

(No Model.)

J. M. SMITH.

SEAL LOCK FOR CAR DOORS.

No. 335,250.

Patented Feb. 2, 1886.

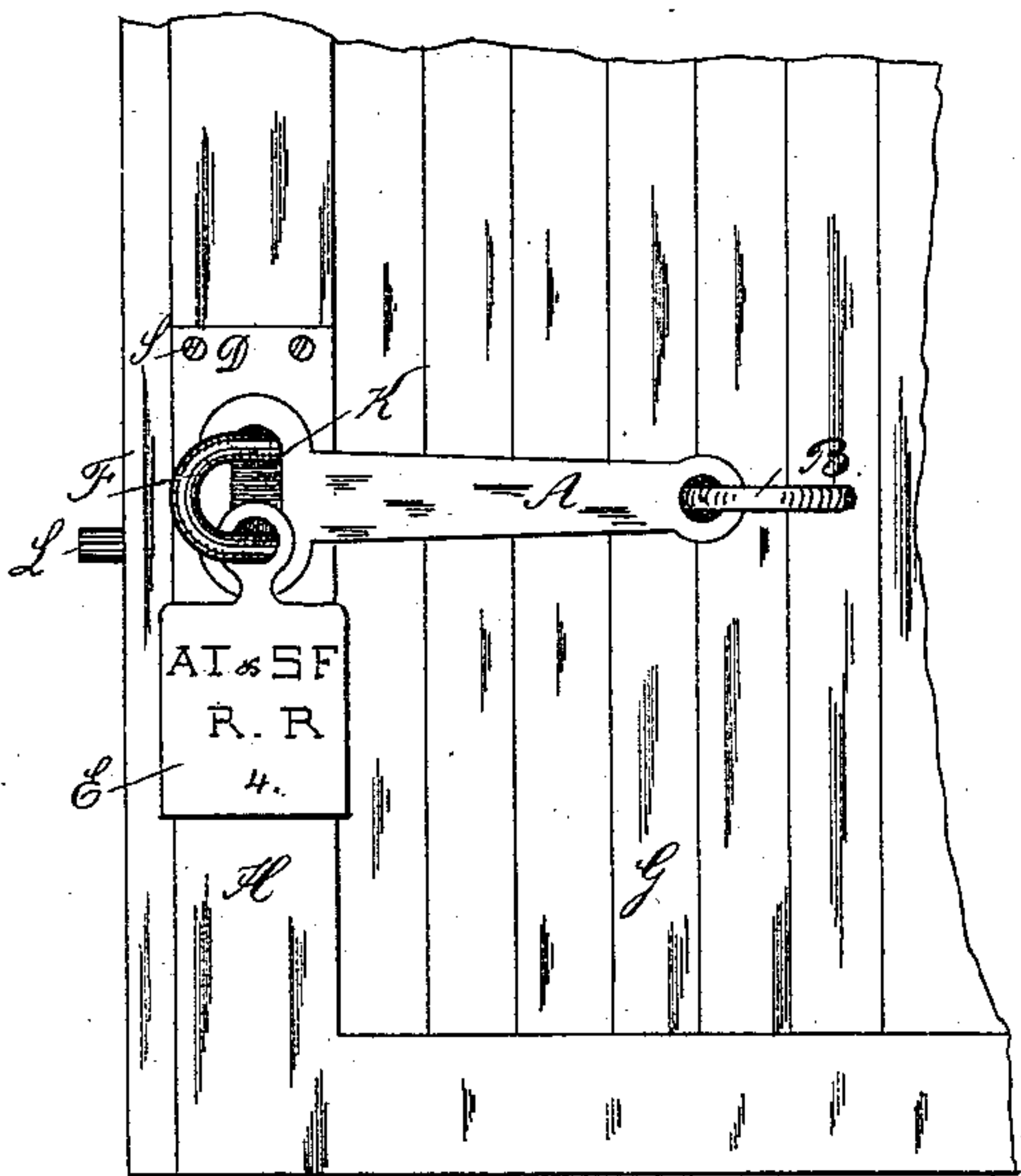


Fig 1.

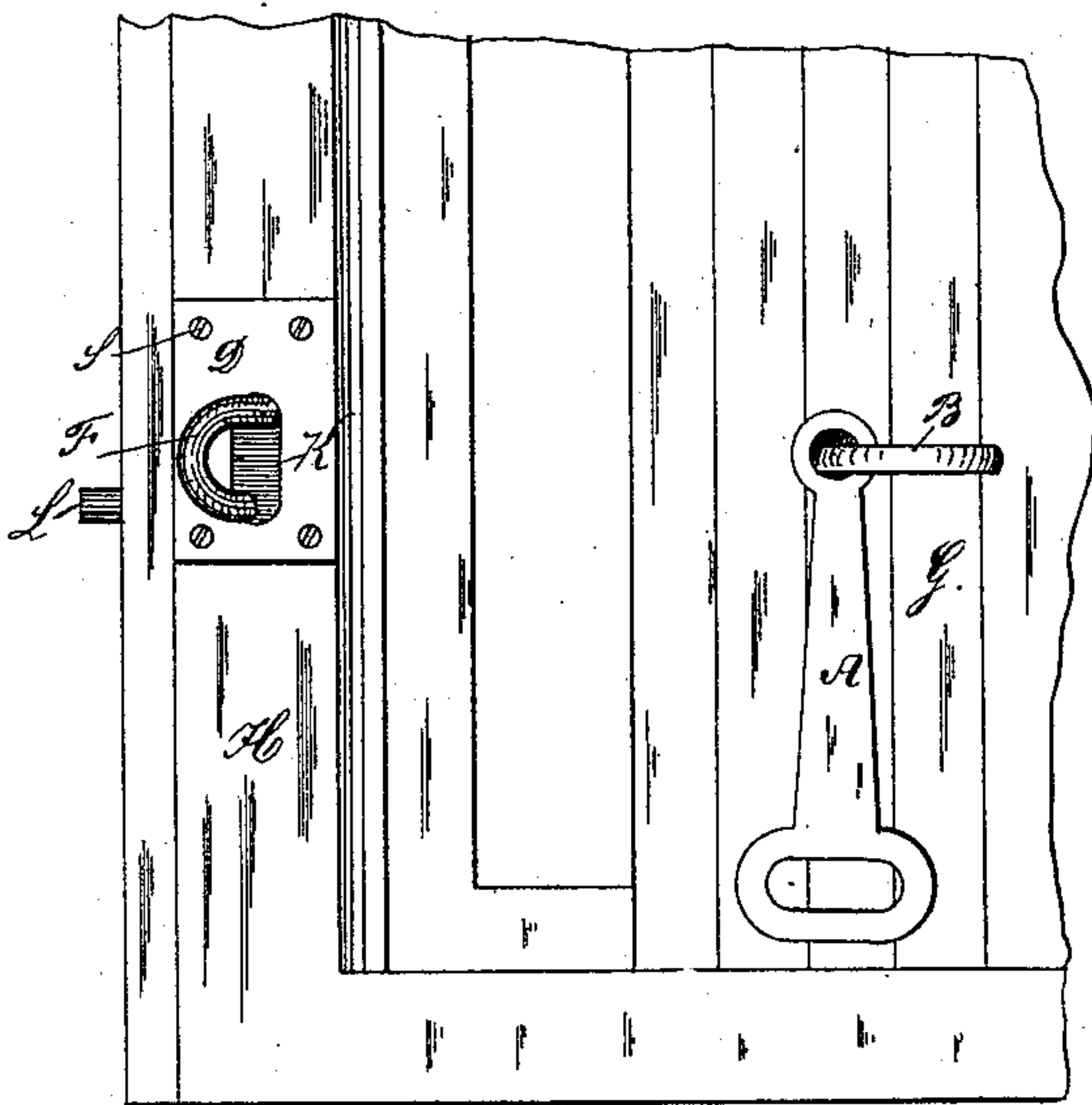


Fig 2.

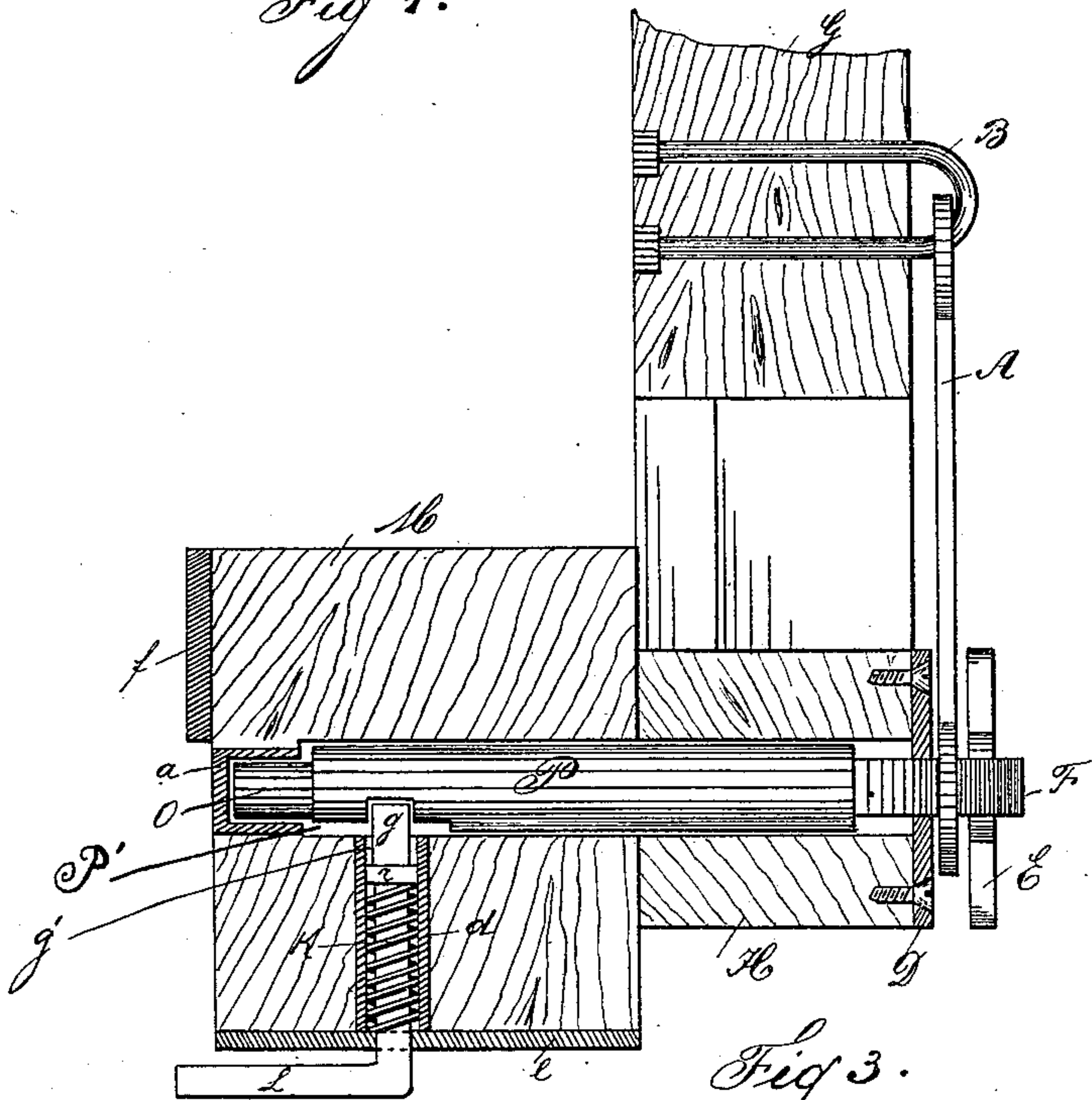


Fig 3.

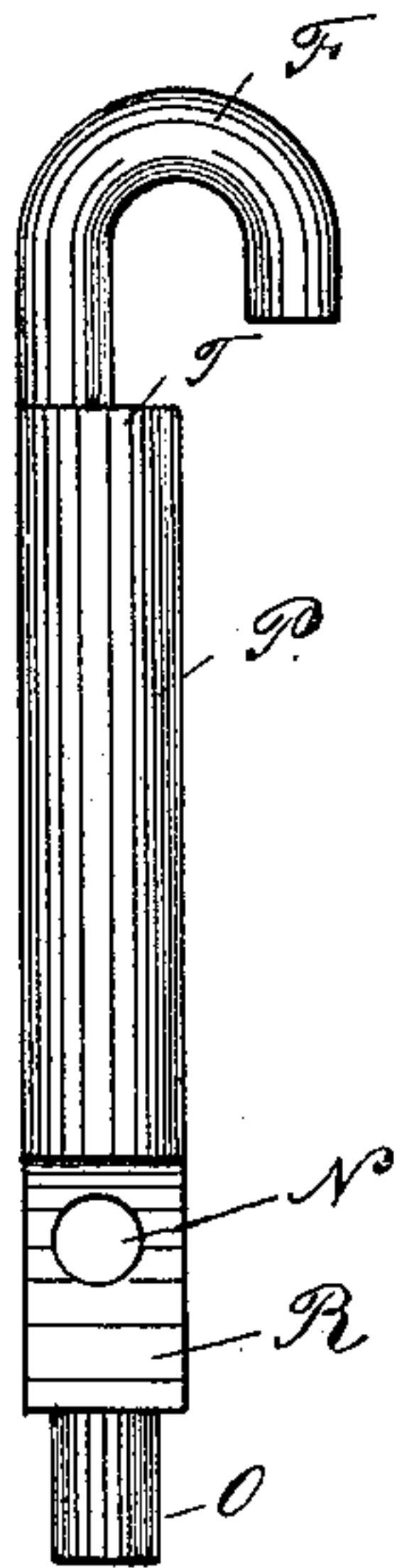


Fig 4.

WITNESSES:

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JOHN M. SMITH, OF KANSAS CITY, MISSOURI.

SEAL-LOCK FOR CAR-DOORS.

SPECIFICATION forming part of Letters Patent No. 335,250, dated February 2, 1886.

Application filed September 11, 1884. Serial No. 142,805. (No model.)

To all whom it may concern:

Be it known that I, JOHN M. SMITH, of Kansas City, Jackson county, Missouri, have invented a new and useful Seal-Lock for Car-
5 Doors, of which the following is a full, clear, and exact description.

The object of my invention is to provide suitable means for locking and sealing the doors of freight-cars in such a manner that the main
10 locking devices will be so permanently incorporated within the car-body that even if the door becomes detached they cannot be mislaid or lost or the door opened after sealing until the seal or some portion of the car has
15 been visibly destroyed.

My invention consists in applying to the door-post a movable staple or seal-bolt, or equivalent that is in the form of a bolt, carrying a hook upon the outer end similar to
20 the head of a common staple, over which the eye of the door-hasps is adapted to be placed and locked thereon by means of an apertured frangible seal, that is subsequently attached to the said hook. The inner extremity of the
25 said staple or bolt is provided with a stop-shoulder and an indenture or keeper for engaging a spring-actuated bolt or bar when the seal has been attached to the said hook, and the bolt carrying the same has been pressed
30 inwardly to a locking position. Said spring-actuated bolt is operative by hand to release the movable staple from the inside of the car when the door is open.

Reference is to be had to the accompanying
35 drawings, forming part of this specification, in which similar letters of reference indicate corresponding parts in each figure.

Figure 1 is an elevation of a portion of a car-door that is locked and sealed by means
40 of my improved device. Fig. 2 exhibits the same with the seal detached and the door partly open. Fig. 3 is a plan of the whole apparatus as applied to the car-timbers, and Fig. 4 is a side view of the improved movable
45 staple enlarged.

In carrying out my invention I prefer to bore an aperture, P', for the movable staple or seal-bolt P, somewhat larger than the body thereof to avoid binding, directly through the
50 door-post M and the casing-strip H, and to the inner end of the aperture thus formed I

apply the thimble *a*, which not only closes the aperture upon the inside of the car, but forms a metallic bearing for the end O of the said staple P. The hole *g'* for the spring-actuated
55 bolt *g* is next bored at a right angle to and intercepting the first mentioned, commencing upon the side of the post M opposite the doorway. This opening is lined its full length with the open-ended thimble *d*. The said
60 spring-bolt *g* has a collar, *r*, integral therewith, against which bears its encircling-spring K, which latter urges the said bolt *g* always toward the movable staple P, which is provided with a recess, N, for receiving the same. 65

The plate *e* forms a bearing for the outer end of the bolt *g*, and for the outer extremity of the spring *k*.

When it is desired to release the movable staple P, the bolt *g* is withdrawn from the recess N by means of its thumb-piece L, extending inwardly and projecting beyond the inner lining of the car about the same distance as does the grain-door bar *f*. The said movable
70 staple P may be withdrawn for attaching the seal E until movement is stopped by its shoulder T coming in contact with the metal plate D, applied by means of screws S upon the outer surface of the casing, and when the said staple P is in the position last described the
75 bolt *g* rests upon the flat surface R, surrounding the recess N, provided near the inner end of the staple. 80

When it is desired to apply the seal E, door G, to which is attached the usual hasp, A, 85 by means of the staple B, is closed against the casing H. Then the said hasp is placed over the outer end, F, of the movable staple. Then the seal E is hooked thereon and the movable staple pressed inwardly until the recess or
90 keeper N engages with the spring-bolt *g*, after which operation the door cannot be again opened without violence being done to some portion thereof until the seal E has been visibly fractured. 95

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

1. A seal-lock provided with a hasp and perforated seal, in combination with a movable
100 bolt and a spring-actuated locking-bolt engaging therewith, said movable bolt having its

outer end bent in such a manner as to enter the hasp and perforation of the seal when pushed inwardly, whereby the car is locked, substantially as specified.

- 5 2. In a seal-lock, a movable bolt having its outer end bent in the form of a hook and inner part provided with a recess and flattened place, in combination with a bearing, locking-

bolt, metal plate, hasp, and seal, for the purposes substantially as shown and described. 10

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

JOHN M. SMITH.

Witnesses:

HENRY D. ASHLEY,
OTTO BECKENBACH.