

(Model.)

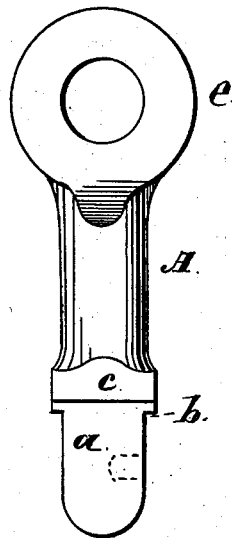
L. C. BURGESS.

SEAL LOCK.

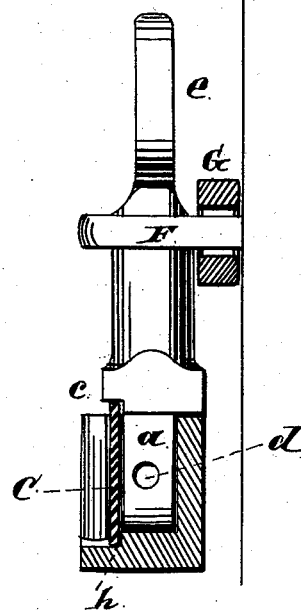
No. 260,741.

Patented July 11, 1882.

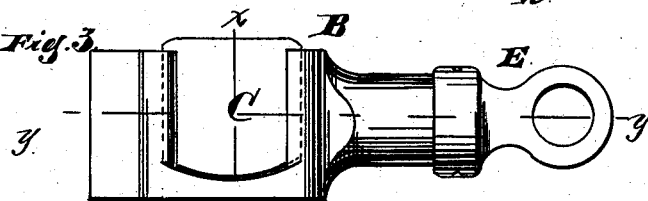
*Fig. 2.*



*Fig. 1.*



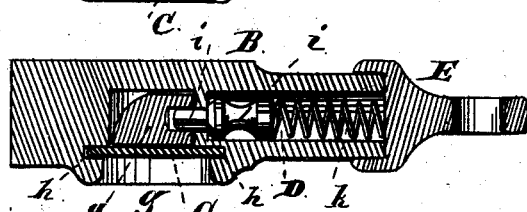
*Fig. 3.*



*Fig. 4.*



*Fig. 5.*



*Witnesses:*

*Albert H. Adams.*  
*Edgar T. Bond*

*Inventor:*

*Luther C. Burgess.*  
*By West & Bond Attys.*

# UNITED STATES PATENT OFFICE.

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## SEAL-LOCK.

SPECIFICATION forming part of Letters Patent No. 260,741, dated July 11, 1882.

Application filed December 1, 1881. (Model.)

*To all whom it may concern:*

Be it known that I, LUTHER C. BURGESS, residing at Chicago, in the county of Cook and State of Illinois, and a citizen of the United States, have invented a new and useful Improvement in Seal-Locks, of which the following is a full description, reference being had to the accompanying drawings, in which—

Figure 1 represents the lock in use, the main bolt being in elevation and the body in section at line *x* of Fig. 3. Fig. 2 is an elevation of the main bolt. Fig. 3 is a front view of the body of the lock with the seal in place. Fig. 4 is a top view of the same. Fig. 5 is a section at line *y* of Fig. 3.

The object of my invention is to construct a seal-lock which can be cheaply made and will be simple and efficient in use, which I accomplish by providing a lock-body having a chamber to receive the end of a main bolt, and provided also with a secondary bolt to hold the main bolt in place, and with a seal held in place by the main bolt, all as hereinafter fully described.

In the drawings, A represents the main bolt, having its lower end, *a*, formed as shown in Figs. 1, 2, and 3 of the drawings, this part *a* being square upon two sides and upon part of the third side, with one corner cut away, as shown in Fig. 5. Just above this part *a* are shoulders *b* upon two sides of the bolt A, and upon the other side is another shoulder, *c*. In one side of the part *a* is a hole, *d*, to receive a secondary bolt. This bolt has a large head, *e*.

B represents the body of the lock. It has a recess or chamber, *f*, adapted to receive the lower end, *a*, of the bolt A. This chamber is open upon one side, *g*.

C is the seal, consisting of a thin plate of suitable metal or other material, which, when in place, is inserted in grooves *h* in the body of the lock, and forms the fourth side of the chamber into which the lower end, *a*, of the bolt A passes.

In the body B of the lock is a chamber, D, containing a secondary bolt, *i*, which projects through the inner wall of the chamber D and into the chamber *f*, as shown in Figs. 4 and 5.

*k* is a spring in the chamber D, which holds the bolt *i* in the position shown in Fig. 5, except when it is forcibly pressed back. The

outer end of the chamber D is at first left open to permit the insertion of the bolt *i* and spring *k*. For convenience I make the outer end of the part which contains the chamber D round.

E is a cap, which covers the open end of the chamber D, and after the bolt and spring have been inserted in such chamber this cap is riveted or otherwise securely fastened over the end of the chamber, as shown in Figs. 3, 4, and 5. This cap E is provided with an extension, to which a chain may be attached for the purpose of connecting the device with a car.

F, Fig. 1, represents a staple, which may be secured to a car, as usual, and G is a hasp, which passes over such staple, and is to be connected at one end with the door of the car, as usual.

In use, the door of the car having been closed and the hasp G placed over the staple F, the bolt A is inserted in the staple F. Then a seal, C, is to be inserted in the grooves *h* in the body B of the lock, as shown in Fig. 3, and the end *a* of the bolt A is to be made to pass into the chamber or opening *f* in the body of the lock B, which operation will force the secondary bolt *i* back until the hole *d* in the end *a* of the bolt A comes in line with the secondary bolt *i*, which then will be forced by the spring *k* into the hole *d*, as shown in Fig. 5. In this position the shoulder *c* upon the bolt A will be over and in contact with the upper edge of the seal C, as shown in Fig. 1, and it will be impossible to withdraw the bolt A or remove the seal C without breaking some part, and the seal C, being made of thin metal or other suitable material, can be broken without difficulty by turning the outer end of the part B outward, and then the end *a* of the bolt A can be removed from the chamber F by turning the same, the rounded corner permitting such turning.

The seal C may be made of cast-iron or any other material which can be broken without the exertion of great force.

I do not limit myself to the exact form of construction of the parts shown and described.

The device is primarily designed to be used for sealing the doors of railway-cars; but its use is not limited to this purpose. By changing the form of the body B slightly and providing it with suitable eyes to receive rivets

the device might be secured to and successfully used upon mail-bags.

The lower end of the part *a* of the bolt *A* is rounded, so that as it passes down in the  
5 chamber *f* it can pass over the end of the bolt *i* and force it back.

Any suitable recess may be provided in the part *a* to receive the bolt *i*.

What I claim as new, and desire to secure  
10 by Letters Patent, is as follows:

1. In a seal-lock, the combination, with the body *B*, provided with the chamber *f*, and the vertical grooves *h h* for receiving the seal *C*, and the spring-bolt *i*, extending into the said  
15 chamber, of the main bolt *A*, having a project-

ing shoulder, *c*, for resting on the edge of the seal to confine it in place, substantially as and for the purpose described.

2. In a seal-lock, a main bolt, *A*, provided with a shoulder, *c*, adapted to hold a seal, *C*,  
20 in the body of the lock, a recess, *d*, to receive a secondary bolt, *i*, and with one rounded corner to permit the end of the bolt to be turned out from the chamber in the body of the lock when the seal has been broken, substantially  
25 as specified.

LUTHER C. BURGESS.

Witnesses:

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ALBERT H. ADAMS.