S. WRIGHT.

Seal Locks.

No. 153,293. Patented July 21, 1874.

Fig. 1.

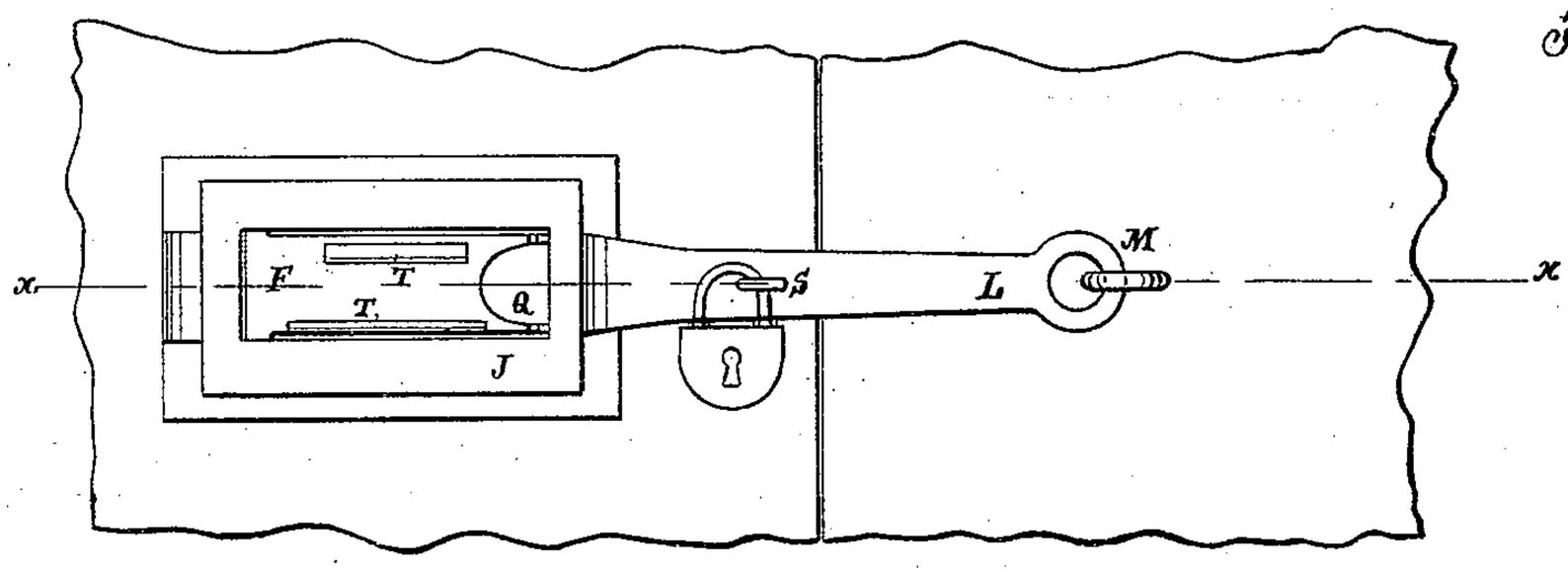


Fig. 2.

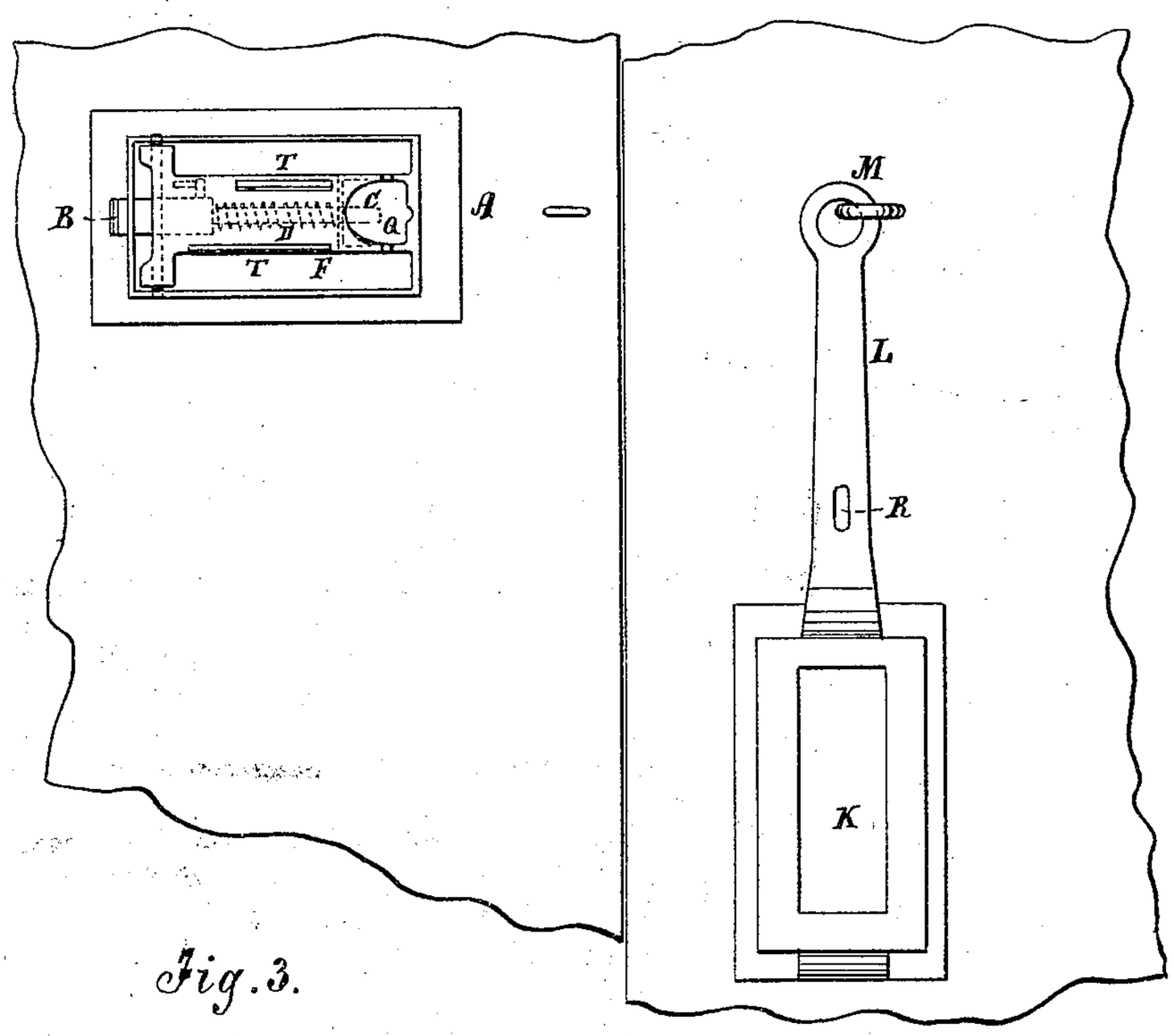


Fig. 3.

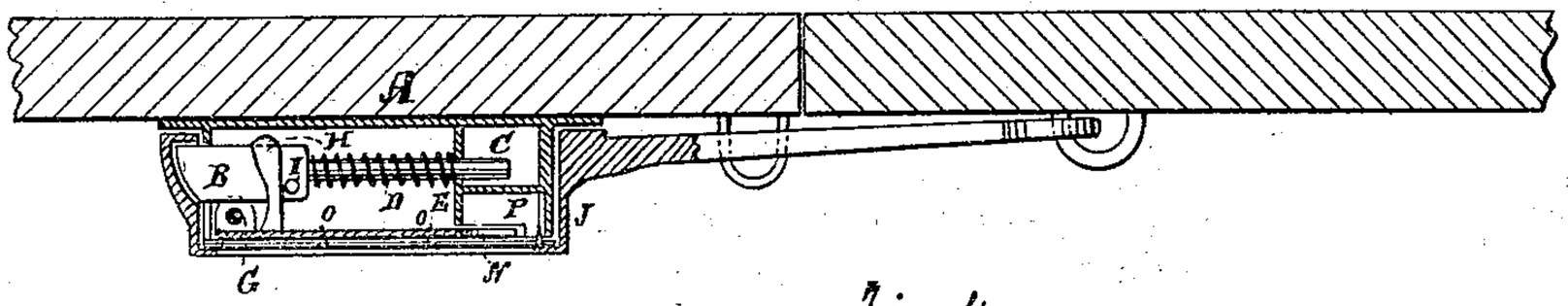
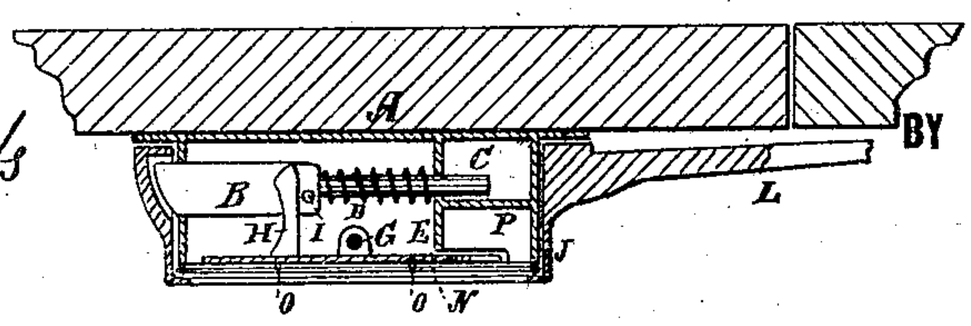


Fig. 4.



WITNESSES:

A Bonneau Jr.
Alex. F. Roberts

INVENTOR:

S. Wright

BY

Munn & Co

ATTORNEYS.

THE GRAPHIC CO. PHOTO-LITH. 39 & 41 PARK PLACE, N.Y.

UNITED STATES PATENT OFFICE.

SOLOMON WRIGHT, OF POWNAL, VERMONT.

IMPROVEMENT IN SEAL-LOCKS.

Specification forming part of Letters Patent No. **153,293**, dated July 21, 1874; application filed January 13, 1874.

To all whom it may concern:

Be it known that I, SOLOMON WRIGHT, of Pownal, in the county of Bennington and State of Vermont, have invented a new and useful Improvement in Seal-Locks for Rail-Cars and other purposes, of which the following is a specification:

The invention will first be fully described, and then pointed out in the claims.

In the accompanying drawing, Figure 1 is a front view, showing the lock attached as when in use, (or locked,) but without the seal or card. Fig. 2 shows the lock, with the cap removed, with the hasp and the interior of the lock exposed to view. Fig. 3 is a horizontal section of Fig. 1 taken on the line *x x*. Fig. 4 is a modification of Fig. 3.

Similar letters of reference indicate corresponding parts.

A is a metallic flanged box, of rectangular or other suitable form, which is securely fastened by screws, rivets, or other suitable means to one of the slide-doors, or to the casing of the door. B is the bolt, having a stem, C, upon which there is a spiral spring, D. This spring bears against the partition-plate E. F is a plate, which is hinged at G to the box A. H is an arm on this plate, which extends to or past the bolt. I is a pin in the bolt, with which the arm engages when the lever-plate is turned upon its hinge. This action of the plate throws back the bolt and releases the cap J.

It will be noticed that the bolt works through an aperture in the end of the box A, and into a recess in the cap; the cap therefore cannot be detached or released from the box A until the bolt is withdrawn.

The cap J is a flanged box, having an aperture, K, therein. L is the hasp, to which the cap is rigidly attached. The hasp is attached to the door by an eye and staple, as seen at M. N represents the seal-card.

The card or seal may be of any desired description, containing any figures, design, or device, and is placed on top of the box A and lever-plate F.

The cap is placed over the box A, which it closely fits and entirely covers, thus confining the seal between the outer side of box and the under side of the cap, leaving so much of it exposed to view as is seen through the aperture K.

The seal-card is prevented from moving laterally by means of the points O in the box or in the cap.

When the cap is placed on the box the edge of the recess in the cap strikes and forces back the bolt, but when the cap reaches the bed-flange of the box A the spiral spring reacts, and the end of the bolt enters the recess and securely fastens the cap, and confines the seal-card.

To prevent the card-seal from being replaced after it has been cut and the lock opened, on the outside of the lever F, one or more ribs, T, run longitudinally on the face of the plate, which force the card outward when it is cut or torn, and prevent its being returned or refastened under the cap.

P is a plate over the end of the stem of the bolt. The car being thus sealed cannot be opened without breaking the seal, as the bolt cannot be released without getting at the lever-plate which is covered by the seal-card.

When it is desired to open the car, the seal is broken with the end of the finger or with any suitable instrument over the orifice Q, which allows access to the end of the lever-plate F.

The seal-card may be cut or torn, so that the plate can be pulled out, thereby drawing back the bolt and releasing the cap.

Fig. 4 shows this lever-plate pivoted at the center, but the action on the bolt is the same.

To make the fastening of the car complete and secure, I make the hasp L with a slot, R, and put a staple, S, in the fixture or casing, which enables me to apply a padlock, as shown in the drawing.

By this arrangement the door is secured, while, by the seal-lock, any effort to break in or tamper with it is detected.

It will be noticed that the cap J covers the

entire bed-flange of the box A, so that the screws by which the box is attached are securely concealed.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

1. The apertured cap-cover J securing the seal inclosing the lock-box, and in one piece with the hasp, as and for the purpose specified.

2. The lever-plate F, having projection T, as and for the purpose specified.

SOLOMON WRIGHT.

Witnesses:
H. N. TAFT,
T. B. MOSHER.