

(No Model.)

S. W. NEALL.

SEAL LOCK.

No. 347,191.

Patented Aug. 10, 1886.

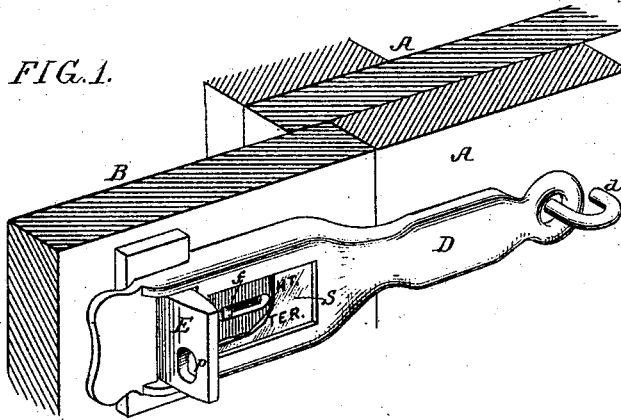


FIG. 2.

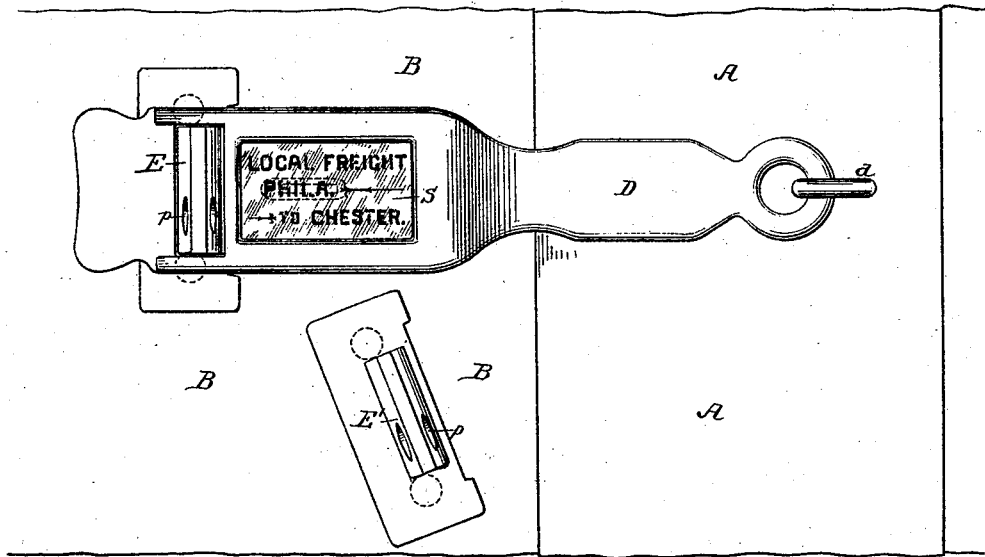
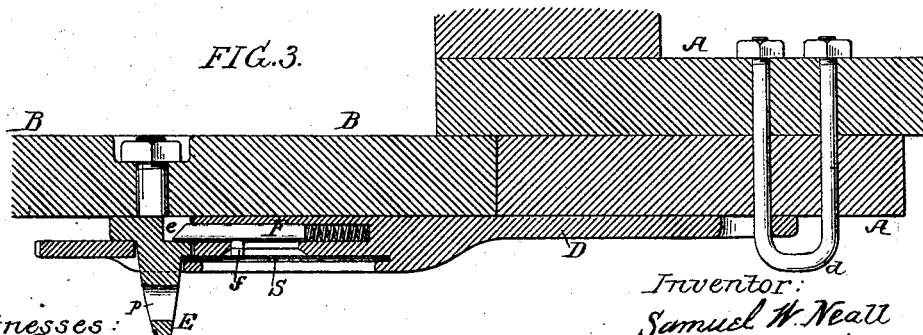


FIG. 3.



Witnesses:  
 Alex. Darkoff  
 Harry Drury

Inventor:  
 Samuel W. Neall  
 by His Attorneys  
 Howson & Sons

# UNITED STATES PATENT OFFICE.

SAMUEL W. NEALL, OF PHILADELPHIA, PENNSYLVANIA.

## SEAL-LOCK.

SPECIFICATION forming part of Letters Patent No. 347,191, dated August 10, 1886.

Application filed July 1, 1886. Serial No. 206,812. (No model.)

*To all whom it may concern:*

Be it known that I, SAMUEL W. NEALL, a citizen of the United States, residing in Philadelphia, Pennsylvania, have invented an improved Seal-Lock for Car-Doors, of which the following is a specification.

The main object of my invention is to simplify the construction of seal-locks for car and other doors, and a further object of my invention is to provide a lock which can be used for securing the door either in a completely-closed position or in a slightly-opened position, as the character of the freight contained in the car may demand. These objects I attain in the manner which I will now proceed to describe.

In the accompanying drawings, Figure 1 is a perspective view illustrating the application of my improved seal-lock to a closed car-door, part of the seal being broken away the better to illustrate the construction of the lock. Fig. 2 is a face view of my improvement drawn to a larger scale, and Fig. 3 is a sectional plan view.

A represents the fixed portion of the frame of the car, and B a portion of the sliding door.

D is the hasp, which is hung to the frame by a staple, *d*, or other suitable device at a convenient point adjacent to the door.

E is a lug on the door of the car, over which the outer slotted end of the hasp is adapted to fit to hold the door in position against the door-jamb.

In connection with the hasp and lug commonly used on car-doors it has been usual to employ a seal-lock, and various constructions have been proposed. I simplify the device by making the hasp itself the seal-lock, mounting all the parts upon the hasp D. As shown more fully in Fig. 3, a spring-bolt, F, is mounted to slide longitudinally in a corresponding recess in the enlarged end of the hasp, so that its nose will normally project into the slot in the hasp, through which the lug E passes, and a recess, *e*, is formed at the base of the lug for the reception of the nose of this spring-bolt when the hasp is passed over the lug, as illustrated on Fig. 3. The face of the hasp in front of the spring-bolt is provided with a recess for the reception of a seal-card, S, the front of the hasp being cut out to form an open frame around the seal, which is inserted into its recess from the outer end of the hasp when the latter is freed from

the lug E. The seal S serves to completely cover a knob, *f*, which is on the spring-bolt F, and which projects through a slot into the open recess for the seal-card. I prefer to form the seal-card of paper, wood, or similar material to receive the desired printed matter, and to cover the face of the card by glass or mica. When the seal-card has been placed in its recess, and the hasp placed over the lug, the spring-bolt F will engage the recess in the bottom of the lug, as illustrated in Fig. 3, and as the lug E closes the open end of the recess into which the seal-card has been placed the latter cannot be removed to get at the knob *f* of the spring-bolt to pull the latter back out of engagement with the lug without breaking or otherwise destroying the seal. I prefer to provide the lug E with an opening, *p*, so that it may be used in connection with any convenient form of padlock in case of necessity or convenience.

As some kinds of freight require that the door of the car should be left open a few inches for ventilation, I provide the door of the car with a supplementary lug, E', as shown in Fig. 2, out of line with the lug E, so as not to interfere with the closing of the hasp over the latter and nearer the edge of the door, as illustrated in Fig. 2, and this lug E' is set at an angle, so that it can be used in connection with the same hasp D as is the lug E.

I claim as my invention—

1. The combination of the hasp of a car-lock carrying a spring-bolt and recess for the seal with a lug with which the hasp and its bolt engage.

2. The combination of the hasp of a car-door lock carrying a spring-bolt and a recess for the inclosing-seal, and having a slot at its outer end, with a lug adapted to pass through the slot of the hasp, and having a recess for the reception of the nose of the spring-bolt.

3. The combination of the frame and door of a car with a retaining-hasp on the frame, and two lugs on the door out of line with each other and one nearer the edge of the door than the other, substantially as and for the purpose specified.

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

SAMUEL W. NEALL.

Witnesses:

WILLIAM D. CONNER,  
HARRY SMITH.