

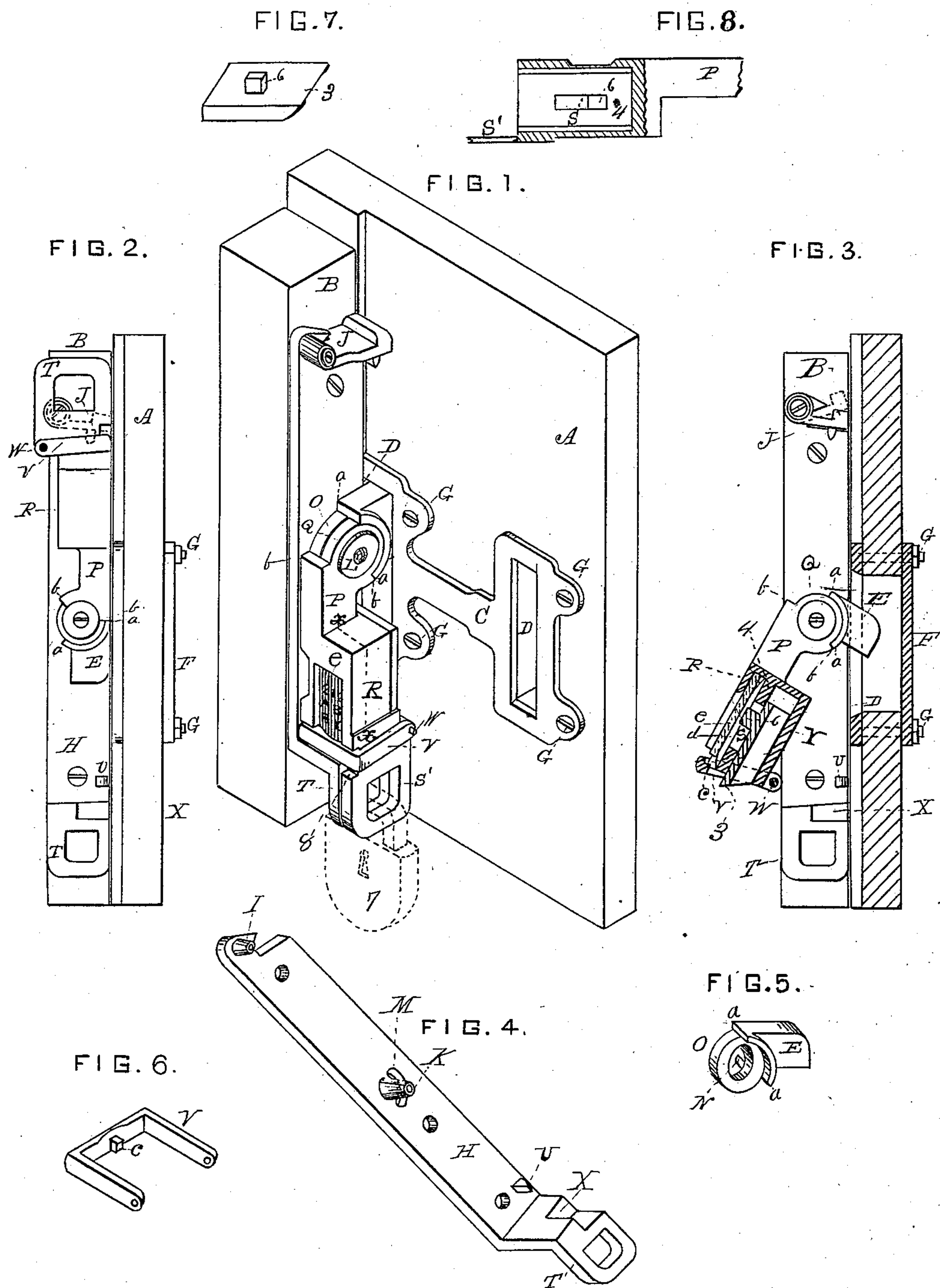
(Model.)

J. H. FISHER.

SEAL LOCK.

No. 363,815.

Patented May 31, 1887.



WITNESSES
Anna L. Johnson
A. V. Correll

INVENTOR.
Joseph H. Fisher.
By G. L. Chapin.
Atty.

UNITED STATES PATENT OFFICE.

JOSEPH H. FISHER, OF DEERFIELD, ILLINOIS.

SEAL-LOCK.

SPECIFICATION forming part of Letters Patent No. 363,815, dated May 31, 1887.

Application filed August 23, 1886. Serial No. 211,688. (Model.)

To all whom it may concern:

Be it known that I, JOSEPH H. FISHER, a citizen of the United States, and a resident of Deerfield, in the county of Lake and State of Illinois, have invented new and useful Improvements in Seal-Locks to be Used on Car-Doors, of which the following is a specification, reference being had to the accompanying drawings, illustrating the invention, in

Figure 1 is a perspective representation of the devices embodying my invention; Fig. 2, an elevation of the lock in position as the same is with the exterior attachment above; Fig. 3, an elevation of the main frame of the lock with the seal portion of the swinging lever in section; Fig. 4, a perspective representation of the inner plate of the lock removed from the other parts; Fig. 5, a perspective representation of the bolt which secures the door to the body of the car. Fig. 6 represents the pivoted clutch which locks the seal in place; Fig. 7, a perspective representation of the sliding bolt forming a portion of the seal part of the lock removed from the other parts. Fig. 8 is a section on line X, Fig. 1, showing the seal-seat.

This invention is an improvement on car-door locks patented to me on June 19 and on November 27, 1883; and the particular improvement consists in the means for attaining a certain definite action of the bolt in connection with a swinging lever, an improved seal-seat and seal-lock, and better means for discharging the broken fragments of the seal, as hereinafter fully described and shown.

B represents that portion of the edge of a car-door to which my improved lock is attached.

C represents a metal plate, which is attached to the face of the car and provided with two or more holes, D, one of which the bolt E engages when the door is to be closed, and the other is engaged by the bolt when the door is to be held partly open.

A plate, F, is secured to the inside of the car-body A by the same riveted screw-bolts, G, which secure the plate C to the outside or face of the car. The function of the plate F is to furnish a support for the bolts G and cover the

insides of the holes which are formed in the side of the car to make room for the bolt E.

H is the inner plate of the lock, which is to be securely fastened to the edge of the door B. On the upper end of this plate is formed a post, I, which serves as a pivot for a gravity-catch, J, for locking the swinging lever P, as shown in Fig. 2, to hold the bolt E out of the catch when the door is to slide. On the middle portion of the plate H is formed a stud or post, K, which serves as a pivot for the bolt E, and also for the lever by which it is adapted to lock and unlock the door B. In practice the post K is to have a projection formed on its end to pass through a washer, L, and be riveted down to prevent the lock from being tampered with. (See Fig. 1.) In the plate H, and closely to the post K, is formed a segment-slot, M, which, by means of a projecting part, N, on the back end of the hub O of the bolt E entering said slot, regulates the throw of the bolt E—that is, permits the bolt to have a vertical position when the door is to be unlocked, as shown in Fig. 2, and to have a horizontal position when the door is locked, the hub turning a fourth of a circle to bring the bolt to these extreme points.

The lever P has its hub Q halved out to engage the same post, K, with the hub O of the bolt E, the hub Q having a movement of a half-circle on the post K, whereby the swinging lever P may occupy the positions shown at Figs. 1 and 2, while the bolt E has only the positions given. These respective movements are the result of the construction of the segmental slot M, projection N, shoulders *a a* on the hub O, and shoulders *b b* on the hub Q.

The lever P terminates in a seal-lock attachment which is constructed, as follows: The said lever is enlarged to form a case, R, and a recess is formed in the enlarged part to receive a frangible seal, E, which is supported by ribs *d d*, curved backward from the seal at their ends, so that when it is broken the pieces thereof may readily fall out of the case. A partition, 4, is formed in the case, and between it and the back plate, Y, is placed a bolt, 3, which engages the notch X on the plate H and holds the lever P securely fastened. A slot, S, is formed in the partition 4, and through

it projects a lug, 6, formed on the bolt 3, Fig. 3, which prevents said bolt from falling out, and also serves as a means for elevating the same that the lever P may be disengaged from the notch X after the seal is broken. A loop, T, is formed on the lower end of the plate H, and also a loop, S', is formed on the lower end of the case R, so that a padlock (shown by dotted lines 7) may be employed to hold the lever P to the plate H. A novel feature is presented in the clutch V, which is pivoted to the back part of the plate Y by means of a bolt, W, and the plates forming the case at its front side and end parts under the clutch V are preferably recessed, that the latter may lie on about a level with the adjoining surfaces, (see 8, Fig. 1, also Fig. 3,) the recesses being wide enough to permit the clutch to be swung down, so that a seal may be placed in the case R, as shown. After the seal is in place the clutch is swung up to bring a projection, c, against the same to keep it in place.

The lower end of the bolt 3 is made quite sharp, so that no hold may be had on it by an instrument inserted between the car and the case.

When the case is connected with plate H, the clutch cannot be moved except the seal be broken and the bolt 3 raised by applying an instrument to lift upward on the projection 6

on the bolt 3. The notch X allows any water to flow from the interior of the case, should any enter there.

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

1. In seal-locks for car-doors, the plate H, provided with the post K and segmental slot M, in combination with the bolt E, having the hub O and projection N, and the lever P, provided with the hub Q, both hubs being pivoted to the post K for joint operation, substantially as and for the purpose specified.

2. The case R, provided with the slotted partition 4 and seal-supports d d, tapered at their lower ends, in combination with bolt 3, provided with the lug 6, operating in said slot in the partition, and the pivoted clutch V, provided with the projection c, as specified and shown.

3. The combination, with the plate H, the bolt E, lever P, pivoted thereon, and the case R, formed on said lever and provided with the bolt 3 and partition 4, of the clutch V, provided with projection c, and the gravity-catch J, substantially as and for the purpose specified.

JOSEPH H. FISHER.

Witnesses:

G. L. CHAPIN,
ANNA D. JOHNSON.