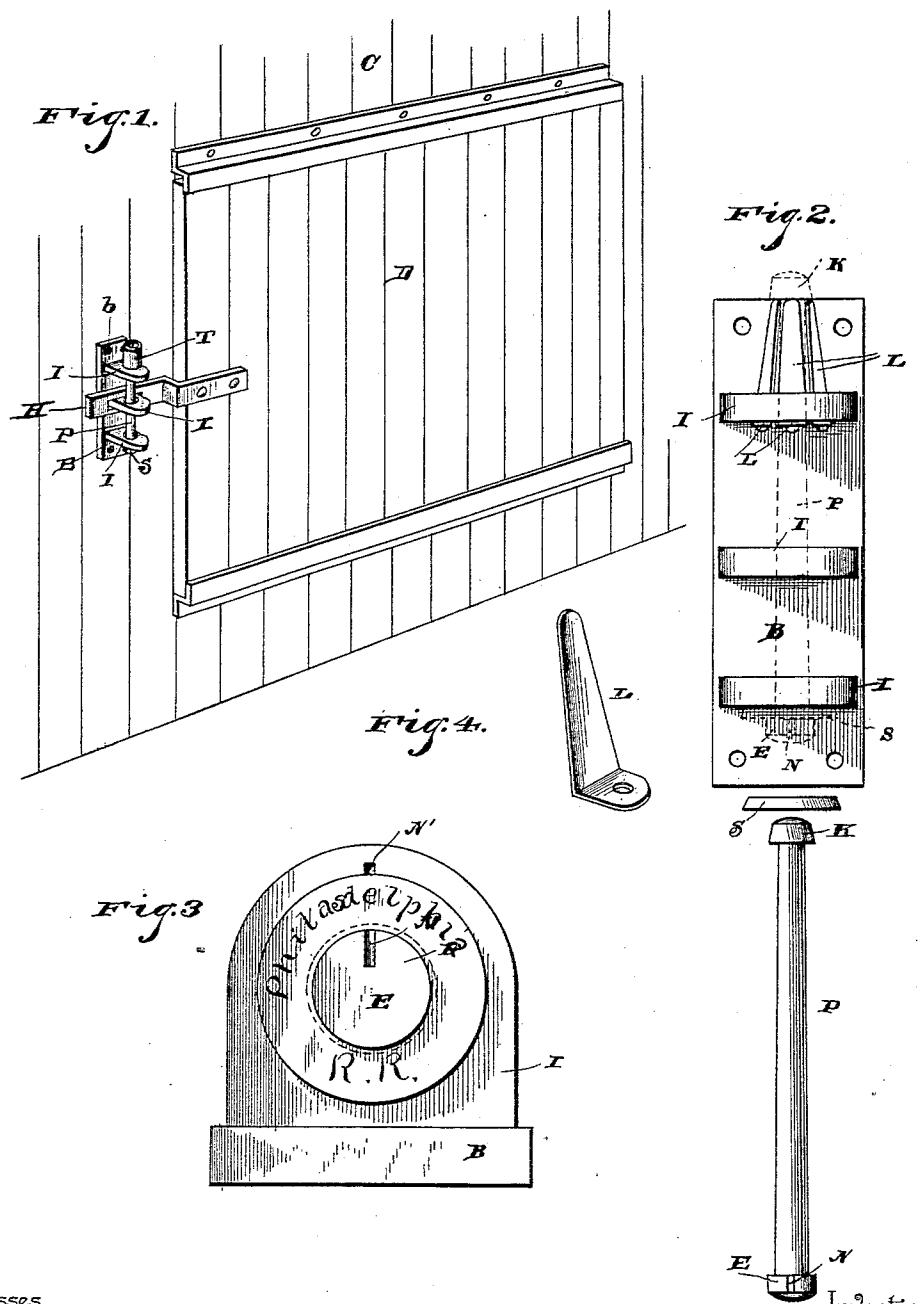


(No Model.)

J. DOWLING.
SEAL LOCK.

No. 476,617.

Patented June 7, 1892.



Witnesses

B. S. Ober
W. S. Duwall

By *His* Attorneys,

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Inventor

UNITED STATES PATENT OFFICE.

JOHN DOWLING, OF ALTOONA, PENNSYLVANIA.

SEAL-LOCK.

SPECIFICATION forming part of Letters Patent No. 476,617, dated June 7, 1892.

Application filed January 5, 1892. Serial No. 417,047. (No model.)

To all whom it may concern:

Be it known that I, JOHN DOWLING, a citizen of the United States, residing at Altoona, in the county of Blair and State of Pennsylvania, have invented a new and useful Car Seal-Lock, of which the following is a specification.

This invention relates to locks, and more especially to those of that class used upon cars and employing seals; and the object of the same is to effect certain improvements in devices of this character.

To this end the invention consists in a car seal-lock constructed as hereinafter more fully described and claimed and as illustrated on the accompanying sheet of drawings, wherein—

Figure 1 is a perspective view of a freight-car door locked with my improved device. Fig. 2 is an enlarged elevation of the lock, showing the seal as about to be applied to the spindle or locking-pin and the latter as ready to be passed through the eyes in the staples. Fig. 3 is a bottom plan view of the lock with the parts assembled, the aperture or eye in the lower staple being indicated by dotted lines. Fig. 4 is a detail view of one of the springs.

Referring to the said drawings, the letter C designates the car-body, and D the door therein, which slides or swings in closing, and H is the hasp at the free edge of the door and by which the latter is locked closed, as usual.

My improved lock comprises a vertical base B, secured by bolts *b* to the door-frame. From this base three staples or eyes I project outwardly, as shown.

P is a locking-pin, whose shank tapers from its lower to its upper end. At its larger end it has an enlarged head E, of a size to pass through the several eyes, and at its smaller end it has a smaller head K, though larger than the pin, and which we will call a "knob."

L are leaf-springs or tongues, preferably three in number, which rise from the under side of the uppermost eye I', to which they are riveted, and project through the perforation therein, above which they converge at their tips, as shown. These tongues are surrounded by a tube T, rising from the upper eye I and extending above the tongues.

S is a washer-shaped seal of lead, leather,

paper, or other suitable material, the hole in the seal fitting closely on the pin adjacent its head E. Said head is notched in one side, as at N, and so also is the lower face of the lowermost eye I, as at N'.

The use of this device is as follows: The door D being closed, the hasp is passed over the center staple I'. A seal S is then passed over the knob K of the pin P and slipped down against the head E. The pin is then passed up through the several eyes and in front of the hasp, and when the knob passes beyond the tips of the springs L the pin will be prevented from downward movement and the seal will stand against the lower face of the lowermost staple. To remove this lock, a knife-blade is inserted in the notch N through the seal and then moved out in the notch N' to sever the seal, which being withdrawn the entire pin is free to move upwardly and can be lifted out of the eyes, as the head E will pass through them. The device is of metal and of the size and shape desired, and no movements of the car can dislodge the pin.

What is claimed as new is—

1. In a lock, the combination, with the door having a hasp, of a base-plate secured to the door-frame and having three staples in vertical alignment, over the center one of which the hasp passes, leaf-springs rising from the upper staple and converging normally toward their tips, a guard-tube for the springs, a pin passing upward through the eyes in said staples and having a knob resting on the tips of the springs, and a seal connected with the rod beneath the lowermost staple and larger than the eye therein, as and for the purpose set forth.

2. In a lock, the combination, with the door having a hasp, of a base-plate secured to the door-frame and having three staples in vertical alignment, over the center one of which the hasp passes, leaf-springs rising from the upper staple and converging normally toward their tips, a pin passing upward through the eyes in said staples and having a knob resting on the tips of the springs, a head at the lower end of the pin of a size to pass through the eyes, and a washer-shaped seal surrounding the pin between the head and the lower staple and larger than the eye therein, as and for the purpose set forth.

3. In a lock, the combination, with the door having a hasp, of a base-plate secured to the door-frame and having three staples in vertical alignment, over the center one of which
5 the hasp passes, a pin passing up through the eyes in said staples and having a head at its lower end, means for preventing its withdrawal through the uppermost eye, and a washer-shaped seal having an opening fitting
10 the pin, said seal being located between the head and the under side of the lower eye and larger than either, as and for the purpose set forth.
4. In a lock, the combination, with a door
15 having a hasp, of staples, over one of which the hasp passes, a pin passing through the

eyes in said staples, means for holding it therein, a head at one end of the pin of a size to pass through the several eyes, the side of the head and the adjacent face of the nearest
20 staple having notches, and a circular seal centrally perforated to fit the pin and interposed between the staple and the head and larger than the latter, as and for the purpose hereinbefore set forth.

25 In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

JOHN DOWLING.

Witnesses:

WM. S. HAMMOND,
W. R. SMITH.