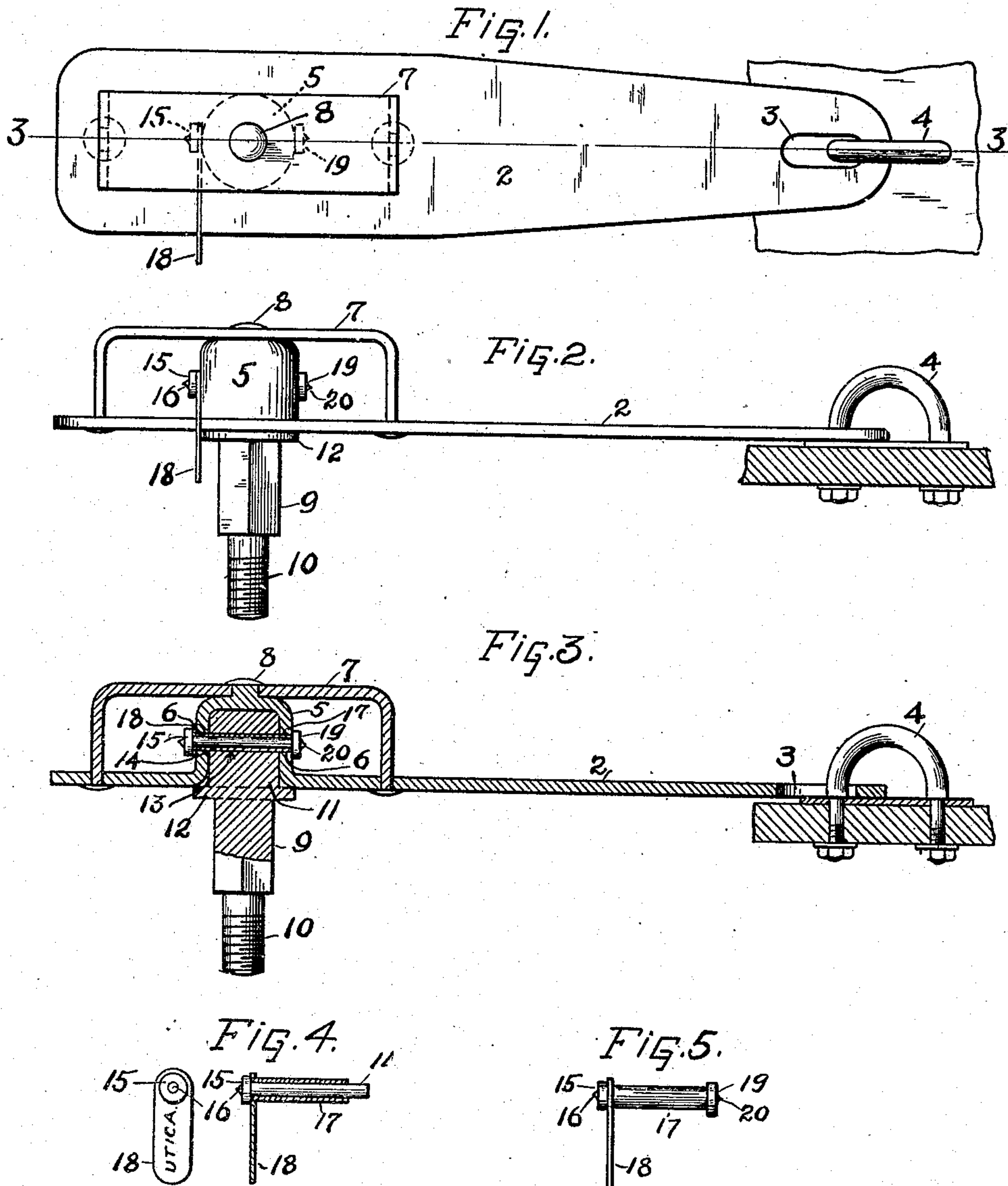


C. W. GILL.
SEAL LOCK.

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WITNESSES:
Chas. H. Hughes.
Herbert Luck.

INVENTOR.
CHARLES W. GILL.

By Harry De Mallace.
ATTORNEY.

UNITED STATES PATENT OFFICE.

CHARLES W. GILL, OF SYRACUSE, NEW YORK.

SEAL-LOCK.

No. 907,990.

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To all whom it may concern:

Be it known that I, CHARLES W. GILL, a citizen of the United States, residing at Syracuse, in the county of Onondaga and State of New York, have invented certain new and useful Improvements in Seal-Locks, of which the following is a specification.

This invention relates to improvements in seal locks, and the invention relates particularly to novel and simple means for securing the doors of freight cars to prevent entry and the disturbing of the contents of the car without destroying, breaking, or removing the seal lock.

The object of the present invention is to provide a cheap and effective seal lock, especially adapted for securing the doors of box-cars and other receptacles employed for the transportation or storage of freight and other valuable goods. And a further object is to provide a seal lock having but few parts, which is capable of being operated quickly, and which will stand considerable wear and rough handling and not get out of order.

The invention consists principally of a hasp or like part capable of being adjustably attached to a car door, and which is provided near its free end with a drawn cup-like portion to take the place of the slot common to the old style of hasp.

The invention further consists of a stud-bolt which is secured to the body of a car, having a cylindrical head which projects beyond the face of the car and which is adapted to receive the cup or socket formed on the hasp, said stud-bolt and cup being provided with corresponding perforations to receive a detachable sealing bolt for locking and holding the said parts together.

The invention further consists of a shield mounted upon the face of the hasp, the said shield provided for the double purpose of affording a handle for the hasp and also for preventing the temporary seal from being removed except by an authorized process.

The invention further consists of a leaden sealing bolt having a protecting sleeve of hard metal and also fitted with a number or index tab which forms an important part of the temporary seal.

Other features and parts of the invention will be understood from the detail description which follows and by reference to the accompanying drawing, which forms a part of this specification, and in which—

Figure 1 is a plan view of the hasp and its

shield, showing the manner of attaching the same to a car door; also showing by dotted lines, the location of the stud-bolt, and the disposition of the temporary sealing parts, as when in locking position. Fig. 2 is a side elevation, showing the hasp, stud-bolt and sealing parts in locking position. Fig. 3 is a central longitudinal section on the line 3—3 of Fig. 1, showing the construction and arrangement of the principal parts of the device. Fig. 4 is a front end view and a section of the sealing bolt, sleeve and tab, showing the leaden bolt in condition for inserting through the hasp and stud-bolt. Fig. 5 is a view of the sealing parts, showing both ends of the leaden bolt upset to form oppositely facing heads, which illustrates the final act in the locking and sealing.

Similar numerals of reference designate corresponding parts throughout the several views.

In the drawing, 2 represents the body of the hasp, which is provided with a slotted perforation 3 at one end, by means of which the hasp is adjustably attached to a car door or like part, by a staple 4. The slot 3 is provided to afford the universal movement of the hasp. Near the free end of the hasp its body is drawn to form an integral cup or socket 5, the opposite walls of which are perforated at 6, substantially as on the line 3—3 of Fig. 1. The cup 5 may be cast or comprise a separate part, and still perform its work.

7 represents a shield formed like an inverted letter U the ends of which pass through perforations in the body of the hasp on each side of the cup 5 and are then upset to hold the shield rigidly in place. The center of the shield is also perforated to receive a projecting stud 8 of the cup 5, the stud 8 passes through the shield and is then upset to aid in holding the shield in place.

9 represents a stud-bolt which is intended to be set in the body of the car near one side of the door opening, the inner end of the bolt 9 being threaded at 10 to receive a nut (not shown) to prevent the detaching of the bolt. The body of the bolt 9 is preferably formed square to prevent the same from turning or shifting after it has been set in place. The outer end of bolt 9 is formed cylindrical, as at 11 and operatively fits the cup 5. This end of the bolt projects an inch or more clear of the outer face of the car body and is separated from the square portion of the bolt

by a flange 12, which bears against the wall of the car, and is provided for the purpose of gaging the setting of the bolt in the first place, and also forms a firm metallic bearing for the under side of the hasp. The outer end of the bolt 9 is perforated at 13 to correspond with the perforations 6 of the hasp, and when the cap 5 is applied to the end of the bolt all of said perforations register, as shown in Fig. 3.

14 represents a temporary leaden sealing bolt or pin, having a head 15 on one end which is preferably provided at the time the same is cast or formed with a centering point 16. The leaden bolt 14 being made of soft metal, which may be easily bent out of shape, or may be sheared with slight effort, is preferably incased for the greater portion of its length with a steel or other hard metal sleeve 17, which is preferably applied to the bolt at the time the head 15 is formed, and thereafter the two parts are handled and employed as one. Between the head 15 of the lead bolt and the end of the sleeve is disposed one end of a perforated sheet metal tab 18, upon which may be stamped or stenciled the name of a railroad, a station, or a serial number, for use in identifying and recording the seals. One end of the sealing bolt 14 projects slightly beyond the end of the sleeve, and after the bolt has been inserted through the cup 5 of the head 11 of the stud-bolt, the free end of the leaden bolt is intended to be upset by some suitable instrument, and a second head 19 formed thereon, as shown in Figs. 1, 2, 3, and 5. The forming of the head 19 with its centering point 20, completes the sealing and locking of the hasp and stud-bolt, and prevents the accidental removal or loss of the sealing bolt. After the sealing pin has been applied and the opposite ends of the same have been upset as described, it is impossible to separate the hasp and stud-bolt without first driving the sealing pin out clear and free of the perforations 6 and 13.

Under the construction and arrangement of the several parts of the device, it is impossible to eject the sealing pin or bolt without destroying one or both of the heads 15 and 19, which would render the leaden part incapable of being employed for sealing a second time. The lead sealing bolt and also its sleeve may only be removed and ejected by the employment of a special instrument, which may be inserted in the open spaces between the cap 5 and the ends of the shield. The presence of the shield and the location of the sealing bolt render it practically impossible for any car thief to effect the removal of the sealing bolt by the use of a hammer, punch, or any like means, and if he does remove the bolt he must first destroy the seal. The centering points 16 and 20 are intended for enabling the operator to adjust the ejecting device, so as to register with the perfora-

tions 6 and 13, and thus facilitate the removal of the lead bolt and sleeve.

It is obvious that some changes or modifications may be made in the parts of the seal lock, within the scope defined by the appended claims, and I therefore do not restrict myself to the precise construction and arrangement of the same as herein shown and described.

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

1. A seal lock, comprising a hasp capable of being adjustably secured to a car door, the said hasp having a cup-like portion formed integrally near its free end, the said cup-like portion having transverse perforations there-through, a stud-bolt rigidly set in the car body in position to be engaged by the cup of said hasp, the outer end of said bolt having a transverse perforation corresponding to the perforations in said cup, and a sealing bolt adapted for insertion through said cup and said stud-bolt for the purpose of locking and sealing the car door.

2. A seal lock, comprising a hasp capable of being adjustably secured to a car door, the said hasp having a cup-like portion formed integrally near its free end, the said cup-like portion having transverse perforations there-through, a stud-bolt rigidly set in the car body in position to be engaged by the cup of said hasp, the outer end of said bolt having a transverse perforation corresponding to the perforations in said cup, and means for locking and sealing said hasp and stud-bolt to prevent opening of the car door.

3. A seal lock, comprising a hasp adjustably mounted on a car door or like part, the said hasp having an integral drawn cup formed near its free end, the opposite walls of said cup having corresponding perforations, the said hasp provided with a U-shaped shield disposed longitudinally and forming a bridge across the outer end of the cup, a stud-bolt rigidly set in the body of the car, having a perforated cylindrical head projecting from the face of the car in position to receive the cup of the hasp when the car door is closed, and a sealing bolt carrying an index tab, the said sealing bolt capable of being inserted through the perforations in said cup and said stud-bolt, and a portion of said sealing bolt adapted to be upset to effect the locking and sealing of the hasp and stud-bolt, and also to prevent the detaching of said index tab.

4. A seal lock, comprising a stud-bolt rigidly secured to the body of a car and having a cylindrical head transversely perforated, a hasp pivotally attached to the door of the car, having a drawn cup formed near its free end, the said cup adapted to fit over the head of the stud-bolt when the door is closed, and having perforations adapted to register

with the perforation in said stud-bolt, a sealing-bolt to pierce and lock said stud-bolt and hasp together, and a tab carried by said sealing-bolt to indicate the name or number
5 of a station.

5. A seal lock, comprising a stud-bolt rigidly secured to the body of a car and having a cylindrical head transversely perforated, a hasp pivotally attached to the door of the
10 car, having a drawn cup formed near its free end, the said cup adapted to fit over the head of the stud-bolt when the door is closed, and having perforations adapted to register with the perforation in said stud-
15 bolt, and means for locking and sealing the stud-bolt and hasp.

6. The combination with a lead sealing-bolt incased in a hard metal sleeve, the said bolt having a head on one end, the other end
20 capable of being formed into a like head, of a

hasp adjustably mounted upon a car door, the said hasp having an integral cup formed near one end and a shield to protect said cup, the cup of said hasp having concentric perforations in its opposite walls, and a stud-
25 bolt rigidly set in the wall of the car, having a projecting head disposed in position to receive the cup of the hasp when the door of the car is in closed position, the said stud-bolt having a perforation corresponding
30 with the perforations in said cup and adapted to receive the lead sealing-bolt for the purpose of preventing the separation of said stud-bolt and hasp.

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

CHARLES W. GILL.

Witnesses:

WM. C. ANDERSON,
HARRY DE WALLACE.