

SEAL LOCK.

Patented Oct. 3, 1911.

2 SHEETS—SHEET 1.

1,004,831.

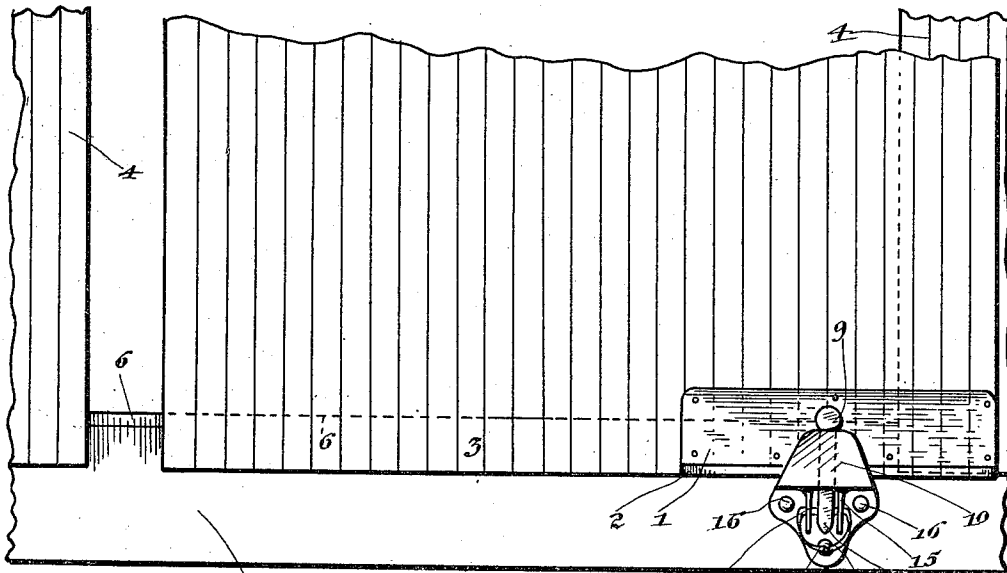


Fig. 1.

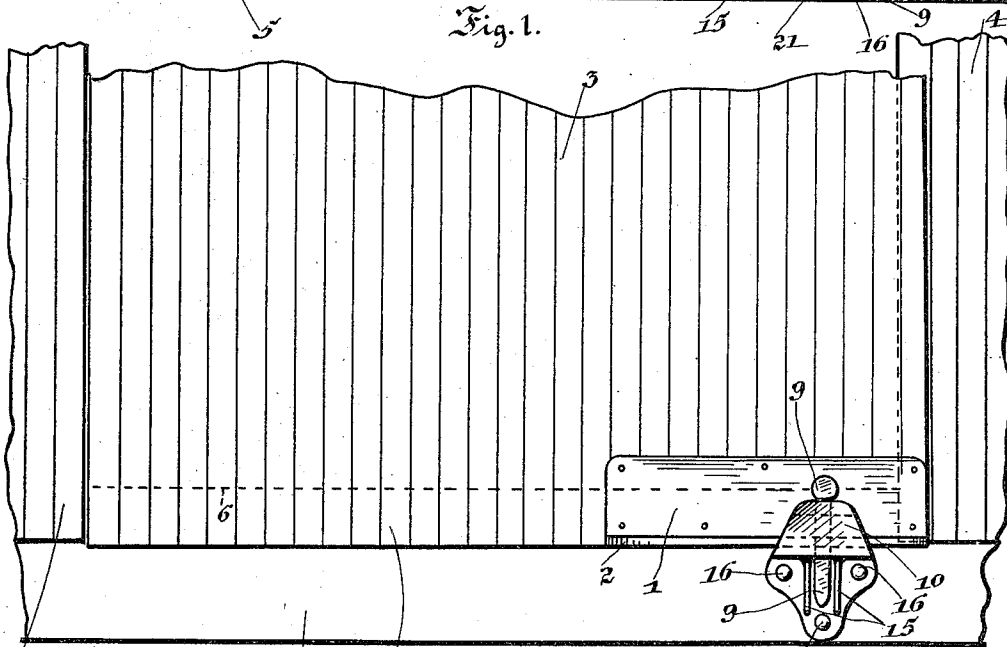


Fig. 2.

4 Witnesses

W.B. Smith

B. G. Richards

16 Inventor

William F. Walker,

by Joshua R. H. Foss
his Attorney

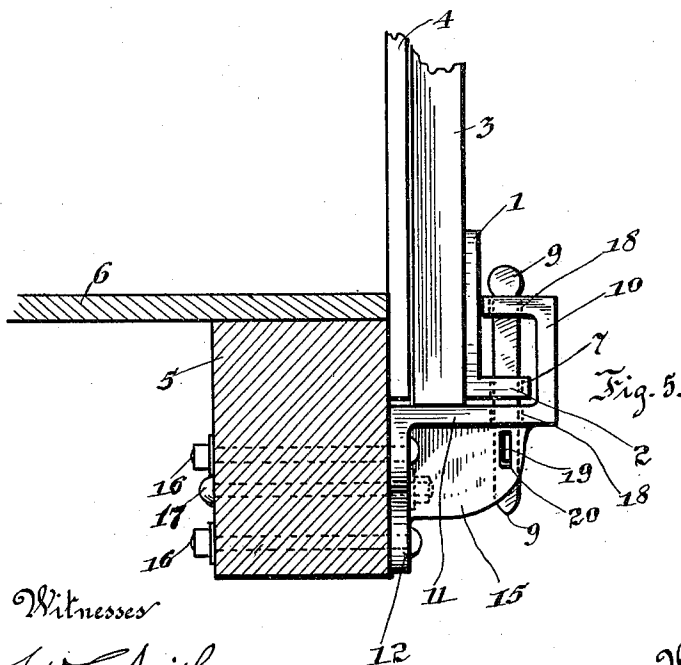
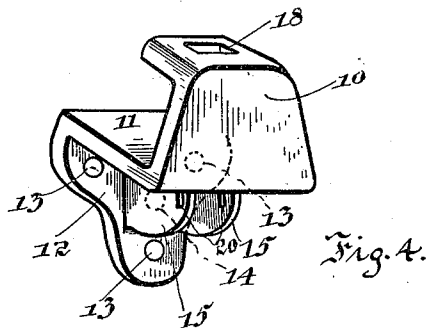
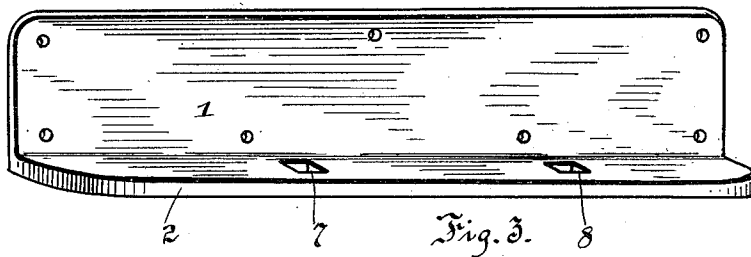
W. F. WALKER.
SEAL LOCK.

APPLICATION FILED JAN. 30, 1911.

1,004,831.

Patented Oct. 3, 1911.

2 SHEETS—SHEET 2.



Witnesses

W. C. Smith

B. G. Richards

Inventor

William F. Walker,

by Joshua R. Hark

his Attorney.

UNITED STATES PATENT OFFICE.

WILLIAM F. WALKER, OF CHICAGO, ILLINOIS.

SEAL-LOCK.

1,004,831.

Specification of Letters Patent.

Patented Oct. 3, 1911.

Application filed January 30, 1911. Serial No. 605,476.

To all whom it may concern:

Be it known that I, WILLIAM F. WALKER, a citizen of the United States, and a resident of the city of Chicago, county of Cook, and State of Illinois, have invented certain new and useful Improvements in Seal-Locks, of which the following is a specification.

My invention relates to improvements in seal locks and more particularly to seal locks for doors of freight cars, the object of the invention being to provide a lock and seal which shall be capable of easy manipulation, simple of construction and efficient in operation.

A further object of my invention is to provide a lock capable of locking the car door in a partially open position to provide adequate ventilation of the car in case perishable goods are transported therein, and at the same time to leave an insufficient opening to permit of the entrance of unauthorized persons to the car.

Other objects will appear hereinafter.

With these objects in view my invention consists in the novel construction and arrangements of parts all as will be hereinafter more fully described and particularly pointed out in the appended claims.

My invention will be more readily understood by reference to the accompanying drawings forming a part of this specification and in which—

Figure 1 is a side elevation of a car door and my improved lock showing the door locked in a partially open position, Fig. 2 is a similar view showing the door locked in closed position, Fig. 3 is a detail perspective view showing an angle-plate employed in the lock, Fig. 4 is a detail perspective view showing a bracket employed in the lock, and Fig. 5 is a vertical transverse section showing the arrangement of the parts of the lock.

The preferred form of construction of my invention as illustrated in the accompanying drawings comprises a longitudinally extending angle-plate 1 one leg 2 of which extends horizontally from the door 3 as illustrated in Fig. 1. The door 3 is adapted to close the usual opening in the sides 4 of the car and is positioned adjacent the sill 5 and floor 6 as clearly shown in Fig. 5. The horizontal leg 2 of the angle-plate 1 is provided with curved ends, as shown, and with a pair of apertures 7 and 8 which are spaced apart as shown in Fig. 3. A locking pin 9 having a head at the upper end thereof is adapted to

be passed through either one of the apertures 7 and 8 for a purpose to be described hereinafter. A bracket 10 comprising a horizontal portion 11 and a vertical portion 12 is secured to the sill 5 of the car and positioned below the door 3 as shown, a series of bolt holes 13 being provided in said portion 12. A bolt hole 14 is also formed in the portion 12 of the bracket 10 and disposed intermediate two guard lugs 15, as indicated by dotted lines in Fig. 4. The bracket 10 is secured to the sill 5 by means of bolts 16 which are passed through the bolt holes 13 and by means of a bolt 17 which is passed through the bolt hole 14, the nut of the latter bolt being arranged between the guard lugs 15 as indicated by dotted lines in Fig. 5. The nut of the bolt 17 is screwed to the latter by means of a socket wrench, not shown, there being ample clearance for the operation of said wrench between the guard lugs 15.

The bracket 10 is provided with pin-holes 18, as shown in Fig. 5, said pin-holes being provided for the reception of the locking pin 9. Adjacent the lower end of the locking pin 9 a slot 19 is formed which when the locking pin 9 is in position registers with slots 20 formed in the guard lugs 15 as clearly illustrated in Fig. 5.

When the locking-pin 9 is in position, as shown in Fig. 5, the door 3 is locked against movement, and when a seal strip 21 is passed through the slots 19 and 20 and the ends thereof secured together the car door is not only locked but sealed.

It will be observed that after the locking pin 9 is in the position as shown in Fig. 5 that it is impossible to remove the nut of the bolt 17 by means of a socket wrench or any other ordinary means, hence the bracket 10 can not be removed from the seal 5 with the seal 21 remaining intact which would be possible in case the nut of the bolt 17 could be removed without detection.

A lock and seal of a construction set forth is particularly adapted for the purpose for which the same is designed in that the car door may be locked in the partially open position with the same facility as when in the closed position, thus preventing the surreption or removal of goods from the car when the same is ventilated by the partially open door.

While I have illustrated and described the preferred form of construction for carrying

my invention into effect this is capable of variations and modifications without departing from the spirit of my invention. I, therefore, do not wish to be limited to the exact details of construction set forth but desire to avail myself of such variations and modifications as come within the scope of the appended claims.

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

1. The combination with a car-door, of a projecting member secured to the lower edge of the door and having a plurality of apertures formed therein, a bracket secured to the sill of the car and embracing said member, there being pin-holes in said bracket adapted to register with either of said apertures, and a locking pin adapted to pass through said pin-holes and the apertures in registration therewith, substantially as described.

2. A seal lock for car-doors comprising a longitudinally extending angle-plate secured to the lower edge of the door so that one leg thereof will project horizontally, a bracket secured to the sill of the car below said angle-plate, portions of said bracket extending above and below the horizontal leg of said angle-plate, said portions having registering pin-holes formed therein, a locking pin having a head and a slot in the upper and lower ends thereof respectively, said horizontal leg of said angle-plate having a pair of apertures therein either of which is adapted to register with said pin-holes, said locking pin being adapted to be passed through either of said apertures and said pin-holes, said locking pin being of such a length that the slot thereof will be exposed below the lower portion of said bracket when the locking pin is in position, and a seal adapted to be passed through said slot, substantially as described.

3. A seal lock for car-doors comprising a longitudinally disposed angle-plate secured to the lower edge of the door so that one leg thereof will project horizontally, a bracket secured to the sill of the car below said angle-plate, portions on said bracket extending above and below the horizontal leg of said angle-plate, said portions having registering pin-holes formed therein, a lock-

ing-pin having a head and a slot in the upper and lower ends thereof respectively, said horizontal leg of said angle-plate having a pair of apertures formed therein either of which is adapted to register with said pin-holes, said locking pin being adapted to be passed through either of said apertures and said pin-holes, said locking pins being of such a length that the slot thereof will be exposed below the lower portion of said bracket when the locking pin is in position, a pair of guard lugs formed integral with said bracket and having slots registering with the slot of said locking pin when the latter is in position, and a seal strip passed through said slots and then sealed, substantially as described.

4. A seal lock for car-doors comprising an angle-plate secured to the lower edge of the car-door so that one leg thereof will project horizontally, a bracket secured to the sill of the car below said angle-plate, portions in said bracket extending above and below the horizontal leg of said angle-plate, said portions having registering pin-holes formed therein, a locking pin having a head and a slot in the upper and lower ends thereof respectively, said horizontal leg of said angle-plate having a pair of apertures therein either of which is adapted to register with said pin-holes, said locking pin being adapted to be passed through either of said apertures and said pin-holes, said locking pin being of such a length that the slot thereof will be exposed below the lower portion of said bracket when the locking pin is in position, a pair of guard lugs formed integral with said bracket and having slots registering with the slot of said locking pin when the latter is in position, a seal strip passed through said slots, and a bolt securing said bracket to said seal, the nut of the latter being inclosed by said guard lugs and said locking pin whereby surreptitious removal thereof is prevented, substantially as described.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

WILLIAM F. WALKER.

Witnesses:

HELEN F. LILLIS,
JOSHUA R. H. POTTS.