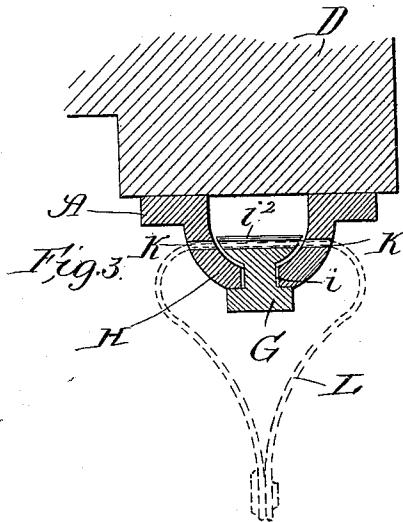
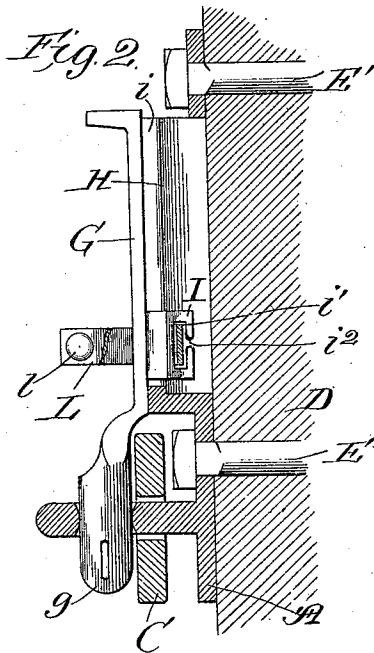
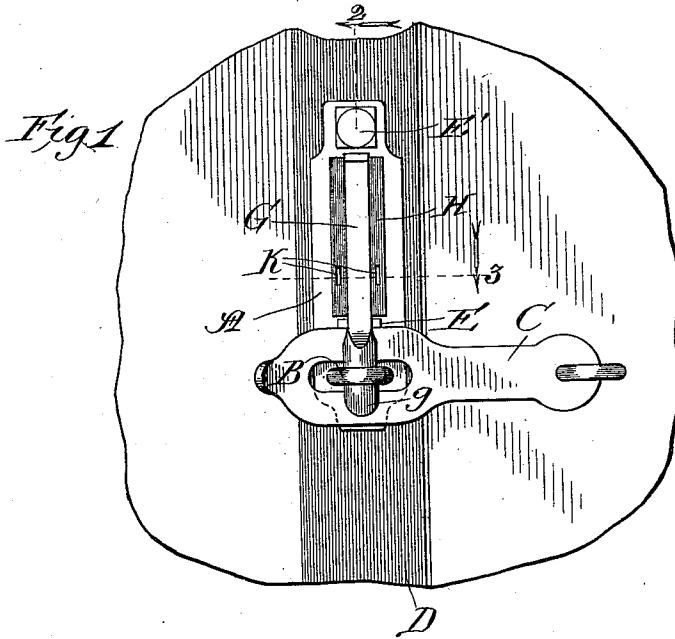


(No Model.)

J. PLAYER.
SEAL LOCK.

No. 544,004.

Patented Aug. 6, 1895.



Witnesses:
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UNITED STATES PATENT OFFICE.

JOHN PLAYER, OF TOPEKA, KANSAS.

SEAL-LOCK.

SPECIFICATION forming part of Letters Patent No. 544,004, dated August 6, 1895.

Application filed March 9, 1895. Serial No. 541,180. (No model.)

To all whom it may concern:

Be it known that I, JOHN PLAYER, a citizen of the United States, residing at Topeka, Kansas, have invented certain new and useful
5 Improvements in Seal-Locks, of which the following is a specification.

The object of my invention is to provide a simple, economical and efficient seal-lock for freight-car doors; and the invention consists
10 in the features and combinations hereinafter described and claimed.

In the accompanying drawings, Figure 1 represents a side elevation of a portion of a freight-car with my improved lock attached
15 thereto; Fig. 2, a vertical section taken on line 2 of Fig. 1, and Fig. 3 an enlarged transverse section taken on line 3 of Fig. 1.

In the use of seal-locks for freight-car doors it is customary to provide a locking-bolt
20 or similar portion with a wire having a fusible or soft seal which connects the free ends together, so that some portion of the lock parts or seal must be mutilated before the bolt can be withdrawn and the door opened.
25 The seal is the portion which is generally inspected by the railroad inspectors, or people in charge of different divisions of the railroad, and when mutilated or broken in any way the movements of the car are traced or
30 checked back to find the last station at which the seal was O K'd. Burglars and sneak-thieves oftentimes commit depredations and robbery by sawing the bolt with a fine jeweler's saw, springing it apart, removing the
35 seal bodily, opening the car, and taking out the articles they desire, after which they re-lock the car, replace the bolt in its locking position, and spring the seal back into place. In this way the car is often checked as O K
40 when in reality it has been tampered with. These depredations are not discovered until the car has reached its destination, so that there is no possible way of locating the particular district where the robbery took place.

The principal object of my invention is to provide a simple, economical, and efficient seal-lock that will prevent the opening of the car or withdrawal of the locking-bolt unless
45 the seal be broken or such destruction of the parts has taken place that it can be readily perceived by those having charge of inspection, thus providing means by which a robbery or mutilation of the seal-lock can be instantly detected and the district in which
50 such depredations occurred located.

In constructing my improved seal-lock I provide a frame portion A, which is provided with a staple B, adapted to receive the hasp C, attached to the car-door in any usual manner. The frame portion is secured to the sill
60 D of the car by means of bolts E E', the bolt E being located with its head portion directly under the hasp and other parts hereinafter described, so that such bolt cannot be withdrawn until the hasp has been removed from
65 its engagement with the staple, thus permitting the unlocking of the door.

To lock the hasp in place and provide a seal which cannot be removed until a substantial destruction of the parts has taken place I provide a locking-bolt G, that has its forwardly-projecting round portion g entering the opening of the staple immediately over the engaging-hasp, as shown in Figs. 1 and 2. The frame is provided with a saddle portion H
75 and the bolt with an inwardly-projecting dovetail portion I engaging the saddle portion of the frame. The saddle portion is slotted, as at i, to receive the dovetail of the locking-bolt, so that the same may be moved freely
80 forward and backward therein. The saddle portion of the frame is slitted or perforated, as at K, and the dovetail projection also slitted, as at i', so that when the locking-bolt is in its locked position these perforations or
85 slots register with each other, and a strip of metal L may be passed therethrough and fastened together at its free ends by means of a soft seal l. The dovetail projection of the locking-bolt is also slotted, as at i², so that
90 should the bolt be sawed through from the outside—in order to make an attempt to remove the seal bodily—the lower portion of the bolt would drop down, thus disclosing the mutilation of the parts.

In use the locking-bolt is raised to its highest position, so that its dovetail-piece may contact the head of the bolt E' and be prevented from falling out thereby. The hasp is then brought into engagement with the staple, the
100 bolt dropped to its lower position, the seal passed through the registered perforations, and the ends sealed together, thus locking the car securely against any opening of the door

until either the seal or other parts have been sensibly mutilated or destroyed.

It will be seen from the above description and inspection of the drawings that in order to
 5 release the parts from their locking engagement the seal must be destroyed or the locking-bolt and frame sawed through from the outside in such a manner that the sawing may be
 10 easily observed, or the parts will be left in such a weak condition that they will fail to operate, thereby notifying the inspector that the car has been tampered with.

I claim—

1. In a seal lock, the combination of a frame
 15 portion provided with a staple and sealing perforation, and a locking bolt provided with a sealing slit opening to one side and adapted to register with the seal perforation of the frame portion when in its locked position
 20 with a connected seal so that such parts cannot be unlocked until the seal has been mutilated or the parts destroyed, substantially as described.

2. In a seal lock, the combination of a frame
 25 portion provided with a staple and saddle portion having a sealing perforation, a locking bolt provided with an inwardly projecting

dovetail engaging with the saddle portion of the frame and provided with a sealing perforation adapted to register with the seal perforation of the saddle when in its locked position, substantially as described. 30

3. In a seal lock, the combination of a frame portion provided with a staple near one end, a saddle portion near the other end having a
 35 sealing perforation, between which the saddle portion and staple a bolt is arranged to secure the frame portion to the sill of a car so that such securing bolt cannot be released until the parts are unlocked, and a locking bolt
 40 provided with an inwardly projecting dovetail portion inserted in the saddle of the frame having a sealing perforation adapted to register with the perforation of the saddle when
 45 the parts are in their locked position, and such dovetail portion arranged to abut against a securing bolt of the frame portion to prevent the entire withdrawal of the locking bolt, substantially as described.

JOHN PLAYER.

Witnesses:

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