

No. 649,918.

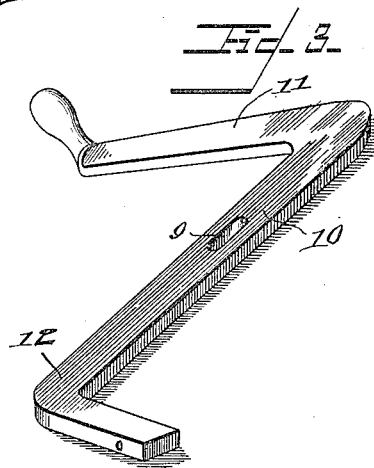
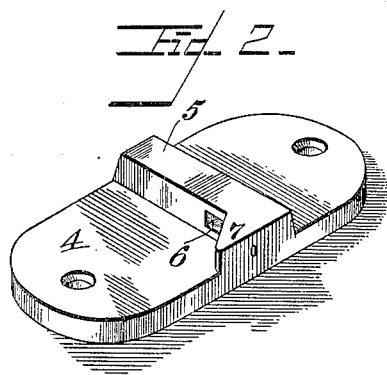
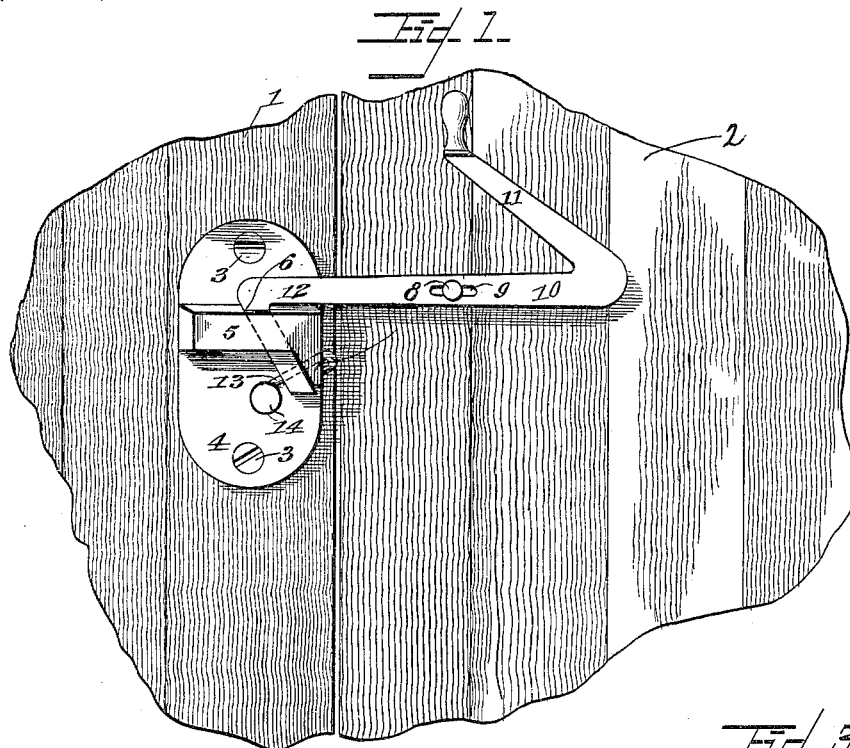
Patented May 22, 1900.

S. D. DOUGLASS.

SEAL LOCK.

(Application filed Sept. 27, 1899.)

(No Model.)



Witnesses

F. B. Allen
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By *his* Attorneys.

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UNITED STATES PATENT OFFICE.

STROTHER D. DOUGLASS, OF DINSDALE, IOWA.

SEAL-LOCK.

SPECIFICATION forming part of Letters Patent No. 649,918, dated May 22, 1900.

Application filed September 27, 1899. Serial No. 731,857. (No model.)

To all whom it may concern:

Be it known that I, STROTHER D. DOUGLASS, a citizen of the United States, residing at Dinsdale, in the county of Tama and State of Iowa, have invented a new and useful Car-Seal Lock, of which the following is a specification.

My invention relates to seal-locks, and has for its object the production of a seal-lock which cannot be tampered with without detection, but which when required to be removed by an authorized person may be quickly broken by the movement which operates the lock.

Referring to the drawings, Figure 1 is a fragmentary view of a portion of the door-jamb and the door of a car, showing my device in place. Fig. 2 is a perspective view of the keeper. Fig. 3 is a similar view of the locking-lever detached.

Referring to the numerals on the drawings, 1 indicates a jamb of the car-door, and 2 the door. Mounted upon the jamb and secured thereto, as by screws 3, is a keeper-plate 4, from which projects a keeper 5 in the form of an outwardly-direct rib or lug provided with an angularly-disposed aperture 6, and having depending at its end adjacent to the door what I will term the "seal-lug" 7, one face of which is formed at an angle corresponding to the angle of the adjacent wall of the opening 6 and forming a continuation of said wall. 8 indicates a headed pin projecting from the car-door and upon which is movably mounted by means of an engaging slot 9 the locking-lever 10. This lever is formed with an upwardly and forwardly extending tailpiece or handle 11 at its rear end and at its forward end is formed with a pendent and rearwardly-inclined catch-arm 12, which is parallel-sided and designed to engage the seat formed by the similarly-inclined opening 6 in the keeper and having its extremity arranged to rest against the inclined face of the seal-lug 7, corresponding apertures being provided in the seal-lug and in the extremity of the locking-lever for the reception of a seal 13, preferably formed of frangible wire passed through the lever and lug and having one end turned back to engage the lug and prevent its withdrawal and having clamped upon its opposite end, as usual, the lead seal-disk 14. The catch-arm 12 is located entirely at

the rear side of the locking-lever and is inclined forwardly toward the free end thereof and also toward the forward or advance side of the lever, while the keeper is located at the rear side of the lever and has an inclined portion fitting against the rear inclined face of the catch-arm, and thereby preventing an independent swinging movement of the lever.

It will be observed that while the seal is effective and cannot be removed without disclosing the fact that the car has been entered it will be broken by the retraction of the tail-piece or handle 11, which, swinging the rocking lever upon its pin 8, effects the withdrawal of the angular end of the lever, which, as we have seen, extends downwardly through the aperture 6 and engages the face of the seal-lug in a manner to prevent the opening of the door until the lever has been swung upon its pivot. The slot 9 is provided, so that the locking-lever may have a longitudinal movement in addition to its pivotal or rocking movement, so as to facilitate the application and removal of the catch-arm 12 from the keeper, as will be understood.

As clearly illustrated in Fig. 1, it will be seen that the inclined walls of the seal-lug and the opening in the keeper overhang the similarly-inclined catch-arm, so that the locking-lever must be moved longitudinally and pivotally to disengage the catch-arm, whereby accidental pivotal movement of the lever is prevented, and the lock can be opened only by the proper operation of the locking-lever. Moreover, it is essential that the locking-lever be given simultaneous longitudinal and swinging movements for the convenient removal or disengagement of the catch-arm from the inclined wall of the keeper.

What I claim is—

1. In a lock, the combination of a lever mounted for swinging and longitudinal movements, and provided at its free end with a parallel-sided catch-arm disposed obliquely to the path of the swinging movement of the free end of the lever, and a keeper, having an inclined opening forming a seat for the reception of and corresponding in width with the catch-arm, and having its inclined walls arranged parallel with the adjacent inclined faces of said catch-arm.

2. In a seal-lock, the combination with a

keeper, having an inclined opening, and a seal-lug, located at one end of the opening and having an inclined face forming a continuation of the adjacent wall of said opening, of a pivotal locking-lever, having an independent longitudinal movement, and a transversely-inclined catch-arm, projecting at one side of the lever, registering with the inclined opening in the keeper, and resting against the inclined face of the seal-lug, and a frangible seal passing through perforations in the seal-lug and the catch-arm.

3. In a seal-lock, the combination with a keeper, comprising an attaching-plate, having an outwardly-directed lug or rib, provided with an inclined slot or opening extending entirely through the rib, and a seal-lug located at one end of the opening and having

an inclined face forming a continuation of the adjacent wall of the opening, of a locking-lever having an intermediate longitudinal slot, and a rearwardly-inclined catch registering with the opening in the keeper and fitting against the inclined face of the seal-lug, a pivotal support received within the slot of the lever, the latter being slidable thereon, and a frangible seal connecting the catch-arm and the seal-lug.

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

STROTHER D. DOUGLASS.

Witnesses:

S. S. BRUBAKER,
W. M. THURAITH.