

No. 672,853.

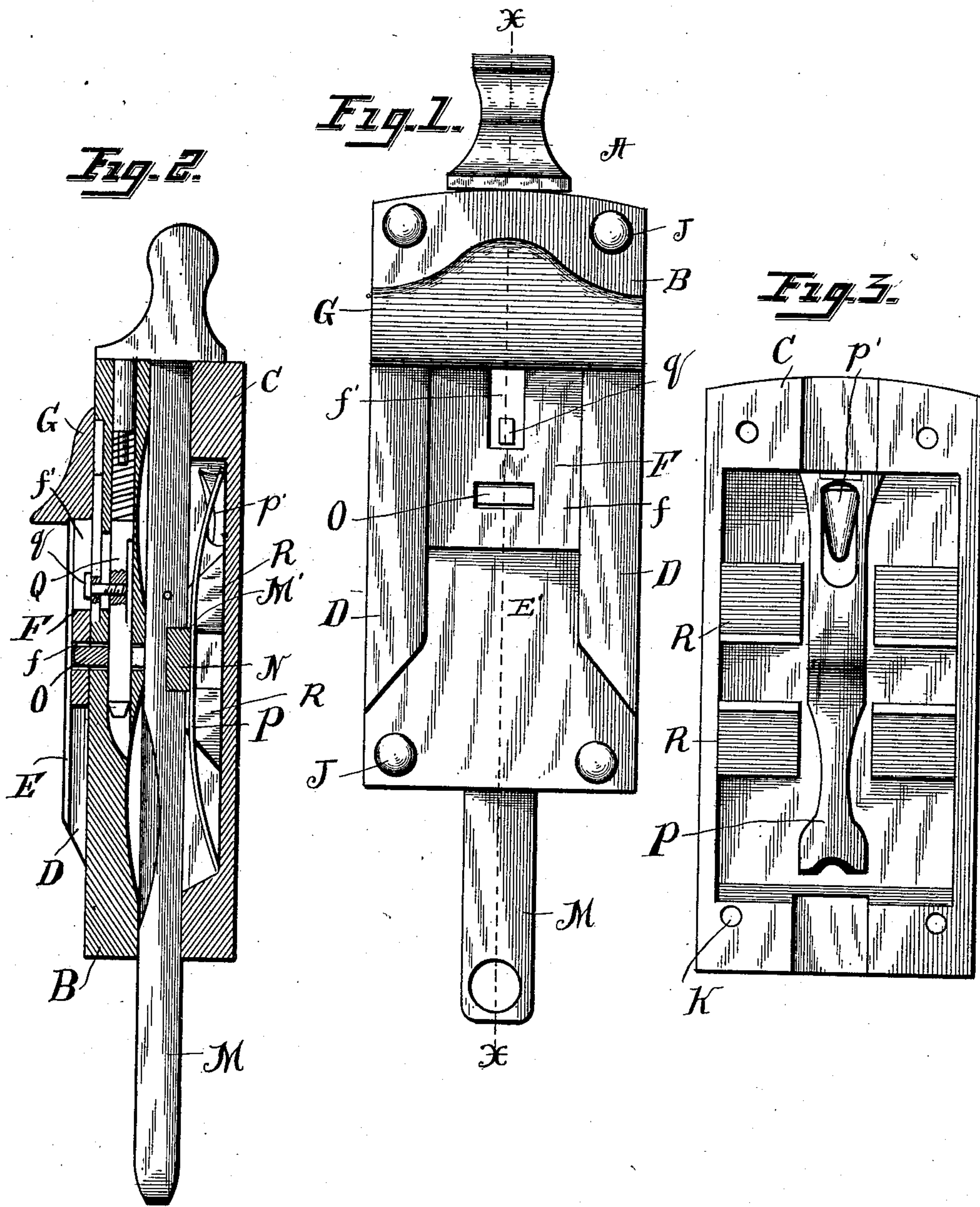
G. B. EDGAR.
SEAL LOCK.

Patented Apr. 23, 1901.

(No Model.)

(Application filed Aug. 17, 1899. Renewed Mar. 18, 1901.)

2 Sheets—Sheet 1.



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2 Sheets—Sheet 2.

Fig. 4.

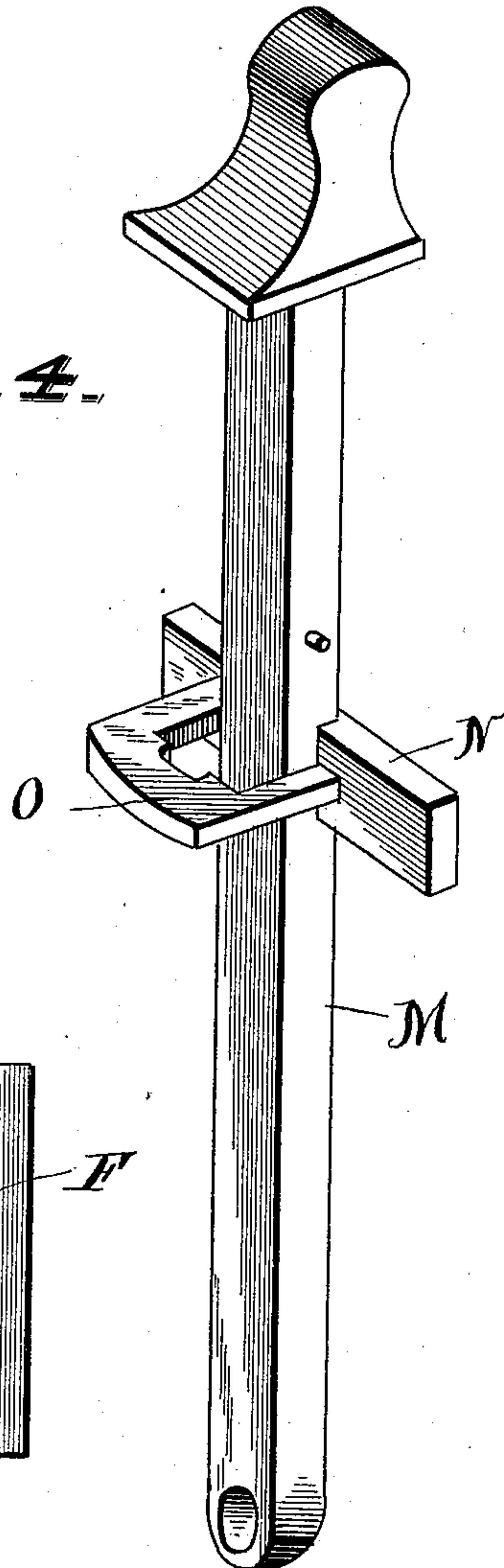


Fig. 6.

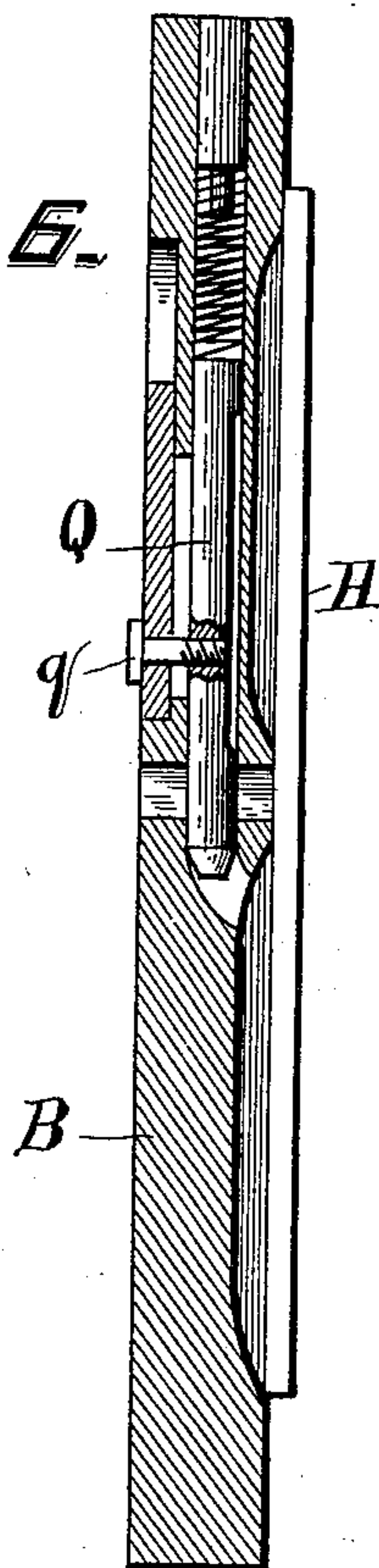
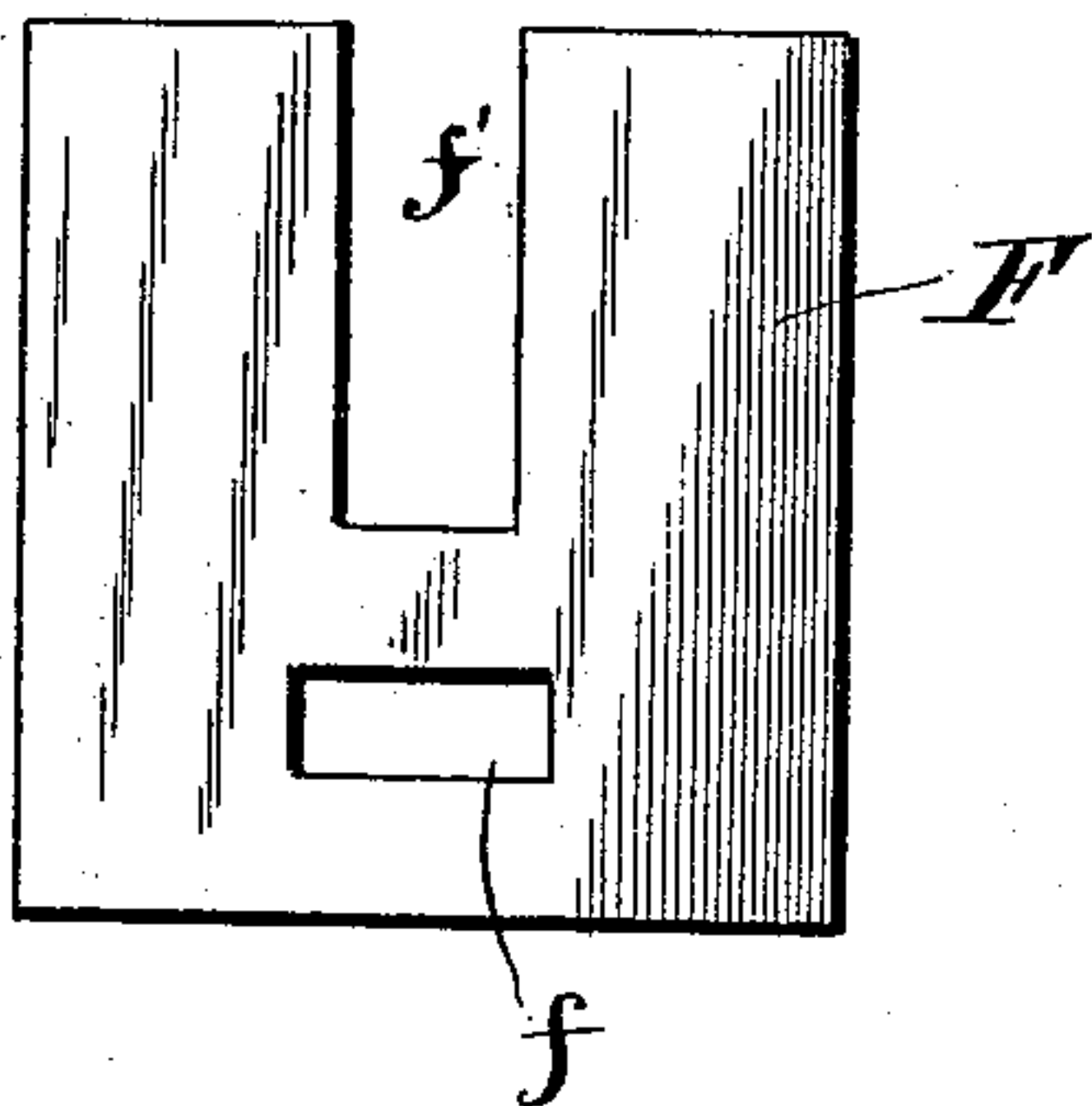


Fig. 5.



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UNITED STATES PATENT OFFICE.

GEORGE BENJAMIN EDGAR, OF LAWRENCE, KANSAS.

SEAL-LOCK.

SPECIFICATION forming part of Letters Patent No. 672,853, dated April 23, 1901.

Application filed August 17, 1899. Renewed March 18, 1901. Serial No. 51,730. (No model.)

To all whom it may concern:

Be it known that I, GEORGE BENJAMIN EDGAR, a citizen of the United States, residing at Lawrence, in the county of Douglas and State of Kansas, have invented certain new and useful Improvements in Seals for Locks; 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.

My invention relates to improvements in freight-car locks and seals, especially those designed for railway-cars, and has for its object a lock with a seal which, while composed of few parts, can be manufactured at a comparatively slight expense, is durable in character, and efficient in operation; and for this purpose it consists of the combination and arrangement of parts hereinafter set forth.

In the accompanying drawings, which form a part of this specification, Figure 1 represents a front view of a car seal-lock embodying my invention. Fig. 2 represents a central vertical section on line *x x*, Fig. 1. Fig. 3 represents a face view of the rear portion of the frame with inclosed spring. Fig. 4 represents a perspective view of the locking-bar with cross-bar and loop thereon. Fig. 5 represents a face view of the plate or seal detached from the frame, and Fig. 6 represents a sectional view of the bolt and adjacent parts.

Similar characters designate like parts in the several figures.

A designates the frame of the device, composed of two main parts B and C, respectively. The front part or portion B of the frame has secured to its face, on the sides thereof, the pieces D D, the inner walls of which having overhanging edges, forming the ways E E for the locking seal or plate F. One end of the recess or passage E' between the said pieces D D is open for the admission of the said seal F, while the other end is closed by a cross-piece G, likewise secured to the front face of the portion B of the frame. The rear surface of the said portion B is provided with the two parallel beads or ribs H H, which contact with the inner face of the side walls of the portion C, so as to prevent any lateral movement of the said parts B and C when joined together by bolts J, which pass through open-

ings K in the corners of said parts. Movable longitudinally in the said frame A is the locking-bar M, which extends through said frame and has on its rear portion a groove M', in which is seated the cross-bar N when the seal F is secured in place. Rigidly connected with the said cross-bar is the loop or staple O, which is adapted to pass up into the slot or groove *f* in the seal F, coinciding with a slot in the front portion B of the frame and be flush with the face of said seal when the latter is locked in place. Within said rear portion C is a spring-plate P, adapted to bear against the cross-bar N, and thereby force said staple into said slot *f* of the seal. The said spring is held in place by a keeper *p*', secured to the part C, which engages in an opening in one end of the said spring. A spring-bolt Q, secured in the portion B of the frame, is normally adapted to enter the slot or groove *f* in the plate F, so as to engage the loop or staple O when therein, holding it from displacement, and thereby preventing any movement of the locking-bar M. The upper end of the seal F is slotted or grooved at *f*' to permit the movement of the projection *q* on the bolt. The inner portion of the frame C is provided with cross-pieces or walls R R, between which and the side walls of said frame the cross-bar N is normally held at right angles to the locking-bar M.

When the plate or seal F is secured in place in the lock, the slot *f*' is filled with cement or glass, so that any tampering with the lock is readily known. By having the one end of the passage E' open the broken pieces of the seal when destroyed readily escape therefrom without necessitating the trouble of removal by hand.

The manner of operation of the device will be readily apparent from the description already given. The frame A is secured to the casing of a car to the left of the door, and when a hasp on the door is placed over a staple on the casing below the lock the lower end of the locking-bar M is passed through the said staple over the hasp, thus holding the latter in place and the car-door thereby closed. The bar M is engaged by the cross-bar N, and the loop or staple O, which is held by the bolt Q, holds the seal F securely in

place, and the fact of the locking of the car is readily apparent by the appearance of the loop or staple flush with the face of the seal F.

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

1. In a device of the character described, a frame with a face receptacle therein, a locking-bar, a cross-bar provided with a loop engaging said bar, a plate or seal fitting in said face receptacle and provided with an opening to receive said loop and a spring-bolt adapted to engage said loop said parts being combined substantially as described.

2. In a device of the character described, a frame with a face receptacle therein, a locking-bar in said frame, a cross-bar provided with a loop engaging said locking-bar, a spring bearing against said cross-bar, a seal fitting in said face receptacle and provided with a slot adapted to receive said loop and a bolt engaging said loop.

3. In a device of the character described a sectional frame consisting of front and rear portions, guideways forming a receptacle on said front portion, a locking-bar extending through said frame, a cross-bar provided with a loop in said frame engaging said locking-bar, a spring in said rear portion bearing against said cross-bar, a seal having an opening to receive said loop and having its face flush therewith when locked to said frame, and locking means for said loop, said parts being combined, substantially as described.

4. In a device of the character described, a frame with a face receptacle, a slotted seal fitting in said receptacle, a spring-pressed loop adapted to enter said slotted seal, a locking-bar engaged by a cross-bar connected with

said loop, and means for locking said loop in fixed position.

5. In a device of the character described, a frame with a face receptacle, a locking-bar in said frame, a spring-pressed loop held in said frame, a seal fitting in said face receptacle with a groove therein adapted to receive said loop said loop having means connected therewith for engaging said bar locking the same, and a locking-bolt for said loop, said parts being combined substantially as described.

6. In a device of the character described a frame, a locking-bar with a groove therein, a cross-bar adapted to enter said groove and hold said locking-bar in fixed position, a loop on said cross-bar embracing said locking-bar, a spring in said frame bearing against said cross-bar, a seal having a groove therein to receive said loop and a spring-bolt in said frame adapted to engage said loop, said parts being combined substantially as described.

7. In a device of the character described, a frame having a face receptacle, a seal fitting in said receptacle and provided with a transverse slot and a groove, a locking-bar, a spring-pressed cross-bar engaging said locking-bar and provided with a loop entering said slot, and a spring-bolt engaging said loop and provided with a projection guided in the said groove, said parts being combined substantially as described.

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

GEORGE BENJAMIN EDGAR.

Witnesses:

MARY ANN EDGAR,
WM. SIMMONS.