of the staple together, so that only by more careful inspection than is commonly given to the lock while *in transitu* will the loss be discovered till the terminus is reached; and then there are no means by which it can be ascertained on what part of the line or on what connecting line the loss occurred, and the last carrier must then suffer a loss for which other parties ought perhaps to be held responsible.

By my improvement I provide a fastening which is not only less easily cut or broken, but which, when cut or broken, cannot be so repaired as to escape detection when the cars are inspected or examined.

The hasp B is of the ordinary construction. Instead of permanently affixing it to the door D by a staple, as heretofore, I pass through its eye *b* a headed bolt, *a*, so much of the

neck of which as comes outside the door being preferably bent or curved, as shown, so as to allow a sufficient range of motion or sweep to the hasp to enable it to be manipulated with ease in locking and unlocking. The neck or shank of this bolt is preferably made larger than the leg of the ordinary staple, so as to be broken or cut only with greater difficulty, if at all; but I do not limit myself as to size.

In case the head *a'* is broken or cut off, so as to get access to the inside of the car, it obviously cannot be replaced, so that the next inspection of the car will lead to a detection of the loss, and will show approximately where the loss took place.

The bolt *a* may be held in place by any suitable fastening; but that which I believe to be the best is more fully shown in Fig. 3. A T-head, *s*, preferably with flat sides in the shank, is made on the inner end of the bolt. The bolt is inserted and secured by a plate, *m*, which has a hole, *s*<sup>1</sup>, large enough to receive the T-head, and a recess, *s*<sup>2</sup>, at the side of the hole, the edges of which recess engage the projecting flanges of the T-head. The plate *m* is then fastened with screws, or in other suitable way.

A key through the bolt, or other like known device not self-detachable, and not detachable from the outside, may be employed in lieu of that shown as the mechanical equivalent thereof.

At the other end of the hasp, instead of using a staple, I employ an eyebolt, *d*, which passes through the door post or frame D', and is fastened in like manner, as already described, and illustrated in Figs. 2 and 3.

The hasp in locking is slipped over the eye *d'*, and a locking-bolt or shackle is passed through the eye in the usual way. The advantages here are substantially the same as before.

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

1. The combination of a hasp, B, and headed bolt *a*, the hasp having an outwardly-

swinging motion independent of the motion of the door, substantially as and for the purposes set forth.

2. A headed bolt, *a*, having a bent or curved neck outside the door or other structure in which it is inserted, and at its inner end a fastening device not self-detaching nor detachable from the outside, substantially as and for the purpose described.

In testimony whereof I have hereunto set my hand.

WM. McCONWAY.

Witnesses:

JAMES M. CHRISTY,  
GEORGE H. CHRISTY.