

(Model.)

J. DEWE & G. BAILEY.
Seal Lock for Freight Cars.

No. 241,630.

Patented May 17, 1881.

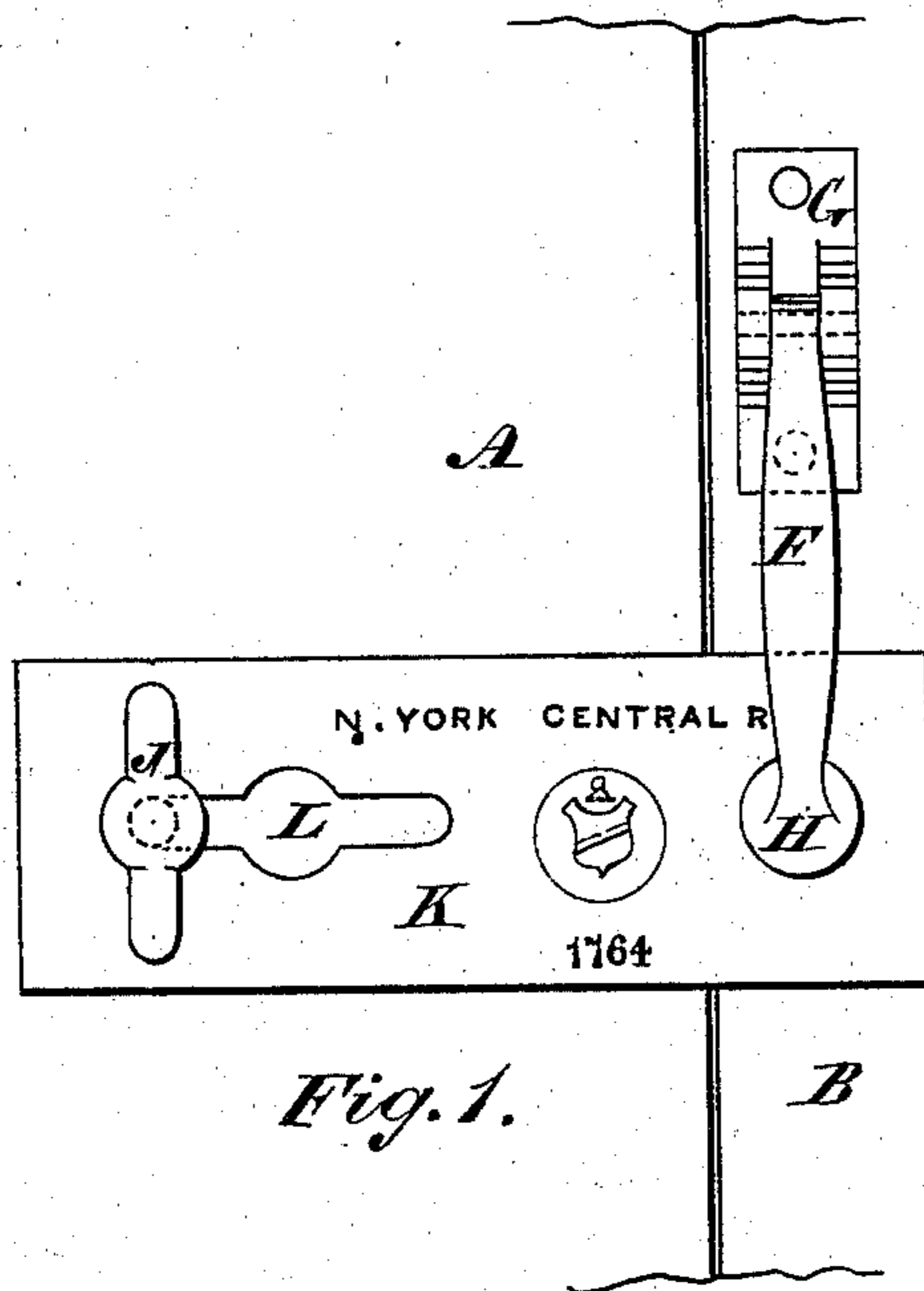


Fig. 1.

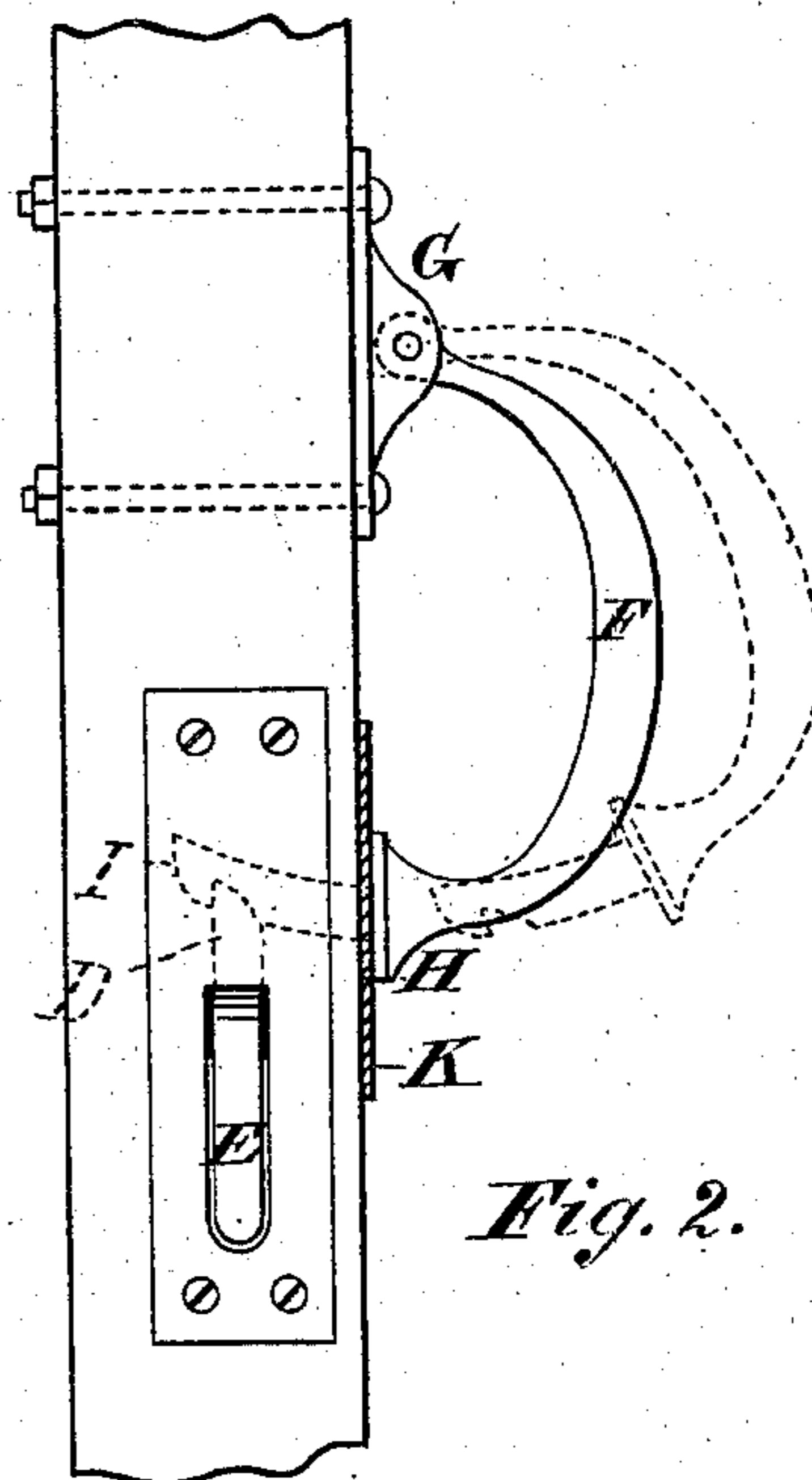


Fig. 2.

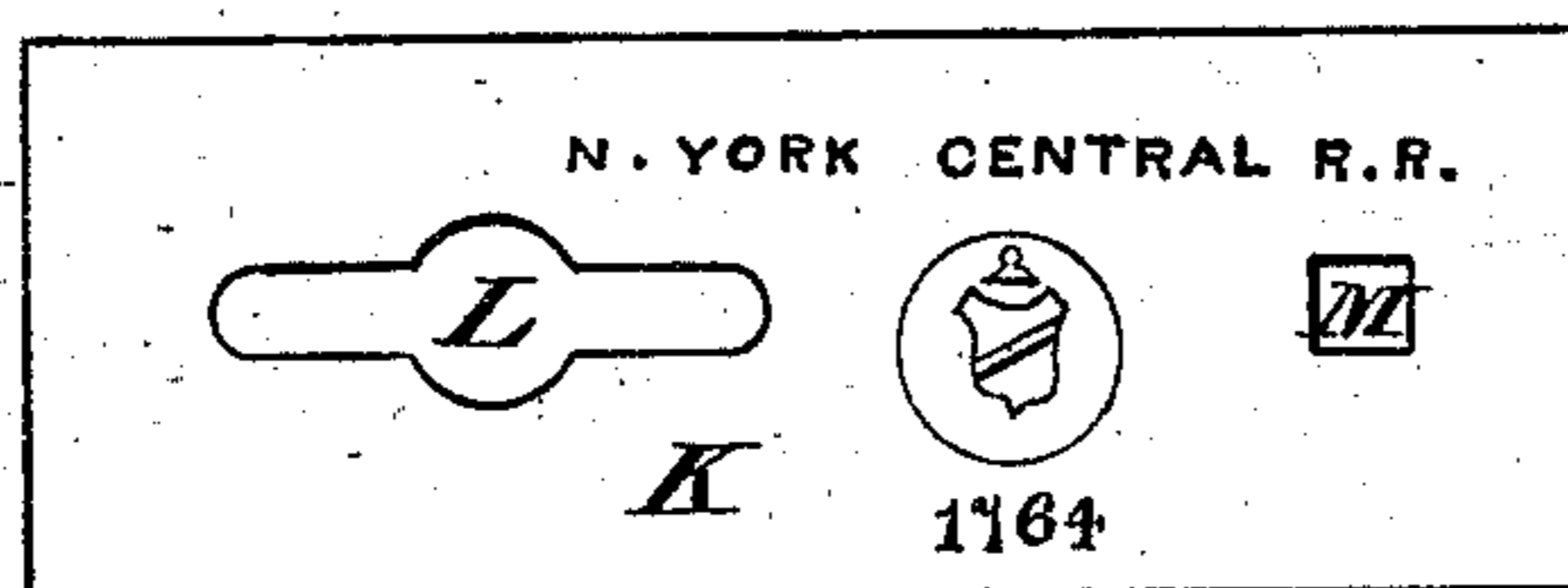


Fig. 3.

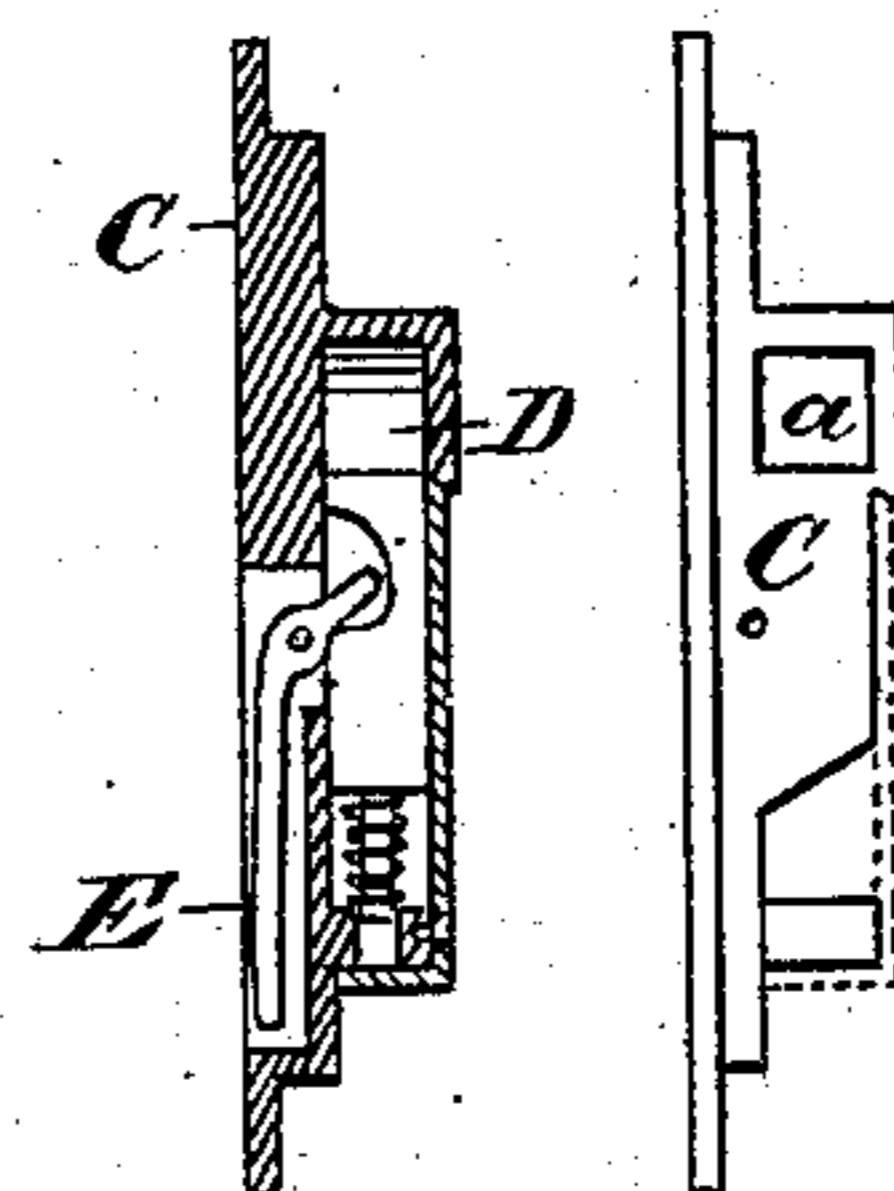


Fig. 4. Fig. 5.

Witnesses:
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UNITED STATES PATENT OFFICE.

JOHN DEWE AND GEORGE BAILEY, OF OTTAWA, ONTARIO, CANADA; SAID
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SEAL-LOCK FOR FREIGHT-CARS

SPECIFICATION forming part of Letters Patent No. 241,630, dated May 17, 1881.

Application filed February 18, 1881. (Model.)

To all whom it may concern:

Be it known that we, JOHN DEWE and GEORGE BAILEY, both of the city of Ottawa, in the county of Carleton, in the Province of Ontario, Canada, have jointly invented certain new and useful Improvements in Freight-Car Seal-Locks; and we do hereby declare that the following is a full, clear, and exact description of the same.

The object of this invention is to construct a locking device for the doors of freight-cars, in which a metallic plate constituting the seal can be applied only when the door is closed, and after being affixed to the door cannot be opened without cutting the plate, the whole operated without the use of a key or the requirement of a sealing-punch.

Our invention consists of a spring-bolt in the door-jamb, having a draw-back lever against which the door closes, a hinged locking-pin engaging with the spring-bolt from outside the car, a metallic plate slotted near both ends, and a stud on the car-door, whereby, when one slot of the plate is slipped on the stud and the hinged locking-pin passed through the other slot (the door being then closed) to engage with the locking-bolt, the plate will hold the door closed, so that its opening cannot be effected without destroying the plate which constitutes the seal.

Figure 1 is a front elevation of our seal-lock applied to the door and door-jamb of a car. Fig. 2 is a side elevation of the portion on the door-jamb, the seal-plate shown in section. Fig. 3 is a plan of seal-plate. Fig. 4 is a vertical section of spring-lock in door-jamb, and Fig. 5 is a side view of the lock-casing.

A represents a portion of the sliding door of a freight-car, and B the jamb, against which the door closes in the ordinary manner, and to which our locking device is to be applied for the object heretofore stated. In the jamb is inserted a casing, C, containing a spring locking-bolt, D, engaging with a thumb-lever, E, fulcrumed in a slot in a recessed face of the casing, which is set flush to the jamb B, so that when the door A is closed no access can be obtained to the lever which is employed for drawing back the bolt, for the purpose hereinafter described.

Outside the car, to the jamb B, is bolted a

stud, G, to which is hinged one end of a bow-handle, F, having a shoulder, H, and terminating in a locking-pin, I, which is notched near its extremity and suitably beveled, so that when passed through a hole in the jamb and a coinciding aperture, *a*, in the casing C it will lock with the spring-bolt D.

J is a headed stud secured to door A horizontally with the shoulder of the locking-pin I.

K is a thin metal plate, perforated with slots L M at a distance apart equal to that between the stud J and locking-pin I. The slot L and stud J are suitably shaped, so that when the slot is passed over the stud a portion of the plate K can be drawn under the head of the stud, and its removal prevented after the locking-pin I has passed through slot M, and the plate confined by shoulder H, by engagement of the pin with the spring-bolt D. Such action can be effected only when the door is closed, and as access cannot then be obtained to the lever E, (the door having closed against it,) it necessarily follows that the severing of the plate by cutting is the only means whereby the door can be slid open, which being done, the lever E can then be lifted to draw down the bolt D from the locking-pin, whereby it may be withdrawn and the severed portions of the plate removed. A new plate is then used when the door is again to be locked.

The plate K may be inscribed with the address of the consignor or consignee and date of using, &c., or otherwise marked or stamped for the detection of counterfeiting the plate.

We claim as our invention—

1. The slotted plate K, in combination with a fixed stud, J, locking-pin I, and spring-bolt D, with unlocking-lever E, concealed by the closed door A, the whole operating as set forth.

2. The hinged bow-handle F, having shoulder H, and terminating in a locking-pin, I, in combination with spring-bolt D, plate K, and stud J, as set forth.

Witness our hands at the city of Ottawa, Canada, this 12th day of February, 1881.

JOHN DEWE.
GEORGE BAILEY.

Witnesses:

JOHN GRIST,
FRED. J. ROSS.