

W. BURTIS.

SEAL-BOLTS FOR CAR-DOORS.

No. 188,041.

Patented March 6, 1877.

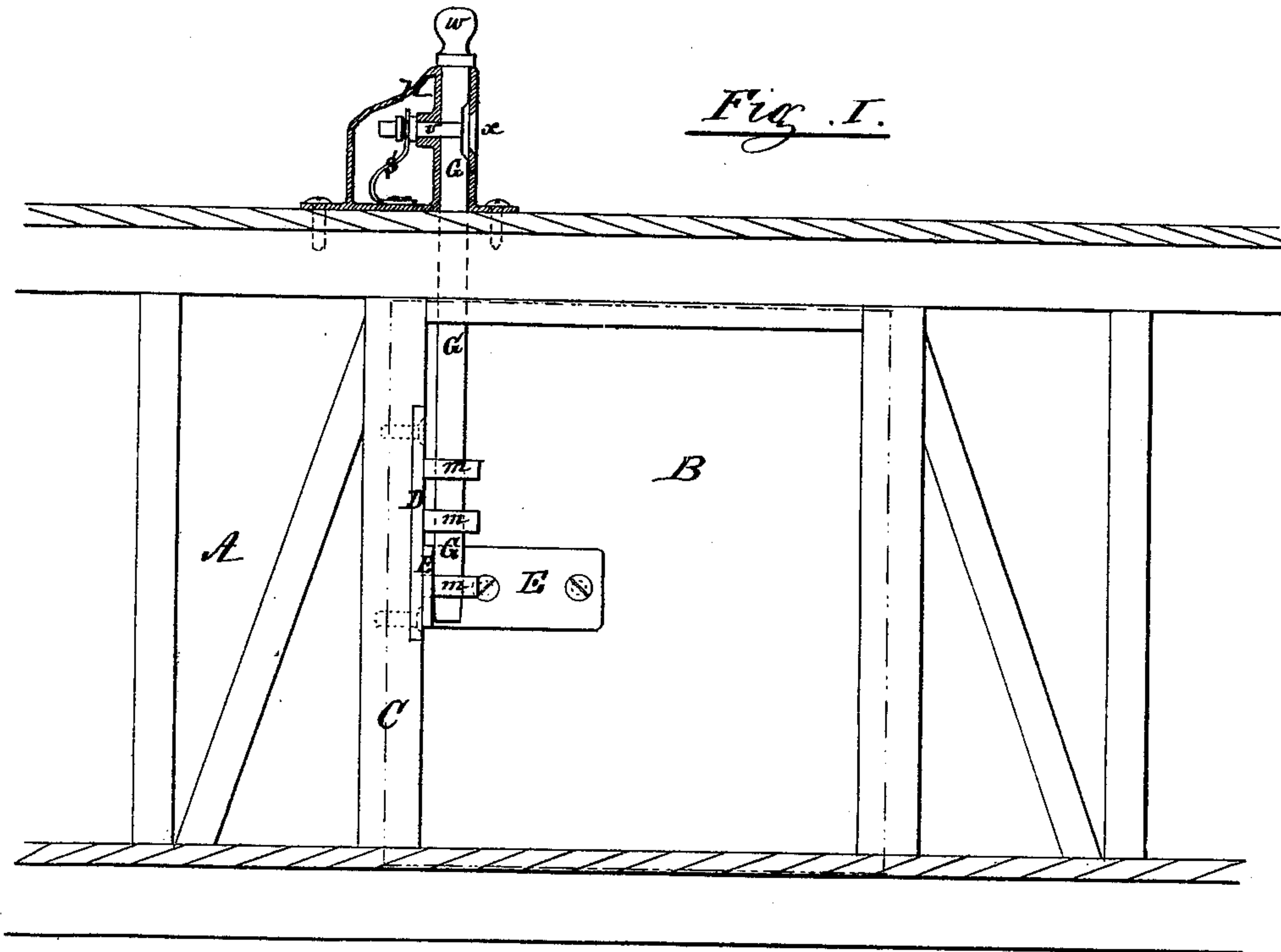
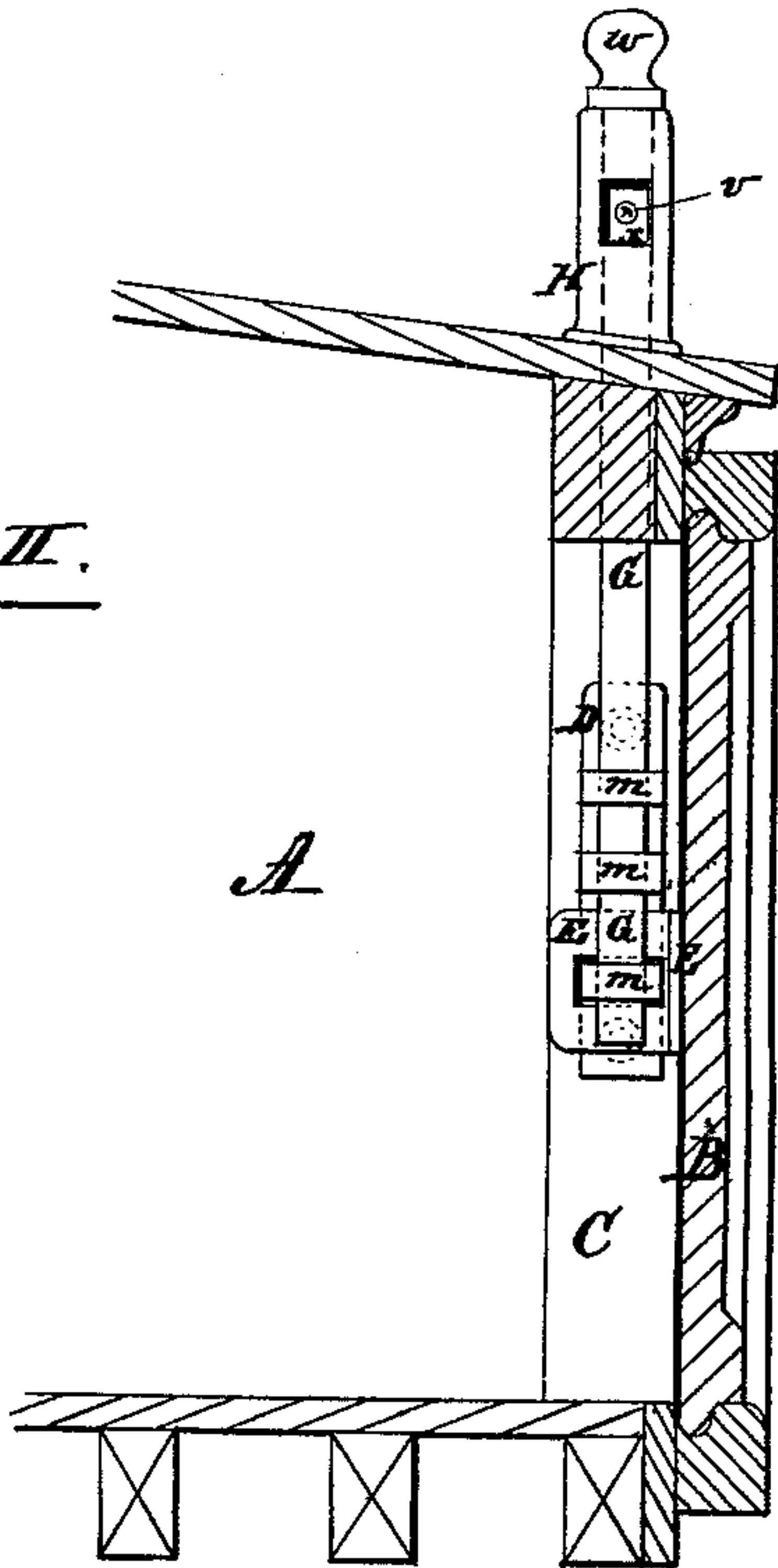


Fig. II.



Witnesses.
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UNITED STATES PATENT OFFICE

WILLIAM BURTIS, OF NEW YORK, N. Y., ASSIGNOR OF TWO-THIRDS HIS RIGHT TO GEORGE W. BOGERT AND FREDERIC W. MELVIL, OF SAME PLACE.

IMPROVEMENT IN SEAL-BOLTS FOR CAR-DOORS.

Specification forming part of Letters Patent No. 188,041, dated March 6, 1877; application filed January 31, 1877.

To all whom it may concern:

Be it known that I, WILLIAM BURTIS, of New York, in the State of New York, have invented a new and useful Improvement in Seal-Bolts for Railroad-Cars, which improvement is fully set forth in the following specification and accompanying drawing, in which—

Figure I is a longitudinal view of the inside of a railroad freight-car with my seal-lock attached. Fig. II is a cross-section of one side of the car.

The object of my invention is to furnish a fastening for a freight-car which shall be perfectly secure, easily operated, and which, at the same time, can be easily watched while a number of cars are placed side by side in a depot.

In the drawing, A represents part of a railroad freight-car, and B the sliding door, constructed in the usual manner.

To one of the posts or side frames of the door-opening C a suitable frame, D, provided with projecting guides or tongues *m* and *m*, is securely fastened, and a staple, E, so arranged as to pass over one of the tongues *m* whenever the door B is shut, is securely fastened to the inside of the door B. Through suitable holes in these guides or tongues *m* a bolt, G, is made to work. This bolt G passes through a box, H, fastened to the top of the car on the outside, and a suitable knob or head, *w*, is made at the upper end of said bolt, for the purpose of operating the same.

In the box H a spring-bolt, *v*, is arranged, operated by a suitable flat spring, S, or a spiral spring may be arranged for that purpose. This spring-bolt *v* enters a suitable hole in the bolt G when said bolt has been moved downward and been passed through all the tongues *m*, in which position, if the door B has been closed, and its staple E passed over one of the tongues *m*, the bolt G will lock and fasten the door; and this spring-bolt *v* will hold said bolt in this position until, by means of a sharp-pointed instrument, said spring-bolt *v* is pushed back

clear of the bolt G, when the bolt can be drawn upward out of the tongue *m*, over which the staple E has passed, and allow the door to open.

In the front of the case or box H, opposite the spring-bolt *v*, an opening, *x*, is made, behind which opening, in a recess in the bolt G, a suitable seal can be placed so as to cover the end of the spring-bolt *v*, and prevent the operating or pushing back of said spring-bolt without first destroying this seal.

The box H is made perfectly tight, and closed, with the exception of this hole or opening *x*; consequently the spring-bolt *v* can only be operated through this opening *x*.

The staple E and the frame D, to which the tongues *m* are fast, being all attached to the inside of the car, are consequently perfectly secure, and the bolt G being arranged to project through the roof, and to be operated from the roof of the car only, will enable one man to watch a whole train, or any number of cars standing side by side in a depot, and prevent any interference with the same.

The frame D, containing the tongues *m*, may be mortised into the post or side framing C, and it will readily be understood that any other desired fastenings may be placed upon the outside of the car or sliding door.

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

In a railroad freight-car, the internal fastening, consisting of the staple E, tongues *m*, and bolt G, extending up through the roof of the car, in combination with the spring-locking bolt *v*, arranged in a close box, H, acting as a guide for the bolt G, and fastened to the roof of the car, said box being provided with an opening, *x*, opposite the spring-bolt *v*, and seal covering the same, the whole being arranged to operate substantially as described.

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Witnesses:

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