

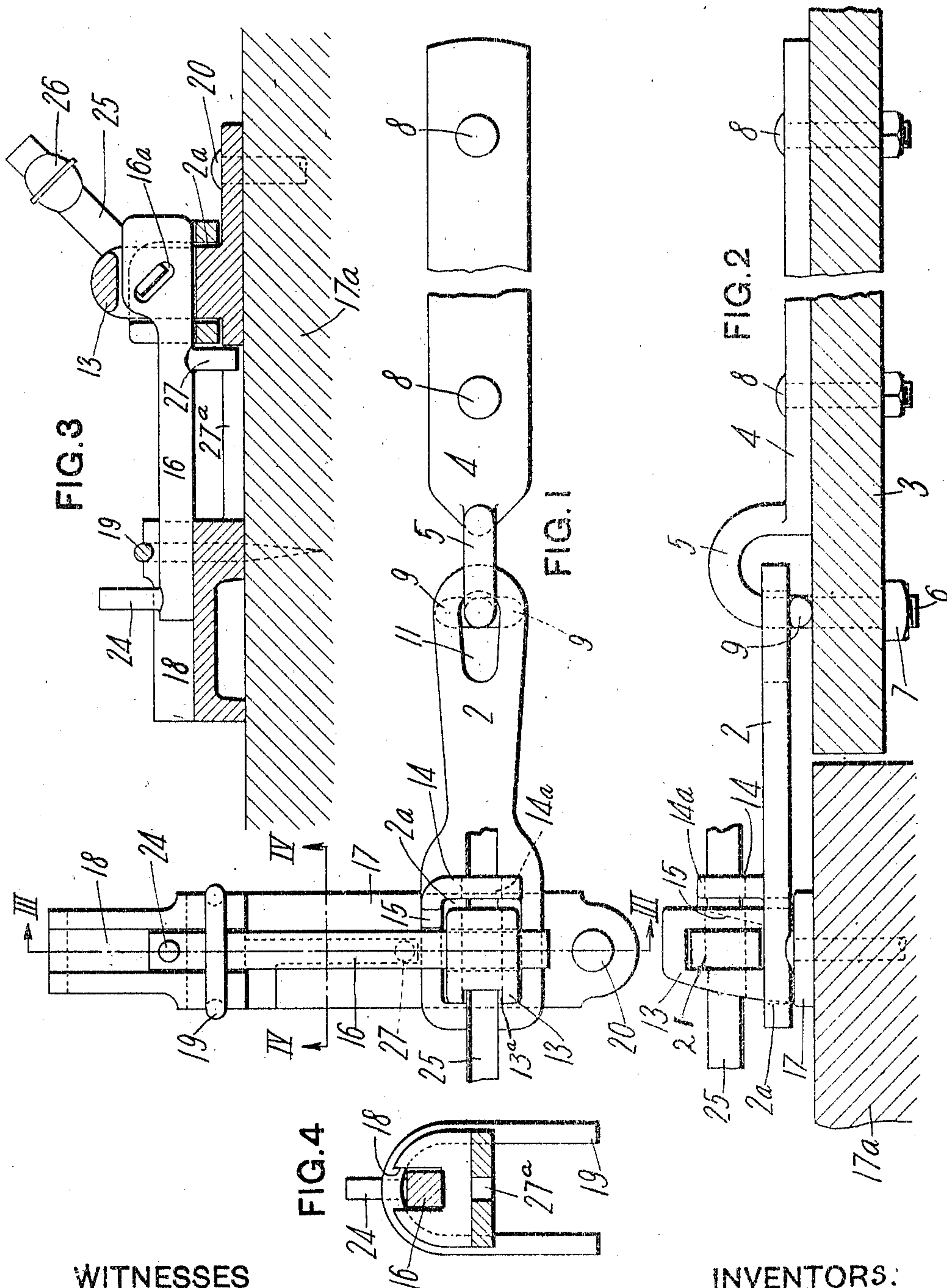
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CAR DOOR LOCK.

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WITNESSES

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CAR-DOOR LOCK.

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To all whom it may concern:

Be it known that we, ALEXANDER M. WORTHINGTON, of Duluth, and STEPHEN J. RAETZ and JOHN W. KREITTER, of Proctor, all in the county of St. Louis and State of Minnesota, have invented a new and useful Car-Door Lock, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification.

Our invention relates to apparatus used in locking and sealing the doors of railway box cars and the object of the invention is to provide a car door lock having improved means by which the door is locked and sealed in such manner that without breaking the seal, unlocking and opening of the door is rendered impossible.

A further object of the invention is to provide improved means for sealing the car door lock in which the seal must pass through each part of the lock and in the use of which, when the lock is sealed at all, it must be sealed properly.

A still further object of the invention is to provide car door locking mechanism of improved construction and having the locking parts constructed and arranged with relation to each other so that the liability of breakage is largely overcome and prevented, and loss of the parts is rendered practically impossible.

To that end, the invention consists in a novel arrangement of the hasp, staple and locking bolts and of openings therein, through which the sealing ribbon or wire may be passed in sealing the lock.

Figure 1 is a side elevation of a car door lock constructed and arranged in accordance with our invention; Fig. 2 is a plan view of the apparatus shown in Fig. 1; Fig. 3 is a vertical section of the base portion, on the line III—III of Fig. 1, showing the manner in which the ribbon or wire of the seal is threaded through the staple, hasp and bolt of the lock, and Fig. 4 is a sectional end view on the line IV—IV of Fig. 1.

Referring now more particularly to the drawings, a hasp, 2, is secured to the door, 3, of a railway car, by means of the strap, 4, having a hooked end, 5. One end of the hook, 5, is provided with a screw threaded portion, 6, which projects through a hole in the door and is held in place by means of a nut, 7. Button-head bolts, 8, which extend

through registering holes in the strap and door, are employed to secure the strap, 4, in place. The hooked end, 5, of the strap is provided with oppositely extending projections or horns, 9, which prevent contact of the hasp and the wooden door, and also provide against its becoming disengaged from the hook, 5, when in parallel relation to said hasp. One end of the hasp, 2, is provided with an oblong slot, 11, in length slightly greater than the length of the projections, 9. This slot is made long in order that when the hasp is held at right angles to the strap, the said hasp may be placed in or removed from the hook portion, 5, of the said hasp when the hasp is not bolted in place on the door 3. The opposite end of the hasp, 2, is provided with a rectangular opening, 2^a, through which the boss, 13, extends when the parts are assembled. The hasp, 2, is also provided with a flange, 14, which extends at right angles to the outer face of the hasp and which is provided with an opening, 14^a, through which the ribbon or wire, 25, of the seal extends when the lock is sealed. As shown, the flange, 14, is provided with a beveled support, 15.

The base portion, 17, of the lock is provided with a longitudinally extending groove, 18, and has at its lower end a lug, 13, over which the hasp, 2, is adapted to be fitted. A latch or bolt, 16, is mounted on the base portion, 17, and is adapted for vertical movement within the groove, 18. This latch and the upper end of the base portion are retained in place by means of the staple, 19, which enters the jamb of the door. The upper end of the bolt, 16, is provided with a handle portion, 24, by which it may be lifted as desired. The lug, 27, upon the opposite side of the bolt, 16, limits the up and down motion of the said bolt. When in its lowermost position, the bolt, 16, fits snugly within a perforation, 21, in the upstanding lug, 13. The upstanding flange, 14, the lug, 13, and the bolt, 16, have transversely extending registering openings or slots, 14^a, 13^a, and, 16^a, through which a sealing ribbon, 25, may be threaded, the ends of the ribbon being provided with the seal, 26.

In the use of our improved apparatus, the door is closed; the hasp, 2, is placed in position over the lug, 13, and the bolt, 16, allowed to descend until, at its downward

limit, its enlarged end extends through the rectangular opening in the lug, 13. When the parts are in this position, as described, the slots or holes, 13^a, 14^a, and 16^a, are in register. The wire or ribbon, 25, forming part of the seal, is then threaded through these openings and the seal, 26, is placed in position on the ends of the ribbon or wire. The door is then locked and sealed until such time as the seal has been destroyed or the ribbon broken.

The advantages of our invention will be apparent to those skilled in the art. The seal must be broken before it can be removed, as there is no way in which the seal can be worked out and then replaced. The ribbon must be passed through an opening in each part of the lock, including the staple, bolt and hasp, and therefore cannot be drawn up through the pin hole. The door, if sealed at all, must be sealed properly.

The apparatus is strong, simple and durable and is not easily disarranged.

Modifications in the construction and arrangement of the parts may be made by those skilled in the art without departing from our invention, and therefore we do not limit ourselves to the precise construction shown in the drawings.

We claim:

1. A car door lock comprising a staple, a hasp and a locking bolt, and means for sealing said parts in place, the staple, hasp and bolt having registering openings therein through which the sealing means is passed when in place; substantially as described.

2. A car door lock comprising a staple, a

flanged hasp and a locking bolt, and means for sealing said parts in place, the staple, hasp flange and bolt having registering openings therein through which the sealing means is passed when in place; substantially as described.

3. In a sealed car door lock having a staple, hasp and hasp locking bolt, a strap having a hooked end engaging with and securing the hasp to the door, and means on the hooked end of the strap adapted to prevent removal of the hasp while the strap is secured to the door; substantially as described.

4. In a sealed car door lock having a staple, hasp and hasp locking bolt, a strap having a hooked end engaging with and securing the hasp to the door, and horns on the hooked end of the strap adapted to prevent removal of the hasp while the strap is secured to the door; substantially as described.

In testimony whereof, we have hereunto set our hands.

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