

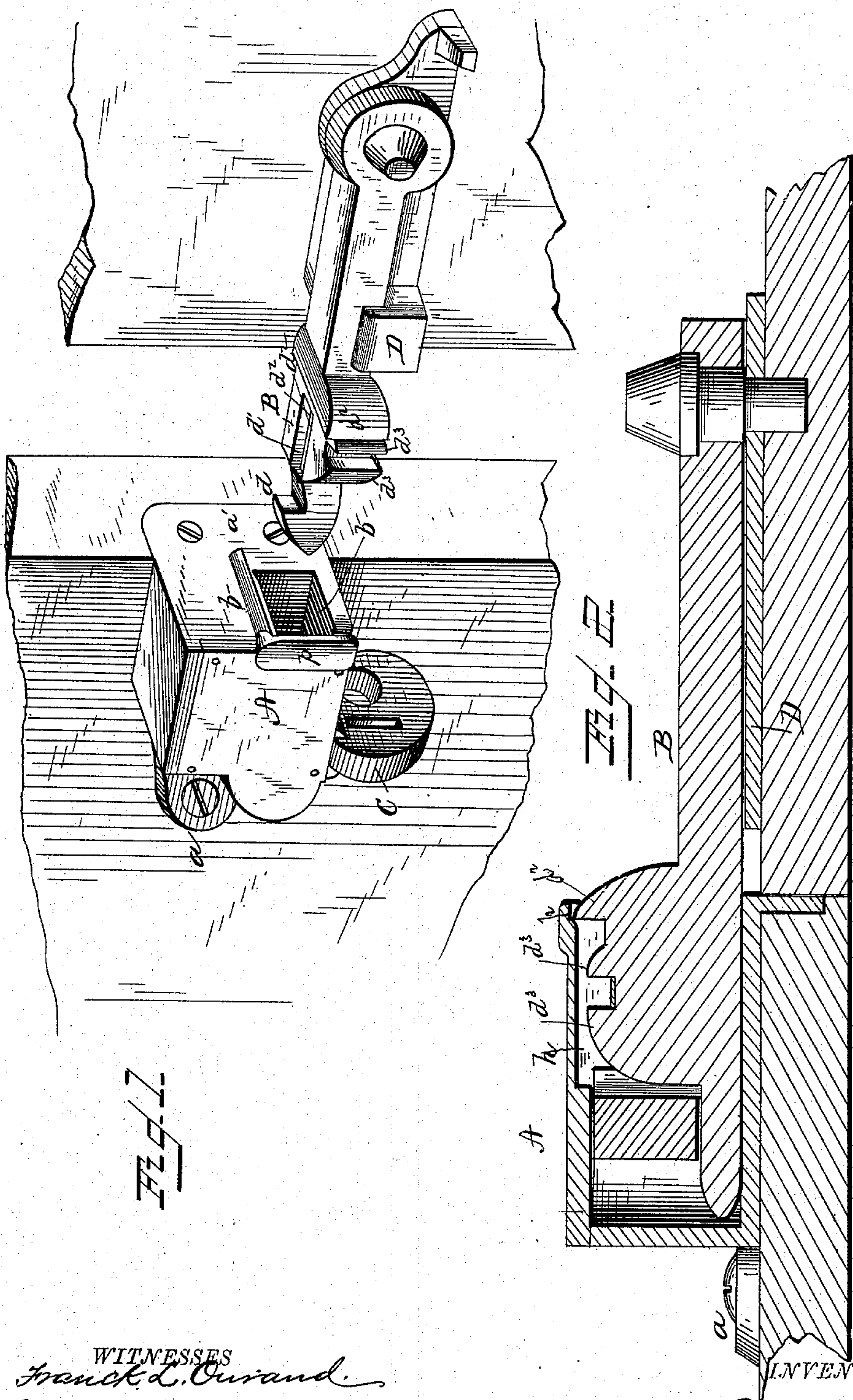
(Model.)

2 Sheets—Sheet 1.

C. A. JEWETT.
SEAL LOCK.

No. 291,352.

Patented Jan. 1, 1884.



WITNESSES
Frank L. Curand.
Wm. Garner

INVENTOR
Charles A. Jewett
L. Deane
His Attorney

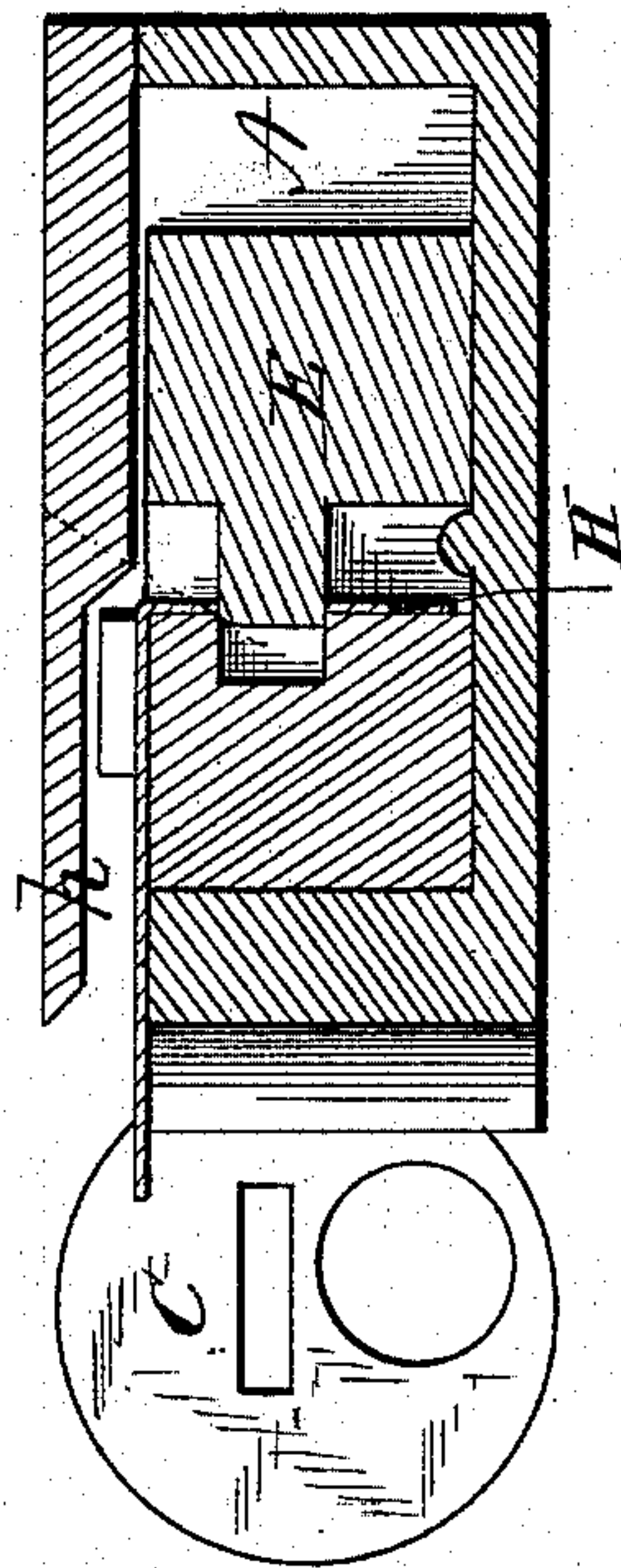
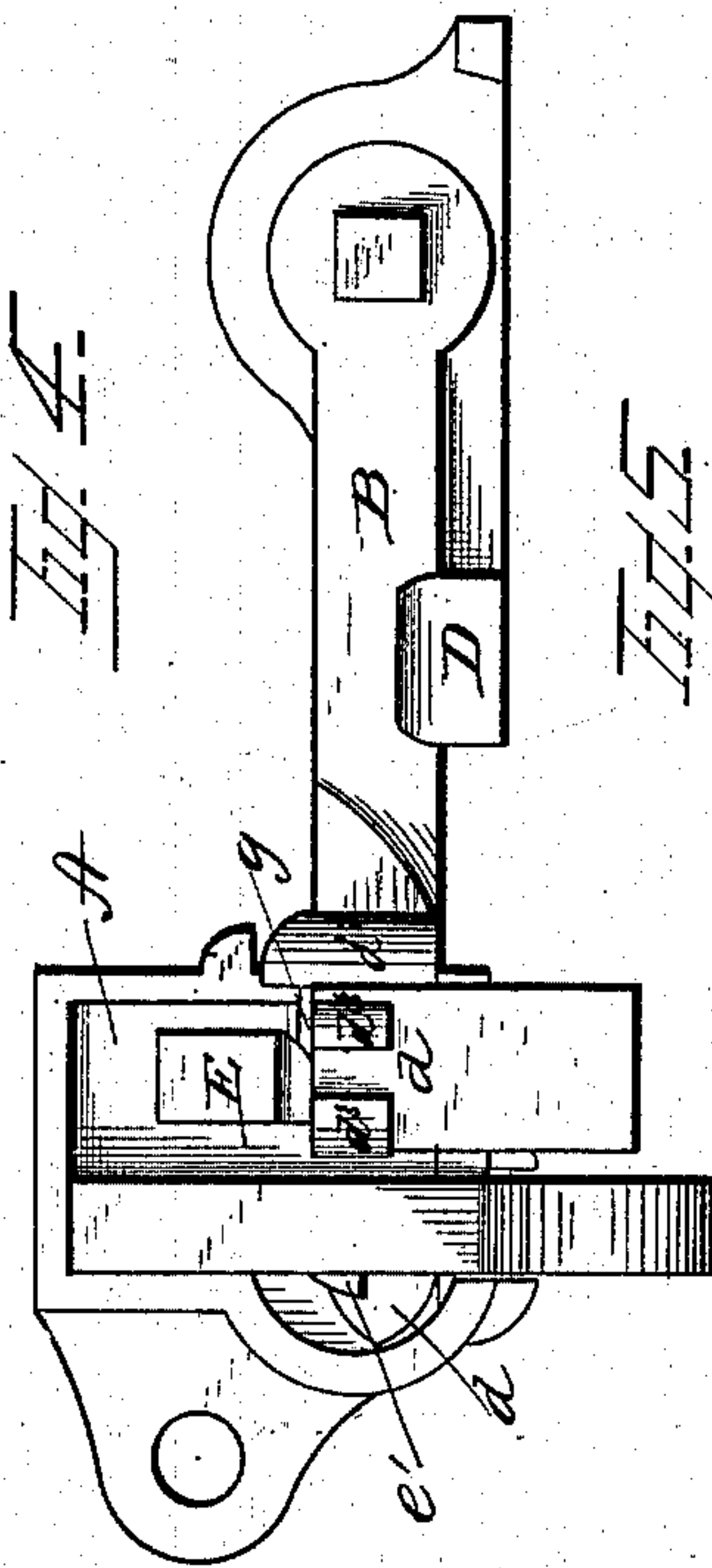
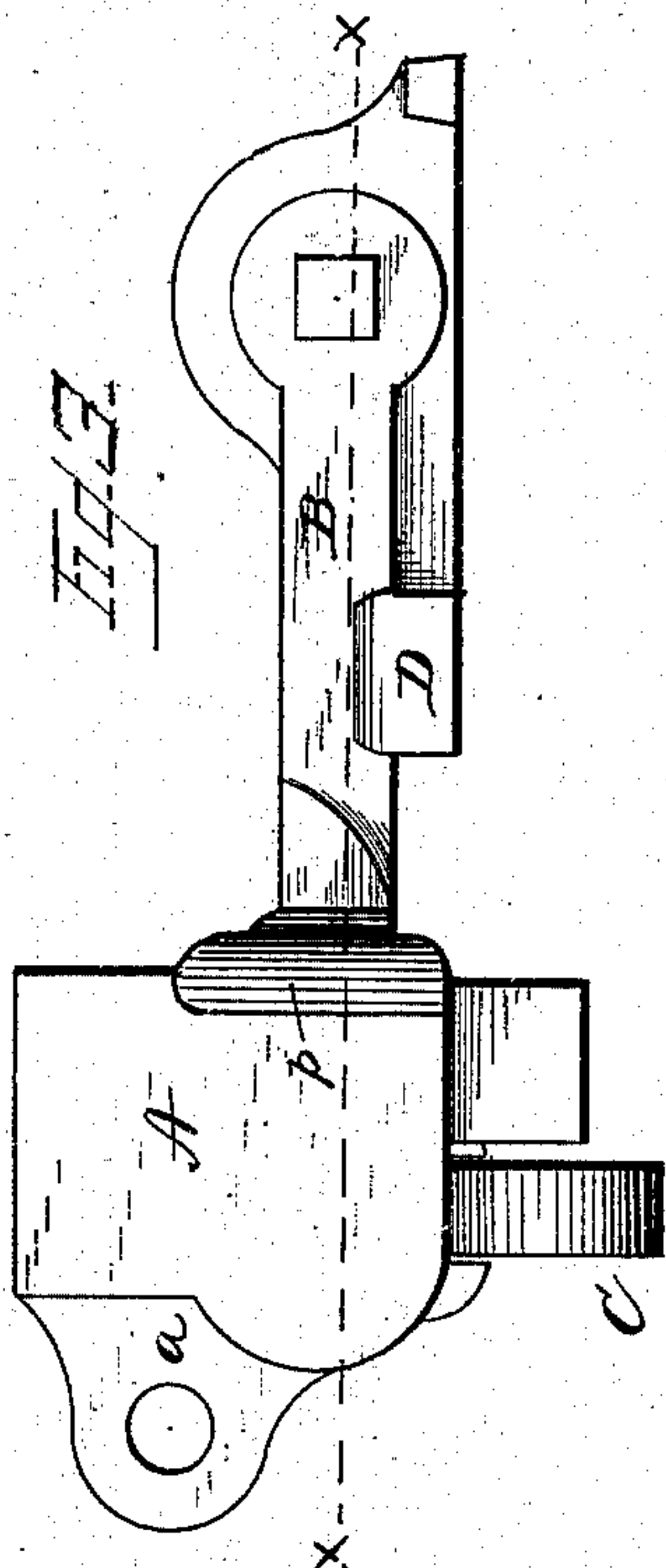
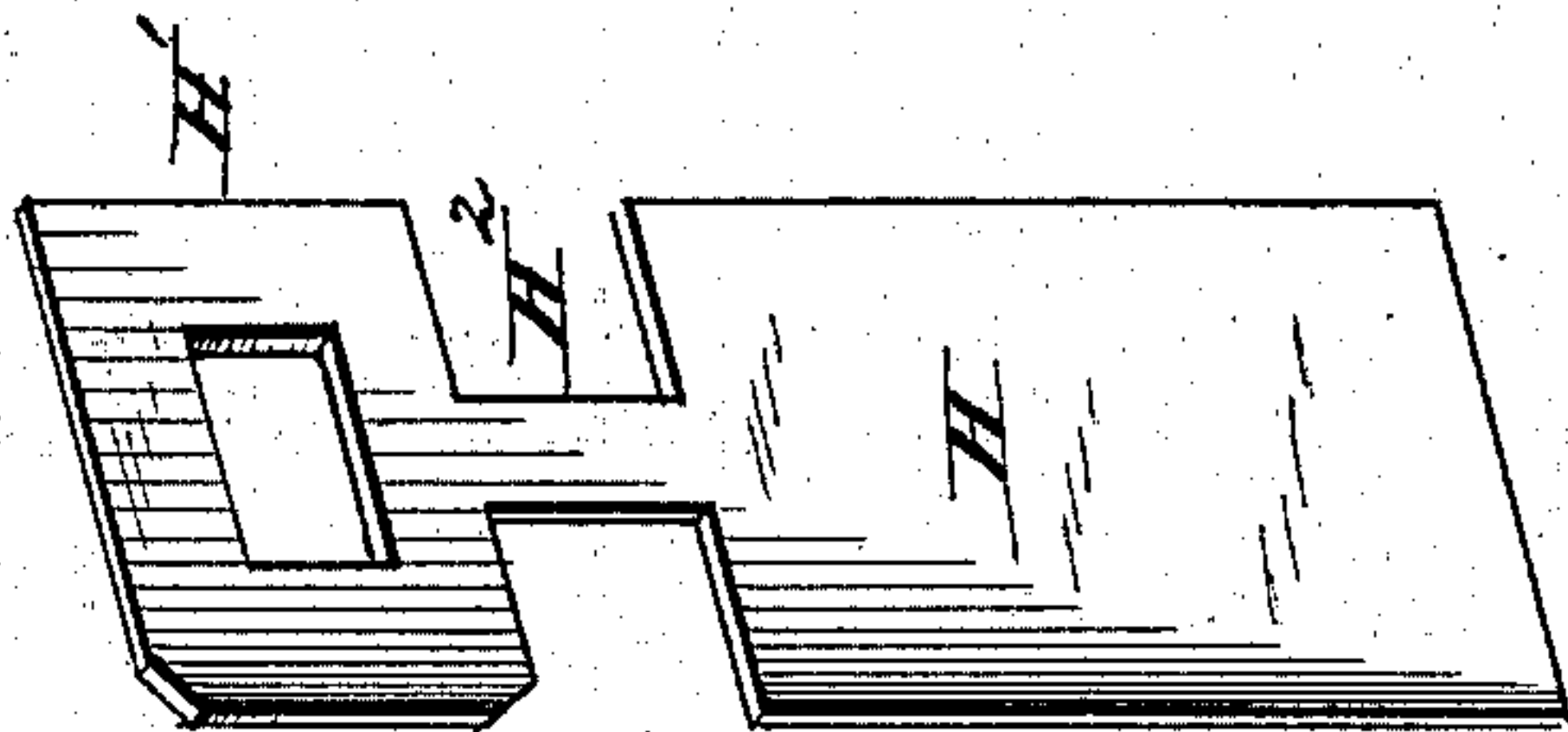
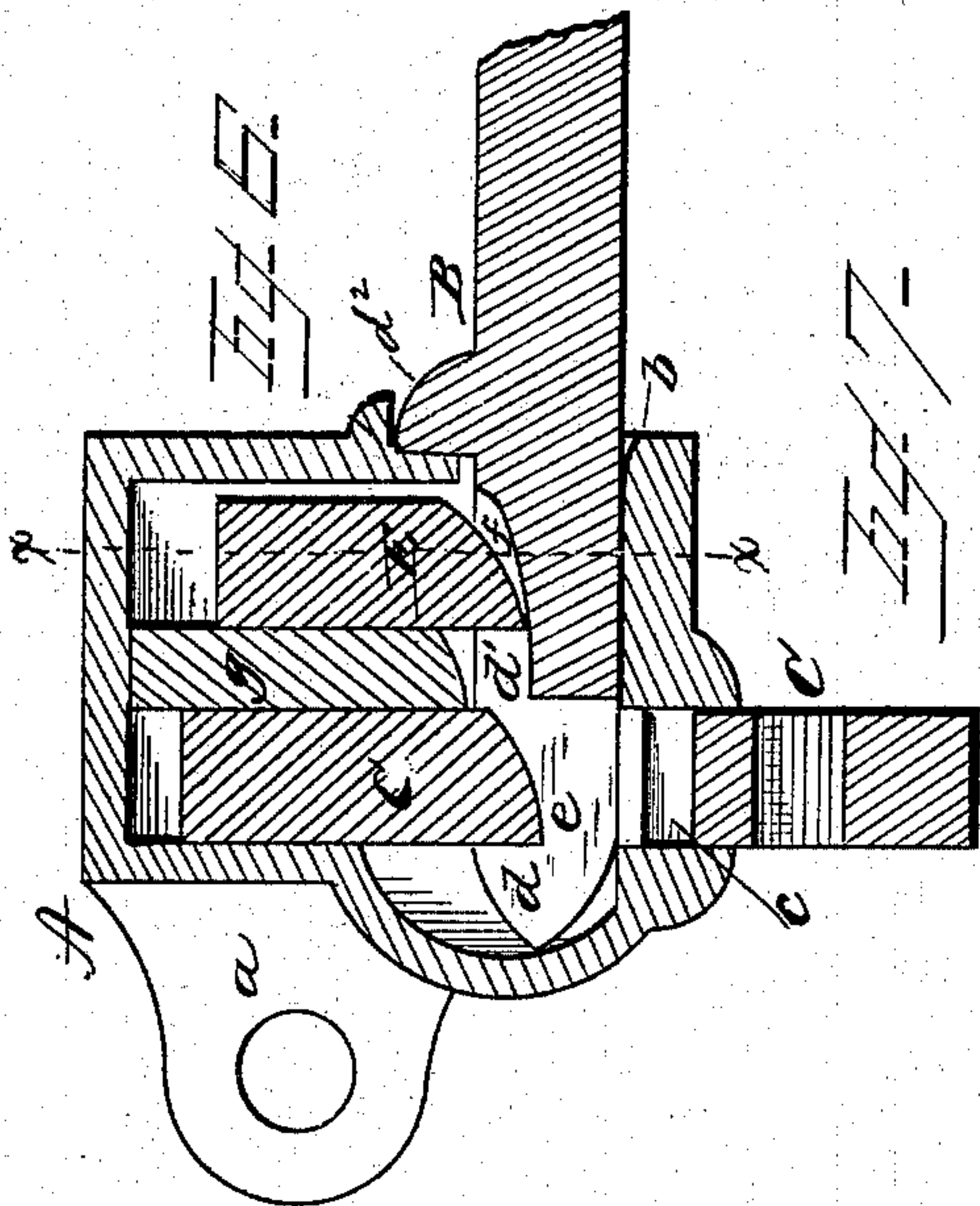
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UNITED STATES PATENT OFFICE.

CHARLES A. JEWETT, OF MARSHALLTOWN, IOWA.

SEAL-LOCK.

SPECIFICATION forming part of Letters Patent No. 291,352, dated January 1, 1884.

Application filed September 19, 1883. (Model.)

To all whom it may concern:

Be it known that I, CHARLES A. JEWETT, a citizen of the United States, residing at Marshalltown, in the county of Marshall and State of Iowa, have invented certain new and useful Improvements in Seal-Locks for Freight-Cars; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to letters or figures of reference marked thereon, which form a part of this specification.

Figure 1 is a perspective view, showing the application of my invention to a freight-car. Fig. 2 is a section taken horizontally through Fig. 3 on line *x x*. Fig. 3 is a front view of the seal-lock. Fig. 4 is a front view of the same parts with the face of the lock removed, showing the seal. Fig. 5 is a section taken vertically and transversely through the lock in plane *x x*, Fig. 6, showing the seal therein. Fig. 6 is a vertical longitudinal section through the lock with the seal fast therein. Fig. 7 is a perspective view of the seal.

This invention relates to seal-locks and seals for freight-cars; and it consists in certain novel improvements on seal-locks and seals therefor, which will be fully understood from the following description, when taken in connection with the annexed drawings.

A designates the frame or box of the seal-lock, which is constructed with a flange, *a*, having an eye through it to receive a bolt that secures the box to the door of a car. This box is also constructed with a right-angular flange, *a'*, that fits against the end of the door, and also with a passage, *b*, for the hasp or bolt B, and a passage, *c*, for the padlock-latch C. The hasp or bolt B is pivoted to a guide, D, which is bolted to the car-body, and this hasp is constructed with an engaging-hook, *d*, a groove, *d'*, horizontal and vertical shoulders *d²*, and two vertical jaws, *d³ d³*, which form a vertical groove to receive the narrow neck of a seal, as shown in Fig. 2 of the drawings. The padlock-latch C is vertically movable in the passage *c*, and it is constructed with a beveled catch, *e*, for engaging with the double-beveled hooked nose *d* of the bolt B. The latch C is also constructed with an enlarged lower end

having a hole through it for receiving the link of a padlock. This enlarged end of the latch may also be provided with holes for receiving the well-known wire seals, or other kinds of seals. On the left-hand side of said latch is a shoulder, *e'*, which prevents it from being drawn out of the box or frame A when the face-plate is secured to the latter.

E designates a drop-catch, which has a beveled nose, *f*, adapted to enter the groove *d'* in the top of the hasp or bolt B, and which is allowed to receive free vertical play between the right-hand side of the box A and a partition, *g*, which is formed on the face-plate of the box. This partition lies between the drop-catch E and the padlock-latch C, and forms the inside guide for the said parts. The drop-latch is constructed with two shoulders, which rest on lugs formed, respectively, on the back and face plates of the box A, when the hasp or bolt B is out of this box. When the hasp or bolt B is latched in this box, the beveled nose of the drop-catch E is received in the groove *d'*. That portion of the inner side of the face-plate of the box or frame A which lies over the jaws *d³ d³* when the hasp is latched in place is recessed, as shown at *h*, Fig. 5, for the purpose of receiving said jaws *d³ d³*, with the seal held between them.

The seal which I have invented and adapted to the lock consists of a thin piece of metal, having a tag, H, on which may be printed any desired characters, a head, H', through which is an opening, and a narrow neck, H², as clearly shown by Fig. 5 of the drawings.

Before closing the car-door, the seal is applied to the hasp or bolt by bending the perforated head H' at right angles to the neck H² and adjusting this neck in the groove between the jaws *d³ d³*. The perforation through the head H² will now lie directly over the groove *d'* in the top of the hasp. When the door is shut, the hasp will be caught and held by the gravitating padlock-latch C, and the nose of the catch E will drop through the hole in the head of the seal. The latch C is then locked by the well-known padlock, and the car-door is secure.

It will be observed that the door cannot be opened without breaking the neck of the seal from the perforated head thereof, which is securely held by the drop-catch E.

It will also be observed that the latch or lock is proof against snow and sleet, and that it is not liable to derangement even when subjected to rough use. It is also automatic, both in latching the hasp and in securing the seal in its place.

One great advantage attending my lock is that the upper portion of the gravitating latch C is wholly inclosed within the lock-case; also, that this latch has horizontal notch or passage *c*, the upper wall of which is beveled. This notch or passage receives the neck of the bolt B, and securely holds it when the hook of the bolt is held by the nose *e*.

While my device is especially useful for locking and sealing the sliding doors of box or freight cars, I contemplate its use for locking doors or sliding shutters wherever they may be applied. The lip *p*, which is shown in Figs. 1 and 2 of the drawings on the faceplate of the lock-case, is undercut to form a safety-shoulder, against which the shoulder *d*² on the bolt abuts when the latter is in the case. The object of this lip *p* is to effectually prevent the introduction of a thin metal plate or other instrument into the lock-case, with the object of maliciously unlocking the bolt.

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

1. The combination with the lock-case hav-

ing a vertical opening through its bottom and a horizontal hole through one end, of a hooked-nose bolt, B, and a gravitating latch, C, having a horizontal notch, a beveled nose, and a lower perforated extension, the upper portion of said latch being wholly inclosed in the lock-case, substantially as described.

2. A bolt, B, grooved at *d*¹, and having a hooked engaging end and jaws *d*³, the latter forming a vertical groove for the neck of the seal, in combination with the drop-catch E, substantially as described.

3. The combination of the box A, the latch C, the hasp-bolt B, having jaws *d*³, which form a groove to receive the neck of the seal, and the drop-catch E, substantially as described.

4. In a seal-lock case having a lip, *p*, undercut, a hooked bolt having a shoulder, *d*², a drop-catch, C, and a gravitating latch, E, substantially as described.

5. The combination of a lock-case, a beveled latch, E, a bolt grooved at *d*¹, and provided with jaws *d*³, forming a vertical groove, and a bent tag having a perforation through its head, substantially as described.

In testimony whereof I affix my signature in presence of two witnesses.

CHAS. A. JEWETT.

Witnesses:

M. C. HEALION,

A. W. GREGORY.