

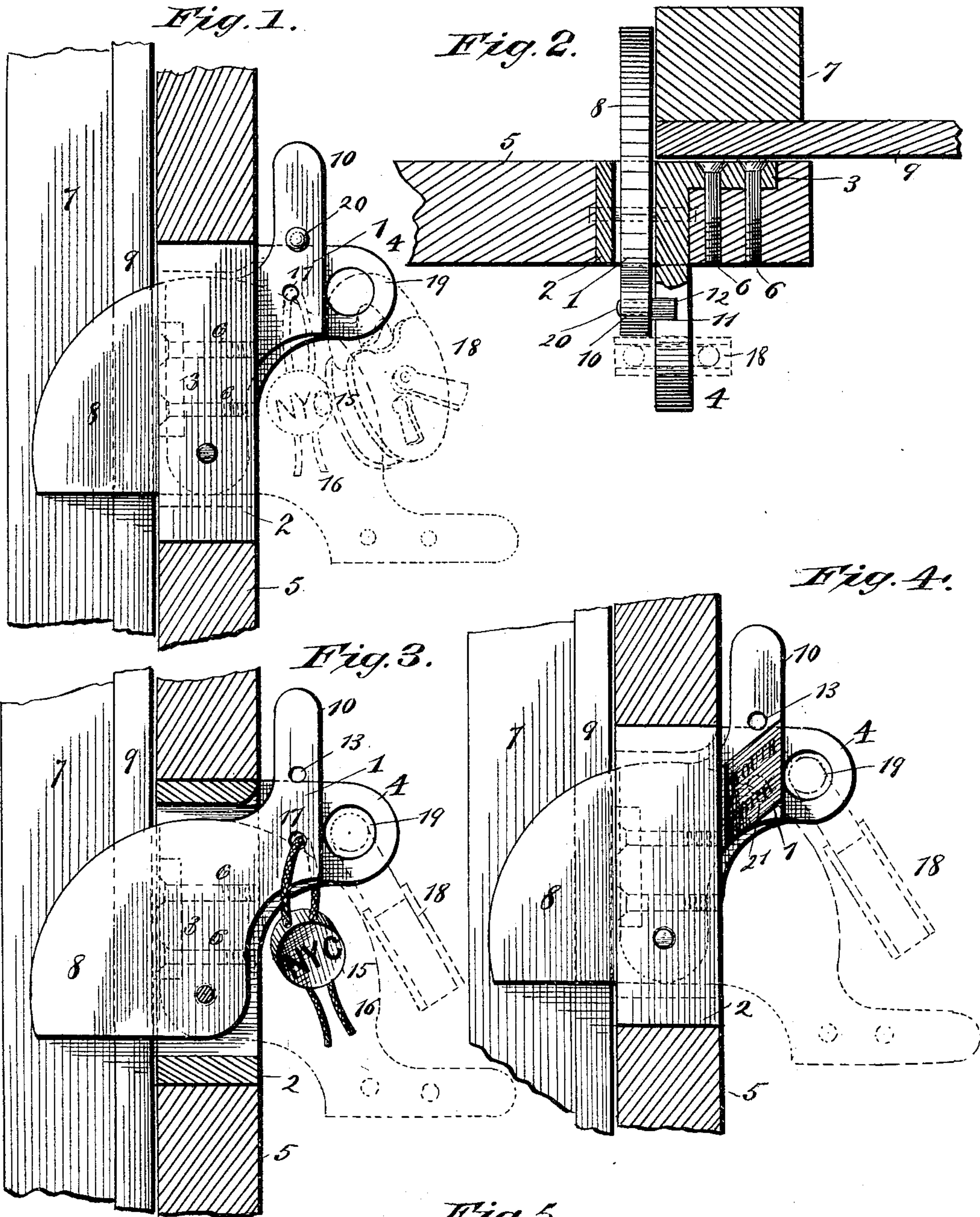
(No Model.)

G. W. LEWIS.

SEAL LOCK.

No. 388,208.

Patented Aug. 21, 1888.



WITNESSES:

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UNITED STATES PATENT OFFICE.

GEORGE WASHINGTON LEWIS, OF PORTSMOUTH, VIRGINIA, ASSIGNOR TO HIMSELF, ALEXANDER P. GRICE, AND LE ROY C. GOODWIN, OF SAME PLACE.

SEAL-LOCK.

SPECIFICATION forming part of Letters Patent No. 388,208, dated August 21, 1888.

Application filed October 17, 1887. Serial No. 252,571. (No model.)

To all whom it may concern:

Be it known that I, GEORGE WASHINGTON LEWIS, of Portsmouth, in the county of Norfolk and State of Virginia, have invented a new and Improved Seal-Lock, of which the following is a full, clear, and exact description.

This invention relates to seal-locks for securing a freight-car door in closed position with a seal secured to the fastener, so that the latter cannot be released without breaking the seal, and has for its object to provide an effective seal-lock.

The invention will be set forth in the following description and claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar figures of reference indicate corresponding parts in all the views.

Figure 1 represents the seal-lock in sealed position, showing a portion of door-post and section of a car-door and parts broken away. Fig. 2 is a plan view thereof, partly in section. Fig. 3 is a view of the seal-lock with a modification in seal, and parts broken away and in section disclosing the fastener. Fig. 4 is a view corresponding to that in Fig. 1, showing another modification of seal; and Fig. 5 is a horizontal section of a car-door and post, and with seal-lock in plan view.

To secure freight-car doors in place, it has been customary to employ some means of fastening the door when closed, which may be locked by any suitable means, and to detect whether the door has been unfastened and opened it has also been customary to apply a fragile seal to the fastener, so that it cannot be released without breaking the seal.

In the construction of this invention a locking-block, 1, of metal, is pivoted eccentrically in a slotted metallic casing, 2, formed with a lip or flange, 3, and a projecting arm, 4, and preferably cast in one piece. The casing 2 is inserted in a hole or opening made in a sliding car-door, 5, near its rear end, and is secured in place by screws 6 or other suitable means, passing into the door through holes in the lip 3, which is let into the door. When the door is closed, the slotted casing 2 is located adjacent to door-post 7, to permit the portion 8 of locking-block 1 to be removed in

front of the door-post 7 and side 9 of a car. The block 1 is formed with a lip or projection, 10, by means of which it may be thrown in and out of engagement with post 7.

Any suitable means may be employed to seal the block 1. For this purpose I preferably use a pin or plug, 11, of lead or other soft metal, having a head or enlarged portion, 12, and inserted in a hole, 13, located in lip 10 just above projection 4 on the casing 2. The end of the pin 11 is upset or compressed by a pair of nippers, so as to be spread, as shown at 20, whereby the pin cannot be drawn out of the hole 13, and the block 1 thus effectually sealed, as shown in Figs. 1 and 2. In lieu of this means of sealing the fastener, the old form of seal, consisting of a lead disk, 15, and wire 16, may be used, as shown in Fig. 3. The wire 16 is passed through a hole, 17, in the block 1 and a corresponding hole in projection 4, and is secured within disk 15 by compressing the latter with a pair of nippers.

Another form of seal may be used, as in Fig. 4, where a label or strip of paper, 21, is pasted to the door 5 and block 1. The latter may be locked when in engagement with the door by any suitable means, as, for example, by a padlock, 18, as shown in dotted lines, its link passing through a hole, 19, in projection 4, located in front of the lip 10.

When the door 6 is open, the block 1 rests in the position shown in dotted lines. In employing the seal-lock, upon the door 5 being closed and the slotted casing 2 brought past door-post 7 the portion 8 of block 1 is moved in front of post 7 by means of lip 10. The lead pin 11 is then inserted in hole 13 and its projecting end upset or compressed by a tool to spread over the hole 13, as at 20. The fastener is then sealed, the head 12 resting on projection 4. Upon releasing the block 1 from the door by pulling on lip 10, the projection 4 cuts the pin 11 and tears off the head 12. In like manner the seal is torn in the modifications in Figs. 3 and 4, heretofore described.

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

1. The combination, with car-door 5, having slotted casing 2, of eccentric locking-block 1,

pivoted therein, lip 10, having hole 13, soft-metal pin 11, and arm 4, projecting from the side of the car adjacent to lip 10, substantially as described.

- 5 2. In seal-locks, as a new article of manufacture, a car-door fastening consisting of slotted metallic casing 2, having projection 4, and the locking-block 1, having lip 10, with perforation 13, and eccentrically pivoted in said casing, substantially as described.

3. The combination, with slotted casing 2, having projection 4, and locking-block 1, eccentrically pivoted in said casing, having lip 10, with perforation 13, of a fragile seal, substantially as set forth.

GEORGE WASHINGTON LEWIS.

Witnesses:

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