(Model.)

A. EYMER & G. W. HAIGHT, Jr.

SEAL LOCK.

No. 437,920. Patented Oct. 7, 1890.

Fig. 1.

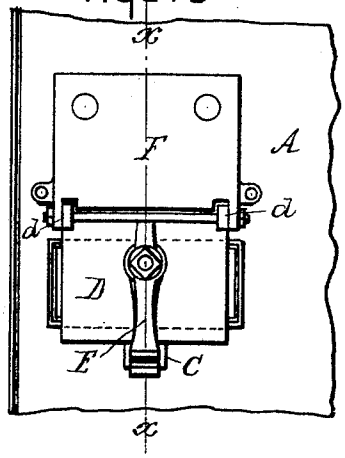


Fig. 2.

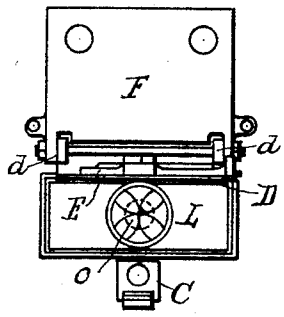


Fig. 3.

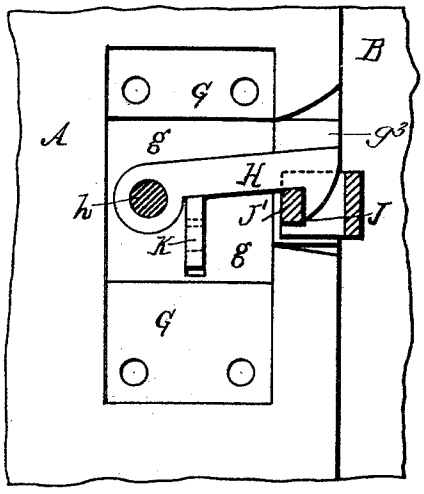
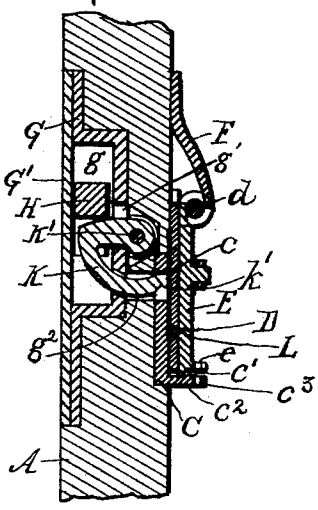


Fig. 4.



WITNESSES

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UNITED STATES PATENT OFFICE.

ANDREW EYMER AND GEORGE W. HAIGHT, JR., OF EAST SAGINAW, MICHIGAN.

SEAL-LOCK.

SPECIFICATION forming part of Letters Patent No. 437,920, dated October 7, 1890.

Application filed February 7, 1890. Serial No. 339,626. (Model.)

To all whom it may concern:

Be it known that we, ANDREW EYMER and GEORGE W. HAIGHT, Jr., citizens of the United States of America, residing at the city of East Saginaw, in the county of Saginaw and State of Michigan, have invented certain new and useful Improvements in a Combined Door-Lock and Freight-Car Seal and Seal-Cover, of which the following is a specification.

It is the object of our invention to produce a lock and seal for freight-car doors which shall effectually prevent a person from opening a car-door without first breaking the seal; and the invention consists in a combination of devices and appliances hereinafter described and claimed.

In the drawings, Figure 1 is a side elevation of a portion of a car-door, illustrating the external appearance of the lock with a guard-plate covering the seal. Fig. 2 represents the exterior of the lock with the guard-plate raised and the seal exposed. Fig. 3 is an elevation of the interior of the lock. Fig. 4 is a vertical section through the door and lock on the line $x\ x$ of Fig. 1.

In carrying out the invention A represents the car-door, and B the adjacent frame-work of the car around the door.

C is a plate countersunk in the face of the door and provided with an orifice.

D is a plate hinged at d to the face of the door and forming a protecting-plate or guard-plate over the seal. Pivoted to this plate is the lever E, its lower end adapted to engage behind the projection c' of the lug c^2 on the lower end of the plate C. Thus when the lever E is down it serves to lock the plate D firmly in place.

F is a guard-plate above the hinge d, adapted to prevent rain or dirt from getting behind the plate E, and also to prevent the hinge from being broken.

Rigidly engaged upon and countersunk into the inner face of the door is the plate G, shaped so that when the covering-plate G′ is attached there will be the recess g between the two.

H is a beveled catch pivoted between the plates G and G′, as at h, the beveled end extending toward the casing.

J is the engaging-plate attached to the frame-work B, and provided with the cross-piece J′, over which the beveled end of the catch may engage.

K is a lever shaped as shown in Fig. 4 and pivoted at K′. This lever extends through a slot g' in the plate G, and on it rests the pivoted catch H. The lever then curves downward and outward through the slot g^2 and terminates adjacent to the opening c of the plate C. Now, as will be seen, by exerting a pressure on the end k' the pivoted catch H will be raised.

L is the seal. It is a wafer composed of paper or other similar substance and is attached to the face of the plate C and covering the opening c. Now, as will be readily seen, after the door has been locked and the seal placed over the opening c the door cannot be unlocked without first breaking through the seal L, and then by means of any suitable instrument—such as a pencil, stick, or the like—pressure may be exerted on the end k' of the lever K and the beveled catch raised until it disengages from the bar J′. After the seal has been placed in position the covering-plate D may be lowered and locked in place by means of a lever E.

In order that when the car provided with our improved lock is run on foreign roads where the paper seals are not in use it may be sealed, we provide the orifice c^3 through the lug c^2 and a corresponding orifice e through a lug on the lower end of the lever E, and the ordinary wire and lead seal can be here inserted, and thus prevent the car from being opened until the lead seal is broken; and we would have it understood that our lock may be used with either style of seal without departing from the spirit of our invention.

It will be observed that the plate G extends out, as at g^3, to a point adjacent to the edge of the door and beyond the end of the beveled catch, so that it would be an impossibility for a person to bore through the door adjacent to the catch and thus raise the latter.

We would have it understood that we form our invention of seal of any suitable substance; and we would be further understood as comprehending in the words "paper or

similar substance" paper or any material equivalent to paper.

What we claim is—

1. The combination, with a car-door, the adjacent frame, the catch H for locking the door, and the lever K for operating said catch, the free end of said lever terminating adjacent to an opening through the door, of a wafer-seal of paper for covering said opening, substantially as described.

2. The combination, with the car-door, the adjoining frame, the catch H, and operating-lever K, the free end of said lever terminating adjacent to an opening through the door, of a swinging plate D, adapted to cover said opening, and means for sealing said plate D in place, substantially as described.

In testimony whereof we have hereunto affixed our signatures.

ANDREW EYMER.
GEO. W. HAIGHT, JR.

In presence of—
LINCOLN E. BRADT,
GEORGE DAVIES.