

(Model.)

2 Sheets—Sheet 1.

D. A. BOLT.
SEAL LOCK.

No. 286,768.

Patented Oct. 16, 1883.

Fig. 1.

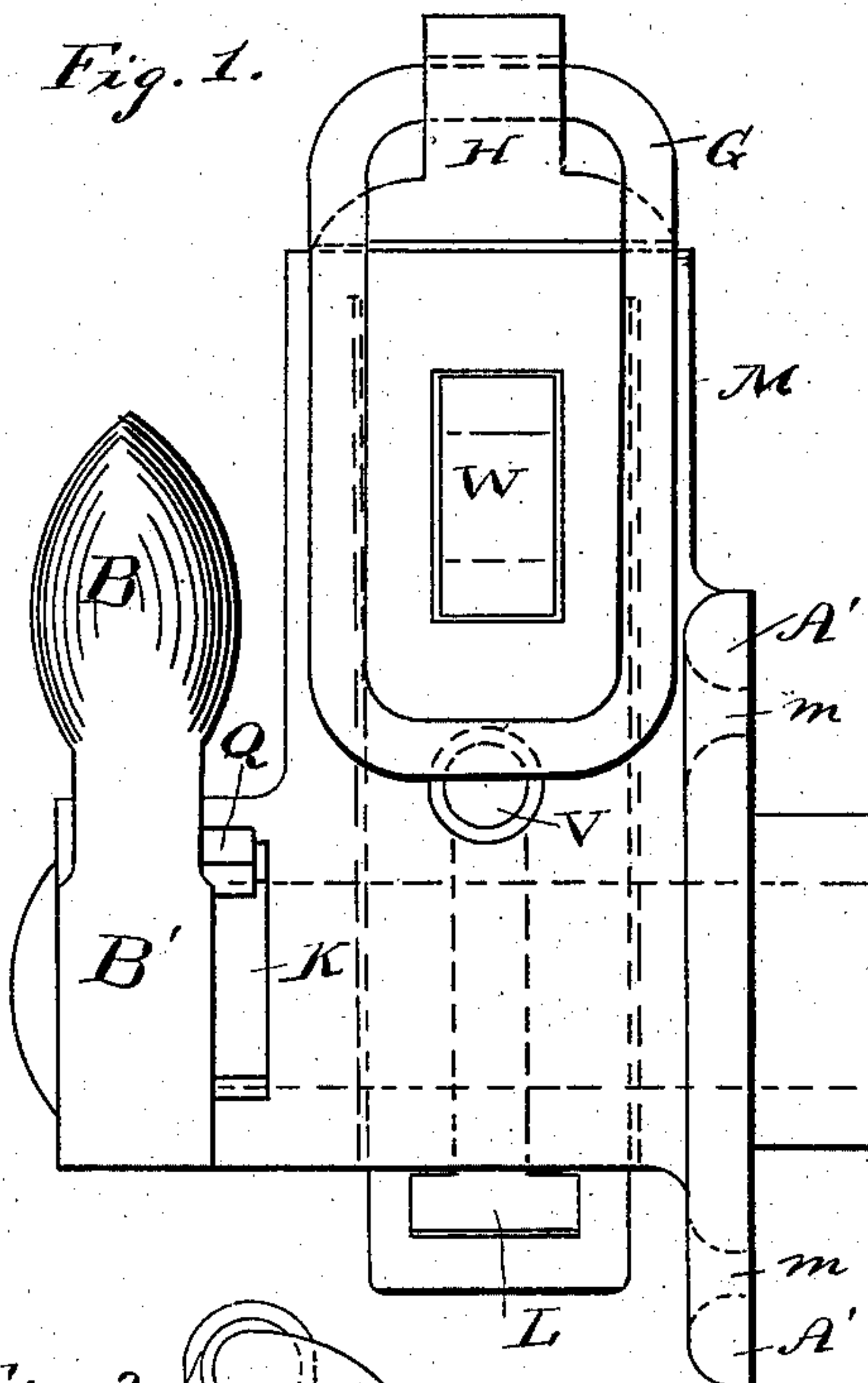


Fig. 2.

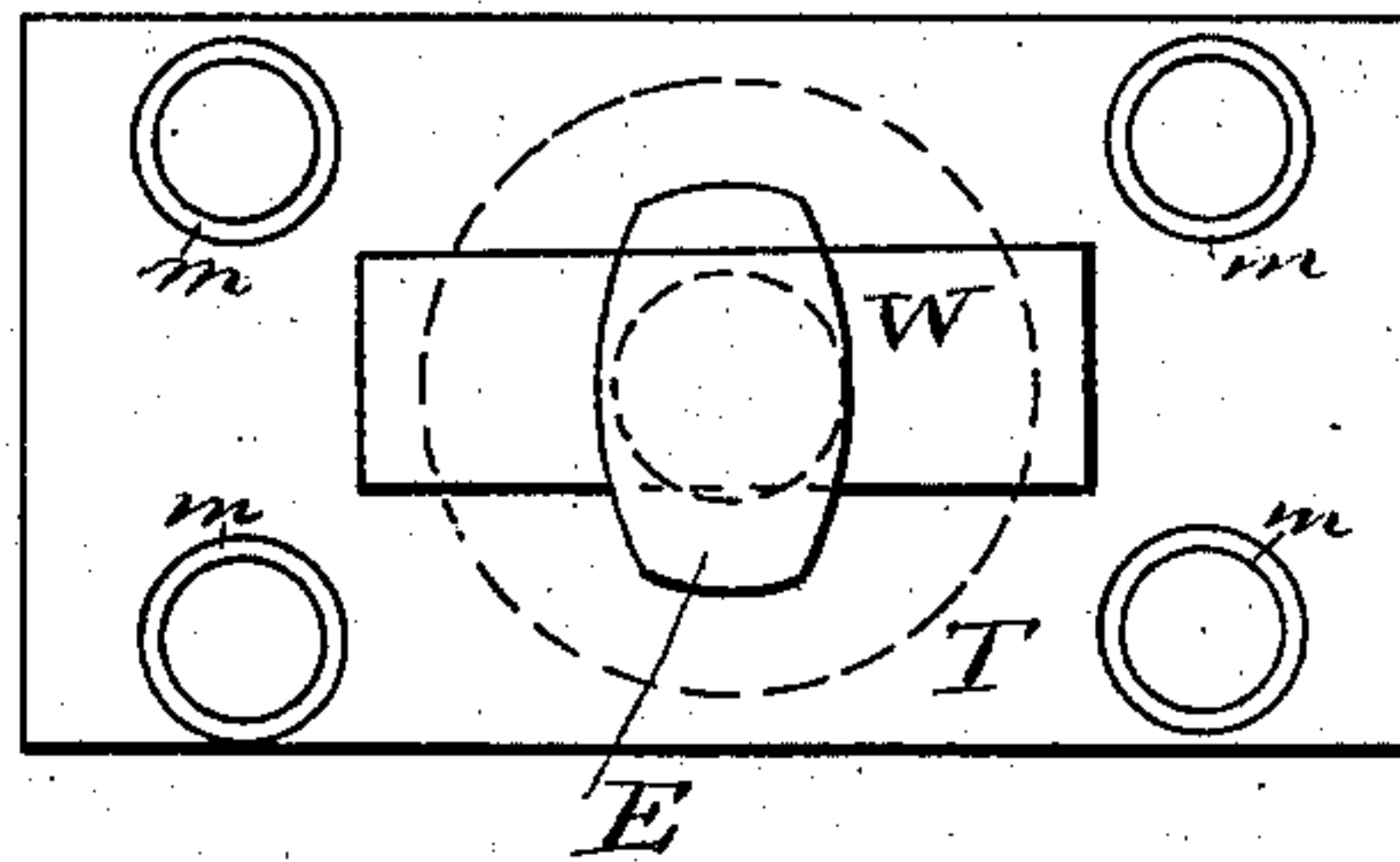


Fig. 4.

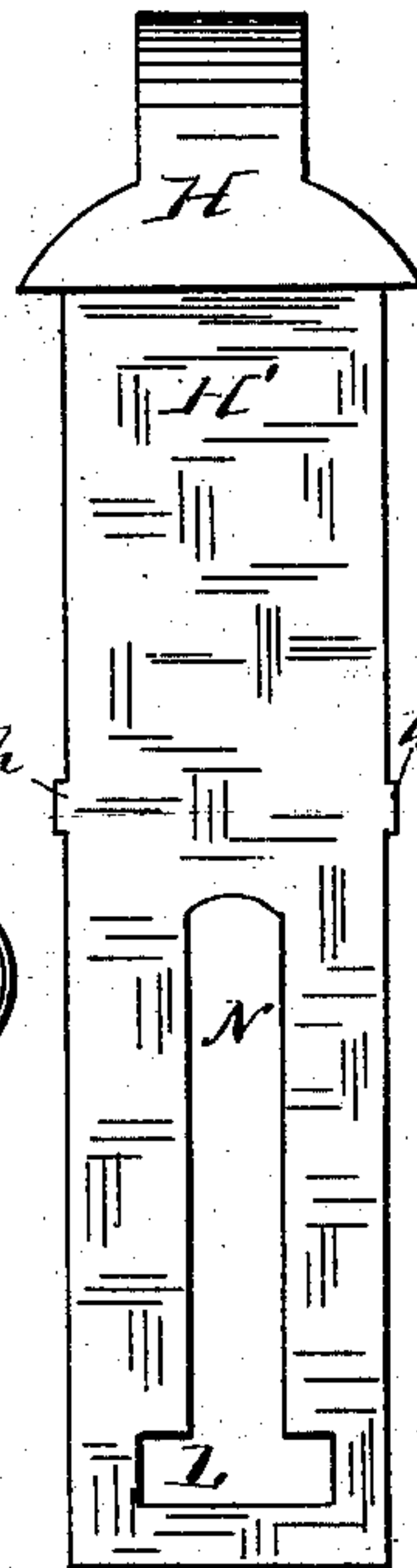


Fig. 3.

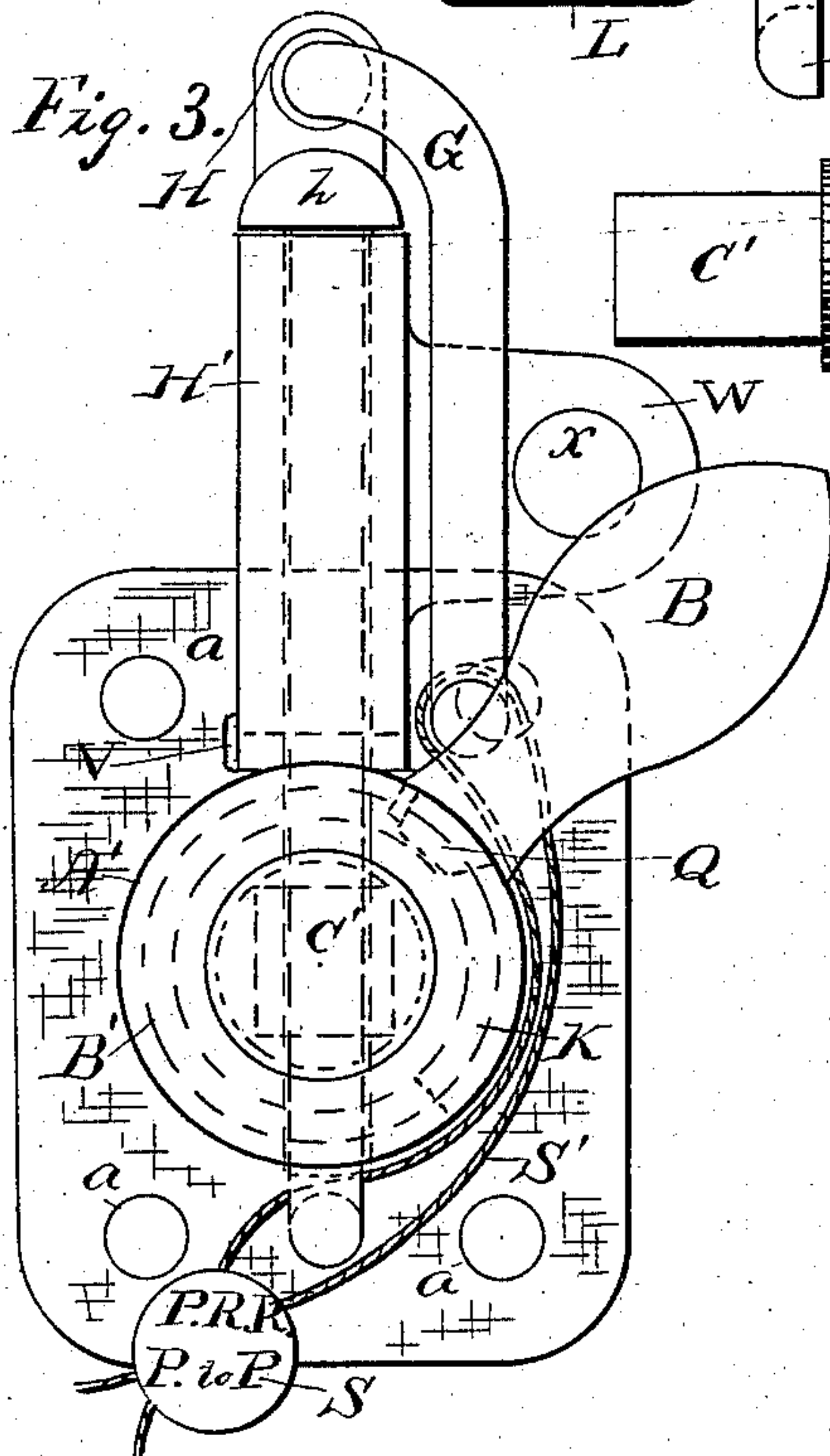


Fig. 5.

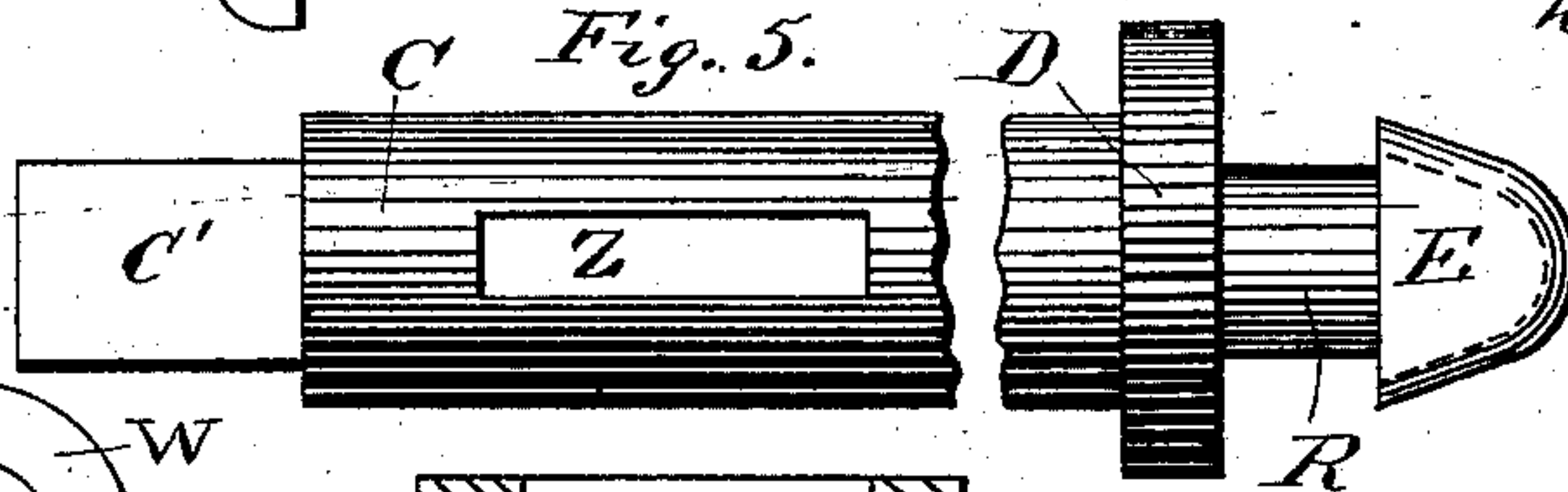
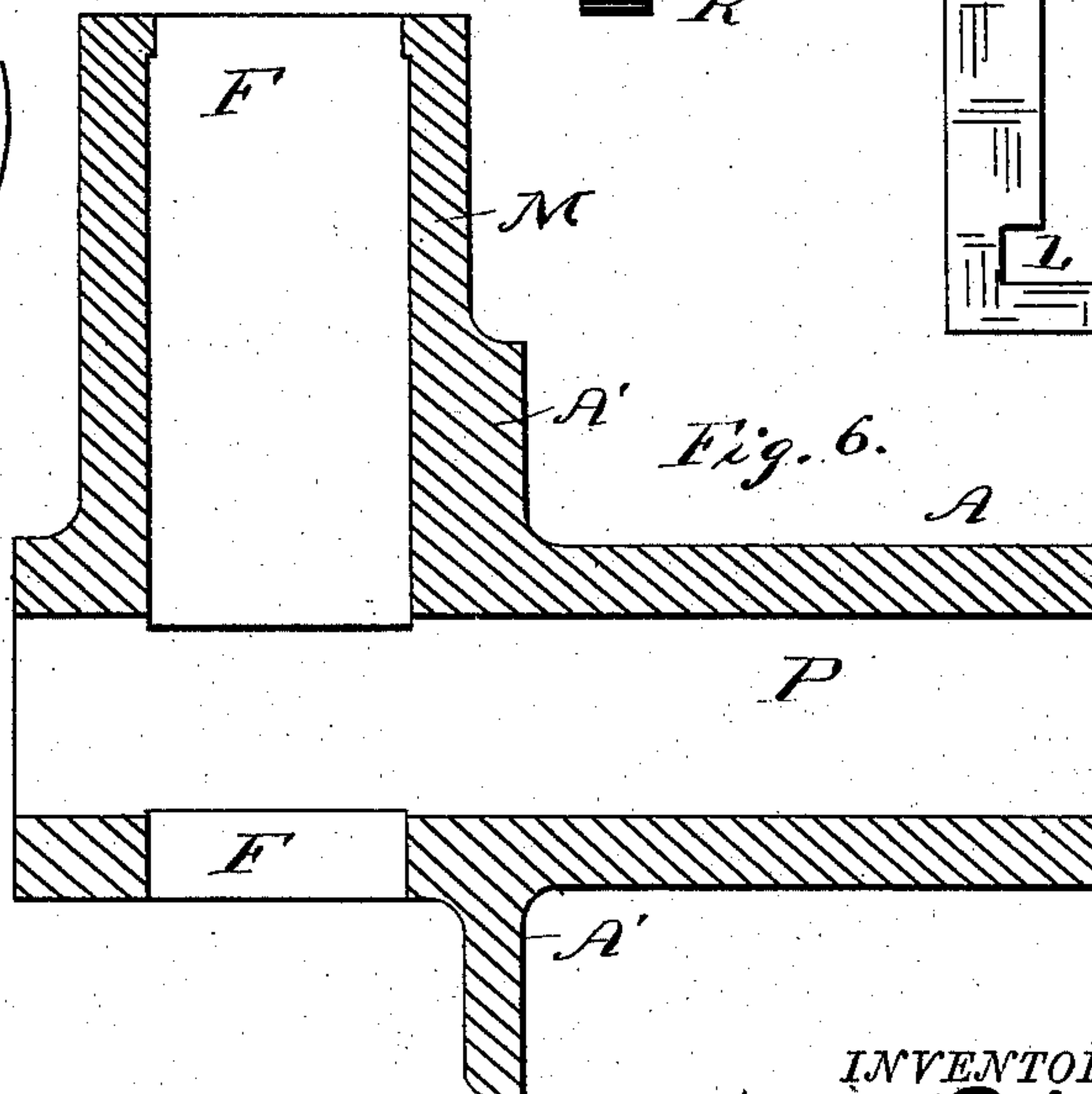


Fig. 6.



WITNESSES
E. H. Bates.

Chas. R. Burr

INVENTOR

D. A. Bolt.

By Theophilus Weaver
His Attorney.

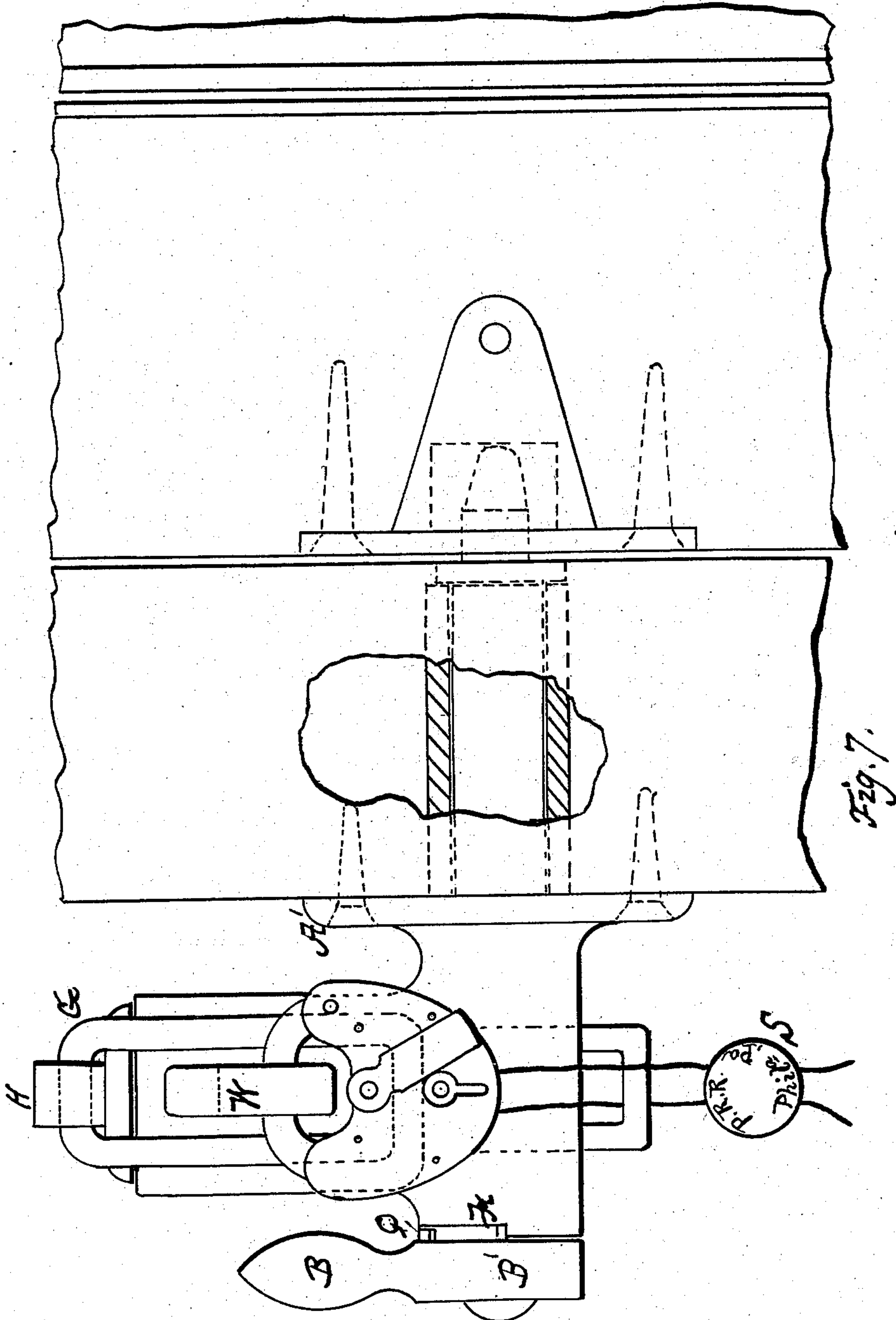
(Model.)

2 Sheets—Sheet 2.

D. A. BOLT.
SEAL LOCK.

No. 286,768.

Patented Oct. 16, 1883.



Witnesses.
E. H. Bates
L. T. Simons.

Inventor—
Daniel A. Bolt
by Theophilus Weaver
his Attorney.

UNITED STATES PATENT OFFICE.

DANIEL A. BOLT, OF HARRISBURG, PENNSYLVANIA.

SEAL-LOCK.

SPECIFICATION forming part of Letters Patent No. 286,768, dated October 16, 1883.

Application filed May 23, 1883. (Model.)

To all whom it may concern:

Be it known that I, DANIEL A. BOLT, a citizen of the United States, residing at Harrisburg, in the county of Dauphin and State of Pennsylvania, have invented new and useful Improvements in Seal-Locks for Freight and Stock Cars; and I declare that the following is such clear, full, and exact description of the invention as will, with aid of the accompanying drawings, making a part of this specification, enable others skilled in the art to which it appertains to make and use the same.

My invention belongs to that class of devices known as "seal-locks," in which the adjustment of the bolt from the locked to the unlocked position is impossible without breaking the seal applied thereto, which may be any suitable seal-connector, band, or loop already in use.

The principal novel and useful features of my invention consist of, first, a tubular casing provided with attaching-plate, whereby it is applied to the door-stop in such manner as to project horizontally through the same toward the door, providing the casing also with an extension at its outer end for the insertion of a sliding key in it, whereby the locking and sealing is effected in a peculiar manner; second, a swiveled bolt held in said casing by a collar on its inner end next the door, and by the operating-handle on its outer end, said handle having a stop thereon, which, setting in a seat in the end of the casing, limits the throw or rotary movement of the bolt to bring a longitudinal slot therein in right position for the sliding key to drop vertically through it by gravity, at the same time that the projecting button or dart-head on the inner end of the bolt is turned at right angles to a vertical slot in the face-plate or keeper on the door, through which said button engages to hold the door shut; third, a seal-key adapted to be permanently attached in the casing and stop the rotary bolt in locked position, and having on its upper end a seal-link, which, with the transverse slot in the foot of said key, affords a means for inserting any approved seal appliance, by which the said key will be kept inserted in position when the bolt is locked, as will be hereinafter more clearly shown.

In the accompanying drawings, Figure 1 is

a side elevation, showing the lock-bolt, seal-key, and seal-link in position as when the car-door is locked and ready to receive the seal, which will pass through the lower ends of the seal-key and seal-link and connect them. Fig. 2 is a plan of the keeper or escutcheon, viewed from the side toward the car-door, when in position on it, showing the button of the lock-bolt inserted through it, and turned a quarter-turn, as in position while locking. Fig. 3 is an elevation of the outer end of my device, showing the lock-bolt, seal-key, and seal-link in locked position, with a looped wire and seal applied, connecting said key and link below. Figs. 4, 5, and 6 represent, respectively, the seal-key, the lock-bolt, and the casing or shell of my lock, the casing being in longitudinal section. Fig. 7 represents a front elevation of my lock mounted on the door-stop of a car, and locking the door thereof, both by padlock and by seal attachment, as a secure seal-lock.

Similar letters denote similar parts in all the references.

The letter A denotes the barrel of the casing; A', the attaching flange or plate; M, the extension thereof, having the key-seat or vertical slot F therein intersecting the bore P thereof at right angles and through its diameter. Said casing is inserted through the door-stop, with the part A horizontal, part M up, and plate A' screwed against the outside of the stop—that is, against that edge farthest from said door.

The letters C D E denote the lock-bolt. C is its cylindrical body, with slot Z corresponding with the seat F in the casing, and with the blade H' of the seal-key H L.

C' denotes an angular tenon, to which is fastened the handle B, by which the bolt is rotated to a limited extent, a stop, Q, on the handle stopping it in the end of a cut-away, K, in the casing when the slot Z and the seat F are in line, to facilitate the insertion of said blade H' of said key. Said key drops to place by gravity the instant handle B is fully lifted. When said key is fully lifted in said seat as far as the rivet V through the slot N in the key permits, the said handle B drops by gravity, thereby turning said bolt to right, so that the button or dart-head E may freely enter

the slot W of the escutcheon or face-plate T on the edge of the door. When said handle is elevated, as shown in Figs. 1 and 3, the button E is reversed to be in locking position, 5 as shown in Fig. 2. The neck R on the bolt neatly fills said slot W transversely, to prevent rattling by the door. The said button is oval or peaked, that it may readily find its way into said plate without liability to bang by 10 missing the slot W, which is made long to compensate for sagging of the wood-work.

Letter D denotes a collar on the lock-bolt, which, with the part B', keeps the bolt swiveled in the barrel A of the casing, thus constituting 15 a strong lock, and one not likely to be broken.

The seal-key H L is surmounted with the head H, through which is attached the link G. Adjacent to said head H the key is shouldered to shed rain and snow from the slot F, that 20 the parts may not become stuck by ice and rust.

On the front side of the extension M of the casing is the lug W, having eye X therein, in which the shackle of a padlock may be inserted, 25 thereby locking the link G in place, and thereby keeping the seal-key H' inserted in locking position when the bolt C D E is locked. The padlock can be used or omitted at option.

Moreover, the device is made a seal-lock 30 as follows: A looped wire, S', is shown in the link G, and in the seal slot or eye L, having its ends embraced by a seal, S. Any other approved device may be used for coupling said link and key, and thus retaining said key in 35 locked position in said seat F, and inserted in the bolt C D E.

For illustration, said device may be modified as follows: Instead of the eye L being in the lower end of the key H L, said key may 40 be made shorter, and not protrude through the casing, and a corresponding eye may be formed in a lug closing the aperture in the casing thereat. The lock is then, however, best applied inverted. The seal wire or con-

necter is inserted through said eye and through 45 said link and couples them, as before recited.

It is evident either the seal or padlock can be used or omitted, or both, if desired, as my lock is a good door-fastener without either 50 padlock or seal, but a better one with them applied.

What I claim is—

1. In a car-door lock, the combination of the casing A M, having vertical receptacle F intersecting the bore P therein, and flange A', 55 for attaching the same, with the locking-bolt C D E, having a limited rotary movement, and provided with the button or dart-head E, for engaging plate T on edge of door, the same being retained in said bore by collar D and 60 handle B thereon, and the key H, retained in receptacle F by rivet V, and holding the said bolt in locking position, substantially as and for the purposes set forth.

2. In a seal door-lock, the combination of the 65 lock-bolt C D E, having its movement limited by stop Q, traversing the cut-away K, with the casing A M, the key H, and link G, hinged to the latter and coupled oppositely by a seal wire or band, S, inserted through it and eye 70 L, for holding said key in slot Z in said bolt to prevent its movement, substantially as set forth.

3. In a seal-lock for engaging the plate T on the edge of a door, the staple W on casing 75 A M, arranged to project through the link G and admit the shackle of a padlock through it exterior to said link, in combination with lock-bolt C D E and the key H, for preventing said bolt's rotary movement, substantially 80 as and for the purposes set forth.

In testimony that I claim the foregoing as my invention I have hereunto set my hand this 21st day of May, A. D. 1883.

DANIEL A. BOLT.

Attest:

THEOPHILUS WEAVER,
PETER STUCKER.