

(Model.)

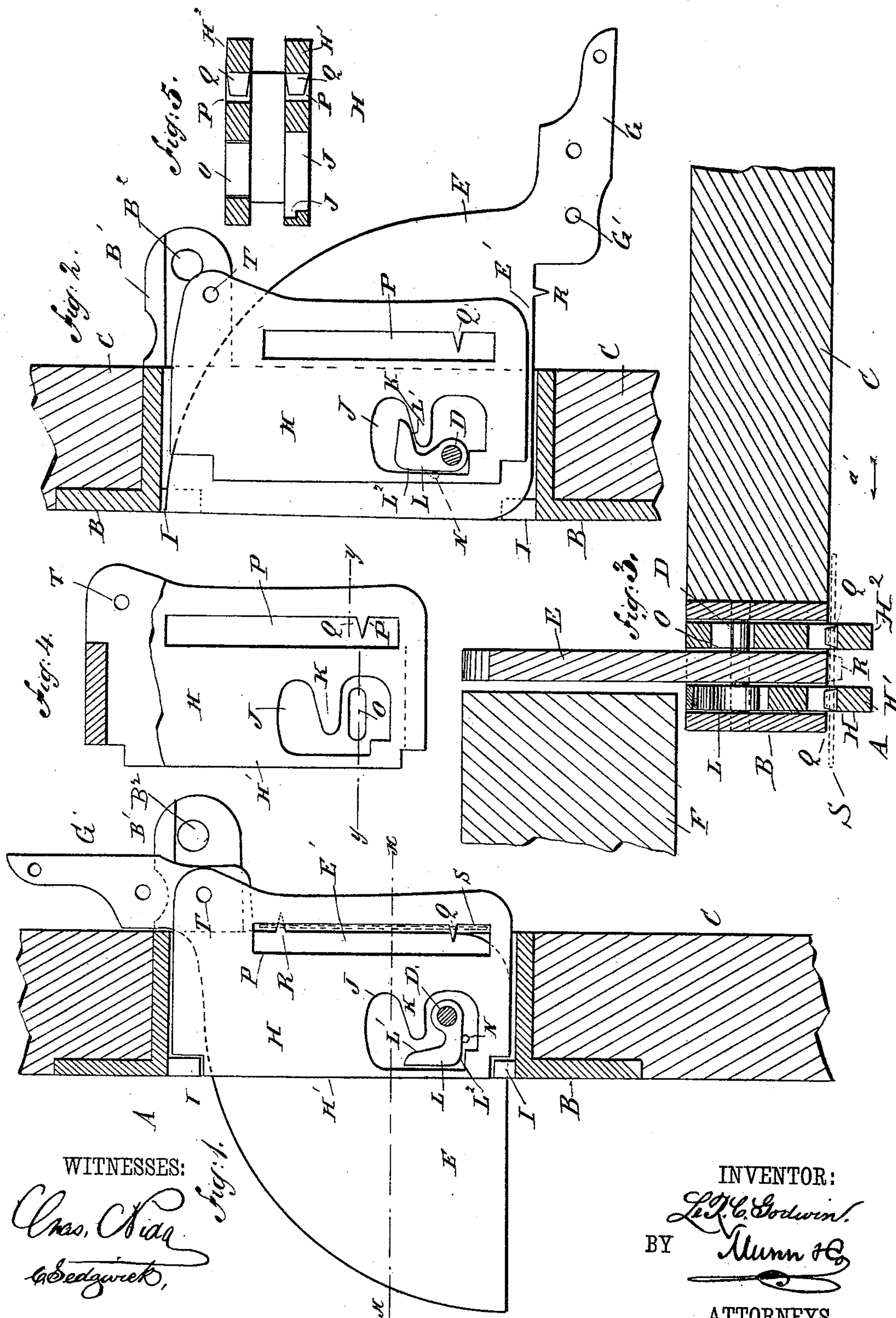
LE ROY C. GODWIN.

2. Sheets—Sheet 1.

SEAL LOCK.

No. 389,381.

Patented Sept. 11, 1888.



WITNESSES:

Chas. A. Rice
W. Sedgwick

INVENTOR:

Le Roy C. Godwin
BY *Munn & Co*

ATTORNEYS.

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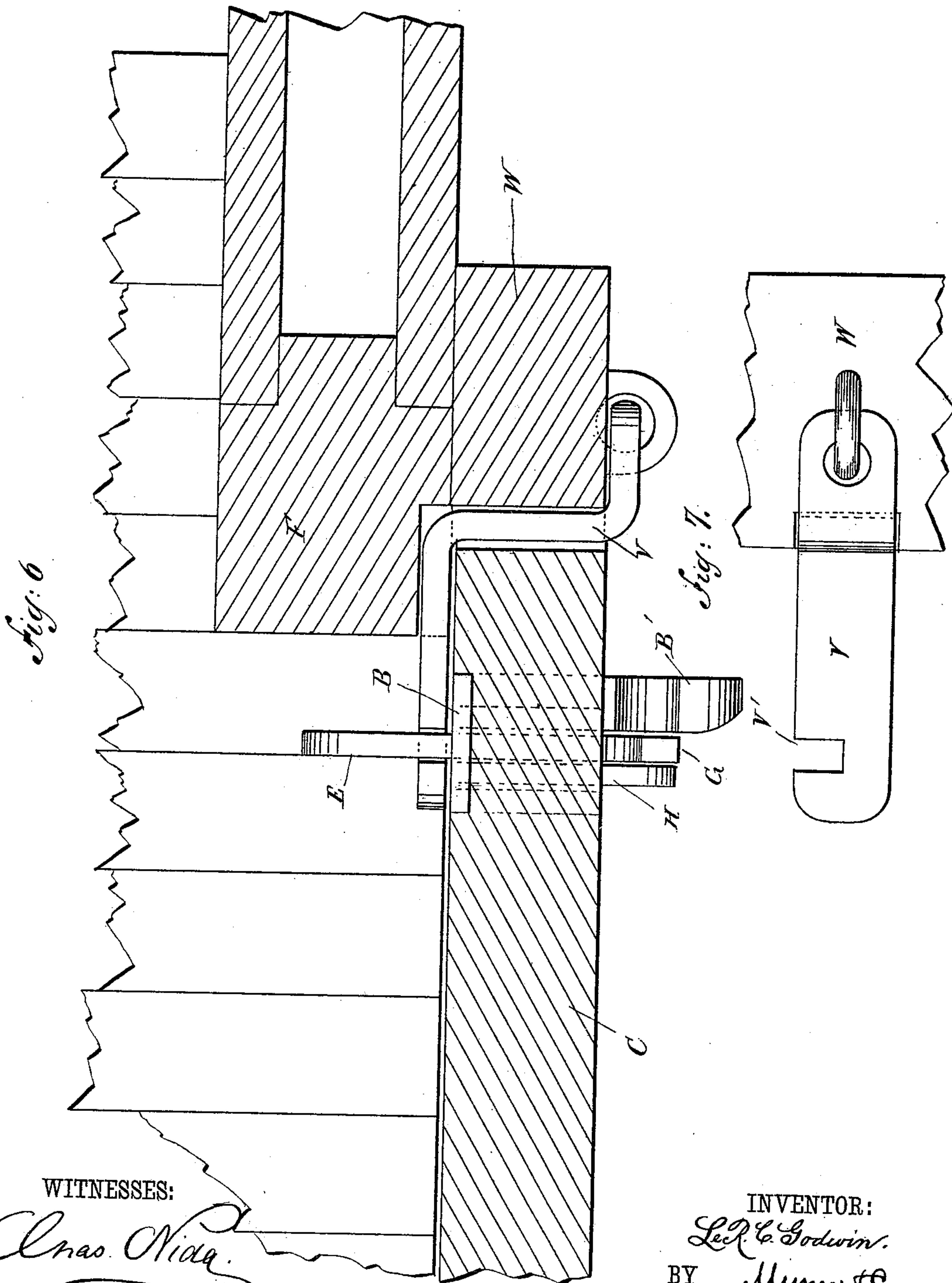
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UNITED STATES PATENT OFFICE.

LE ROY C. GODWIN, OF PORTSMOUTH, VIRGINIA, ASSIGNOR TO HIMSELF,
ALEXANDER P. GRICE, AND GEORGE W. LEWIS, ALL OF SAME PLACE.

SEAL-LOCK.

SPECIFICATION forming part of Letters Patent No. 389,381, dated September 11, 1888.

Application filed January 25, 1888. Serial No. 261,816. (Model.)

To all whom it may concern:

Be it known that I, LE ROY C. GODWIN, 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.

The object of the invention is to provide a new and improved door-lock specially adapted to effectively lock and seal the doors of freight-cars, being very simple and durable in construction and not liable to get out of order.

The invention consists in the construction and arrangement of certain parts and details and combinations of the same, as will be fully described hereinafter, and then pointed out in the claims.

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

Figure 1 is a vertical cross-section of a car-door provided with the improvement shown in a locked position. Fig. 2 is a like view of the same, showing the lock open. Fig. 3 is a sectional plan view of the same on the line xx of Fig. 1. Fig. 4 is a side elevation of the sliding frame, with parts in section. Fig. 5 is a sectional plan view of the same on the line yy of Fig. 4. Fig. 6 is a sectional plan view of a modified form of the improvement, and Fig. 7 is a front elevation of the locking-plate of the same.

The improved door lock A is provided with a casing, B, secured to the rear side of the door C of a freight-car. In the casing B is secured a pivot, D, on which is held to turn a tumbler-plate, E, adapted to abut against the inside of the door-post F, secured to the freight-car, so that when the tumbler-plate E is in this position, as shown in Figs. 1 and 3, the door C cannot be opened.

The tumbler-plate E is preferably in the shape of a quarter-section of a circle, and is provided on one outer end with a handle, G, and is passed between the side plates, H' and H², of a sliding frame, H, held to slide transversely in the casing B. The sliding frame H is prevented from moving too far inward by abutting at its upper and lower inner edges against the stops I, secured to the top and bottom plates of the casing B. In the side plate

H' of the sliding frame H is formed an opening, J, into which projects a rearwardly-projecting lug, K, formed in the said side plate H'. On this lug K operates the curved edge L' of a cam, L, held to turn loosely on the pivot D, secured to the casing B. The cam L is provided with a straight edge, L², on which operates a pin, N, secured to and projecting from the tumbler-plate E. When the pin N acts against the edge L² of the cam L, it passes into a groove, J', formed in the rear part of the side plate H', as shown in Figs. 2 and 5.

In the side plate H² of the sliding frame H is formed a horizontal slot, O, through which passes the pivot D when the said frame slides transversely in its casing B. In the front parts of the plates H' and H² of the sliding frame H are formed the vertical slots P, in each of which projects a lug, Q, formed in the respective side plate H' or H². A similar lug, R, projects from the front edge, E', of the tumbler-plate E, so that when a card or label is placed in the slots P of the sliding frame H said ticket S can be engaged by the lugs Q and R, and thus held firmly in position, as shown in Figs. 1 and 3. The ticket S then rests against the front edge, E', of the tumbler-plate E and the outer edges of the slots P of the sliding frame H.

In the front upper corners of the side plates, H' and H², of the sliding frame H are formed the apertures T, which register with a similar aperture, G', formed in the handle G of the tumbler-plate E, and the three apertures T and G' register with a similar aperture formed in the lug B', projecting from the front end of the casing B. On the outer end of the lug B' is an additional aperture, B², for supporting a padlock.

The operation is as follows: When the car-door C is closed, the tumbler-plate E is in the position shown in Fig. 2, and when the operator now desires to lock the car-door C he takes hold of the handle G and moves the same upward, so as to throw the tumbler-plate E inward into the position shown in Figs. 1 and 3, the tumbler-plate E turning on its pivot D. Then the handle G stands in a vertical position, and the front edge, E', of the tumbler-plate E is in line with the inner edges of the slots P of the sliding frame H, so that the

operator can insert a ticket, label, or card into the said slots P. The front of the ticket then rests against the lugs Q and its rear side against the lug R, projecting from the front edge, E', of the tumbler-plate E. The operator now presses the sliding frame H inward, so that the lugs Q and R pass into the card, ticket, or label, thus holding the latter firmly in place in the said slots P between the front edge, E', of the tumbler-plate E and the front edges of the slots P, as is plainly shown in Figs. 1 and 3. When the operator moves the sliding frame H inward, the lug K strikes against the curved edge L' of the cam L, whereby the latter is moved downward into the position shown in Fig. 1. At the same time the apertures T in the sliding frame H register with the aperture G' in the handle G and with the aperture in the lug B', secured to the casing B, so that the operator can insert a seal through the said registering apertures, and thereby the car-door is additionally sealed. It is understood that when the tumbler-plate E is in a locked position, as shown in Figs. 1 and 3, the door C is held in a locked position, as the said door cannot be moved in the direction of the arrow a' on account of the tumbler-plate E abutting against the door-post F.

When the car is to be opened by the operator, the seal above mentioned is to be removed from the registering apertures T T and G' and the aperture in the lug B', and then the operator takes hold of the handle G and moves it downward, whereby the ticket S is mutilated and the tumbler-plate E swings out of contact with the door-post F, so that the car-door C can be moved in the direction of the arrow a'. The outward movement of the tumbler-plate E causes its pin N to engage the edge L' of the cam L, whereby the latter is swung upward into the position shown in Fig. 2, so that the frame H, by means of the lug K, is moved and held outward until the car-door is again locked.

Instead of attaching the lock to the rear part of the car-door C, I may also secure it to the front end, as shown in Fig. 6. In this case the tumbler-plate E engages a Z-shaped plate, V, hinged to the door-stop W, and passing with one end to the inside of the door C when the

latter is closed, as shown in the drawings. In the plate V is formed a slot, V', into which passes the tumbler-plate E, and hence the door cannot be unlocked until the plate E is moved outward, as above described. This disengages the said notch V' of the plate V.

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

1. In a seal-lock, the combination, with a casing secured to the car-door, of a frame held to slide in the said casing and provided with slots for the reception of a ticket or card, and a tumbler-plate pivoted in the said casing and passing through the said frame, being adapted to engage the car-door post, substantially as shown and described.

2. In a seal-lock, the combination, with a casing secured to the car-door, of a frame held to slide in the said casing and provided with slots for the reception of a ticket or card, a tumbler-plate pivoted in the said casing and passing through the said frame, and a cam turning on the pivot of the said tumbler-plate and adapted to be engaged by a lug on one side plate of the said frame, substantially as shown and described.

3. In a seal-lock, the combination, with a casing secured to the car-door, of a frame held to slide in the said casing and provided with slots for the reception of a ticket or card, a tumbler-plate pivoted in the said casing and passing through the said frame, a cam turning on the pivot of the said tumbler-plate, and a pin secured to the said tumbler-plate and operating on one edge of the said cam, substantially as shown and described.

4. In a seal-lock, the combination, with a pivoted tumbler-plate having a lug on its front edge, of a frame through which said tumbler-plate passes, provided with slots and lugs projecting into the said slots, so as to hold a card or ticket in place in the said slots at the front edge of the said tumbler-plate, substantially as shown and described.

LE ROY C. GODWIN.

Witnesses:

GEO. W. V. MAUPIN,
G. HATTON.