No. 650,029. Patented May 22, 1900.

# E. L. BADGLEY.

## SEAL LOCK.

(Application filed Dec. 14, 1899.)

(No Model.)

Fig. 3.

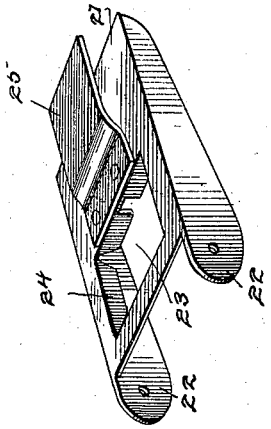



Fig. 4.

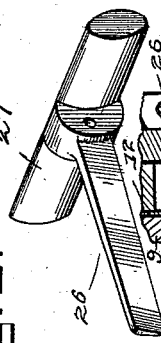



Fig. 5.

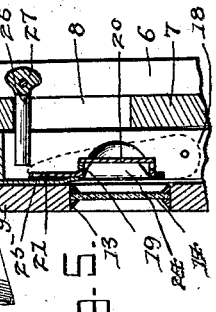



Fig. 2.

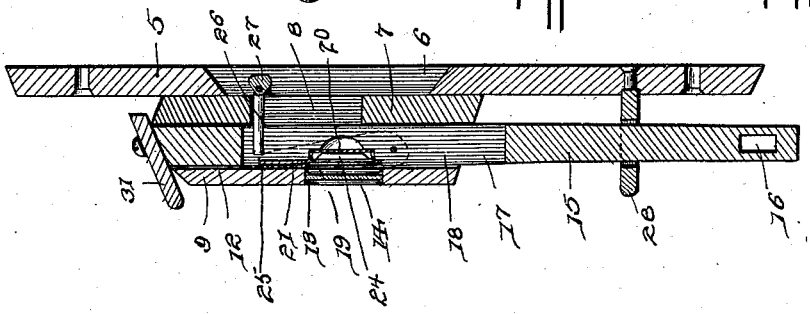
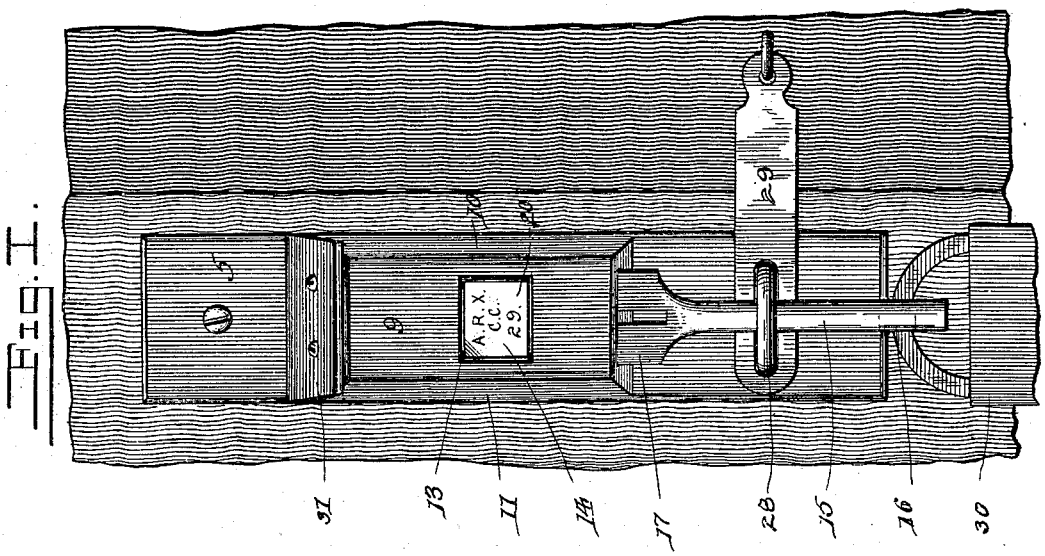



Fig. 1.




Witnesses
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# UNITED STATES PATENT OFFICE.

EDWIN L. BADGLEY, OF CLAYTON, ILLINOIS, ASSIGNOR OF ONE-HALF TO FRANK S. ASHLEY, OF SPRINGFIELD, ILLINOIS.

## SEAL-LOCK.

SPECIFICATION forming part of Letters Patent No. 650,029, dated May 22, 1900.

Application filed December 14, 1899. Serial No. 740,350. (No model.)

*To all whom it may concern:*

Be it known that I, EDWIN L. BADGLEY, a citizen of the United States, residing at Clayton, in the county of Adams and State of Illinois, have invented a new and useful Seal-Lock, of which the following is a specification.

This invention relates to car seal-locks; and it has for one object to provide a construction in which a single padlock may be employed for locking the door of the car and also for holding the seal-holder in its visible position to prevent injury to or removal of the seal.

A further object of the invention is to provide means for destroying the seal automatically when the seal-lock is manipulated to permit opening of the door.

In the drawings forming a portion of this specification, and in which similar numerals of reference designate like and corresponding parts in the several views, Figure 1 is a front elevation showing the seal-lock upon a car and illustrating the method of securing the car-door. Fig. 2 is a central vertical section taken through the locking-bolt and seal-holder, the seal-lock being removed from the car. Fig. 3 is a detail perspective view showing the seal-clamping plate. Fig. 4 is a detail perspective view of the seal-cutting knife. Fig. 5 is an enlarged sectional view showing a portion of the bolt and the casing and illustrating the arrangement of the seal.

Referring now to the drawings, the seal-lock comprises a plate 5, having a recess 6 in the rear face thereof, and covering this recess is a second plate 7, which may be formed integral with the plate 5 and has a longitudinal slot 8 opening into the recess 6. This plate 7 forms the rear wall of a casing comprising also a front 9 and sides 10 and 11, the casing being formed, preferably, integral. The casing has a longitudinal passage 12 therethrough, which is preferably rectangular in cross-section, and communicating with this passage through the front 9 is an inspection-opening 13, having a transparent closure 14, of glass or other suitable material. A combined seal-holder and locking-bolt is passed into the passage 12, with the lower end 15 projecting therebelow and having a transverse perforation 16, for a purpose to be presently described. The portion 15 is cylindrical in form and forms the locking-bolt of the structure, the upper portion 17 being rectangular in cross-section and being arranged to carry the seal. This portion 17 is provided with a central longitudinal slot 18, for a purpose to be presently explained, and has also a squared recess 19, lying on both sides of the slot 18 and adapted to receive a seal 20 in a position transversely of the slot. The floor of the recess 19 is cut away adjacent the slot 18 to facilitate the operation of canceling or cutting the seal in the manner hereinafter described, and in order to hold the seal in its recess a retaining-plate 21 is provided and which has its side edges bent to project rearwardly at right angles to the body of the plate and having downwardly-projecting ears 22, this plate being pivoted to the sides of the upper portion 17 through the medium of a pivot-pin passed through perforations in the ears 22 and transversely through the seal-holder, the ears being disposed in side recesses in the seal-holder, so that when the holder is in its operative position the rearwardly-bent side edges will lie flush with the sides of the holder. The front face of the holder is also recessed to receive the body portion of the plate 21. Centrally of the plate 21 and adjacent its rear end is formed an inspection-opening 23, the edges of which are bent inwardly, as shown at 24, to form clamping edges, which enter the recess 19 and hold the seal firmly against the bottom thereof. Upon the outer face of the plate 21 is secured a spring-tongue 25, which engages the inner surface of the front 9 when the seal-holder is passed into the casing and acts as a friction-lock to prevent accidental displacement of the locking-bolt when the padlock is disengaged therefrom.

A seal-cutting knife 26 is passed inwardly through the slots 8 and 18 and lies in a position to be engaged by the seal in the recess 19 when the bolt is passed inwardly or outwardly of the casing. The knife 26 has a weighted end 27, which holds the knife normally projected into the slots 8 and 18, but permits downward rocking of the knife when engaged by the seal as the latter is passed into the casing to lie below the knife, as shown in Fig. 2. The knife is prevented from upward rocking movement, however, by means of the upper end wall of the slot 8, and thus

as the seal-holder is moved upwardly in the casing this knife engages the seal and cuts it.

In the application of the construction the plate 5 is secured upon the outer surface of the car and in such a position that the staple 28, carried by said plate, may be engaged by the hasp 29 upon the car-door. This staple 28 is below the casing and in line with the recess thereof. The seal-holder having been raised to expose the recess 19, the plate 21 is moved backwardly, and the seal is applied. The plate is then moved to hold the seal in the recess, and the holder is then pushed downwardly to cause the bolt 15 to enter the staple 28, with which the hasp 29 has been previously engaged. A padlock 30 is then engaged with the opening 16 in the locking-bolt below the staple and prevents withdrawal of the bolt to raise the seal-holder. When the car has reached its destination, the padlock is removed and the bolt is raised to permit disengagement of the hasp from the staple, at which time the knife engages the seal and destroys it. The plate 5 is fixed vertically upon the car, and the upper end of the seal-holder is provided with a water-shedding plate 31, which prevents access of moisture to the interior of the casing.

What is claimed is—

1. A car seal-lock comprising a plate provided with a staple, a casing carried by the plate and having a passage alining with the staple, a slide in the passage having a perforated locking-bolt adapted to pass through the staple and to receive a padlock, an inspection-opening in the casing, means for holding a seal upon the slide in line with the inspection-opening, slots in the plate, the slide and the casing, and a knife pivoted to the plate and passed through said slots and lying in the path of movement of the seal carried by the slide.

2. A car seal-lock comprising a casing, a movable bolt mounted in the casing, a recess in the outer face of the bolt adapted to receive a seal, a plate pivoted to the bolt and having fingers adapted to enter the recess and hold a seal therein and an inspection-opening in the casing with which the recess is adapted to register.

3. A car seal-lock, comprising a casing having a longitudinal passage and having a slot opening into the passage, a bolt within the passage and having a longitudinal slot registering with the first-named slot, a recess in the bolt adapted to receive a seal, a plate pivoted to the bolt and having fingers adapted to enter the recess and hold the seal therein, an inspection-opening in the casing with which the recess is adapted to register, and a pivoted knife lying in said slots and in the path of movement of the seal in the recess, said knife being adapted for rocking movement under the influence of inward movement of the bolt only.

4. In a car seal-lock, the combination with a casing having a longitudinal passage and a communicating slot, of a seal-holding bolt disposed in the passage and having a longitudinal slot, and a pivoted knife passed through the slot in the casing and into a longitudinal slot in the bolt, said knife lying in the path of movement of the seal with the slide and adapted for rocking movement under the influence of inward movement of the bolt only, and to lock the bolt against further outward displacement.

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

EDWIN L. BADGLEY.

Witnesses:
G. D. LESTER,
THOS. MUHAN.