

F. C. HAMILTON.

Seal-Locks.

No. 134,473.

Patented Dec. 31, 1872.

FIG. 1.

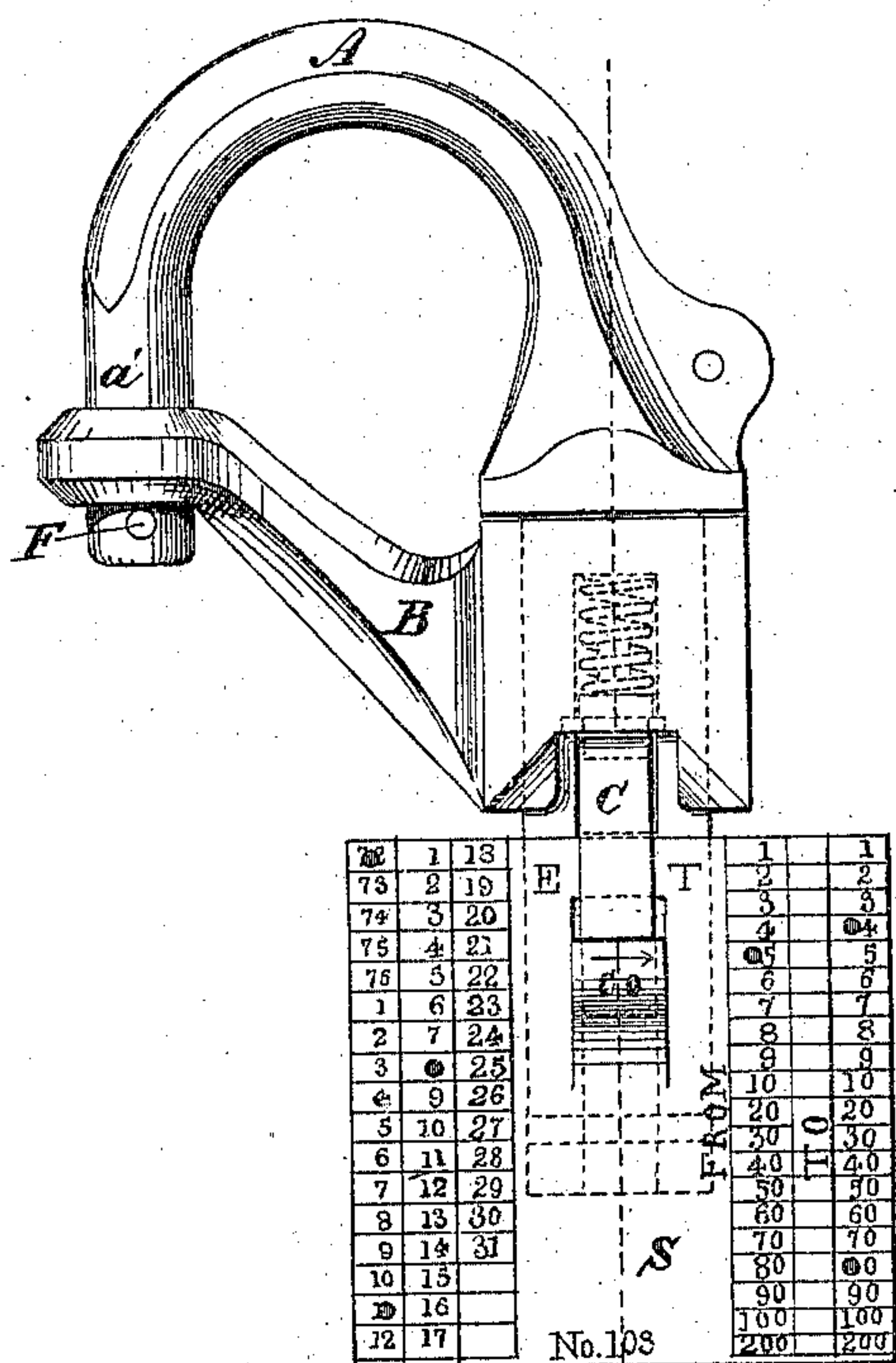


FIG. 2.

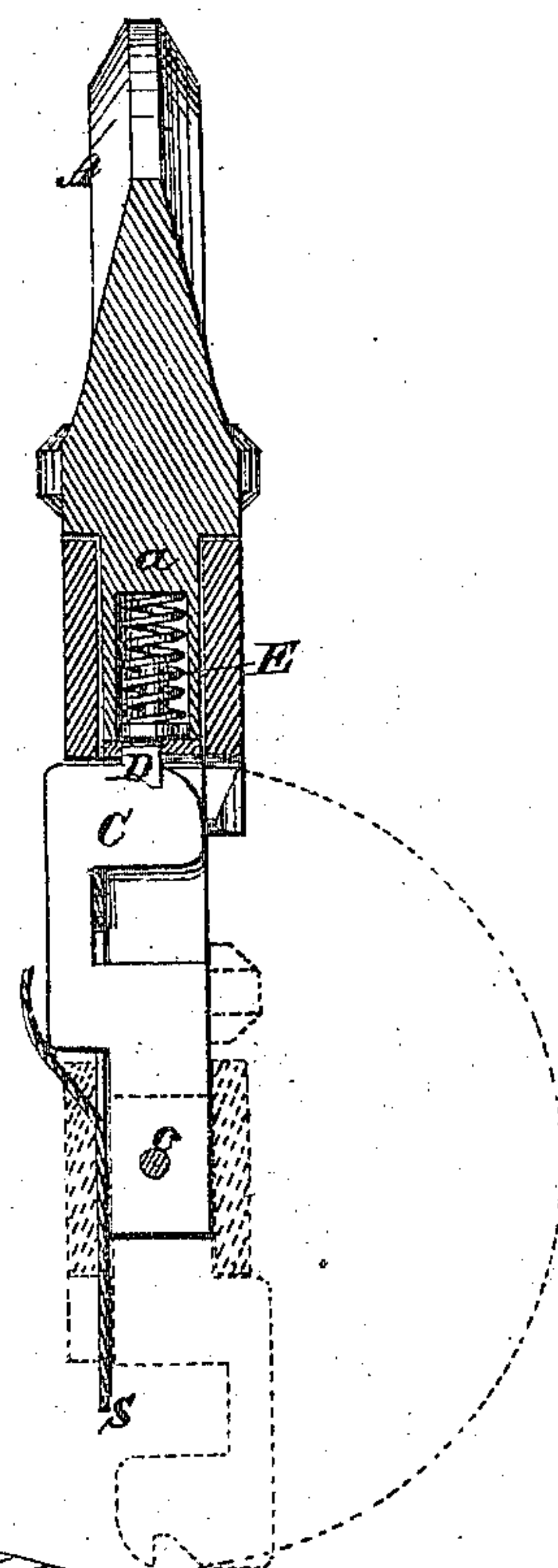


FIG. 3.

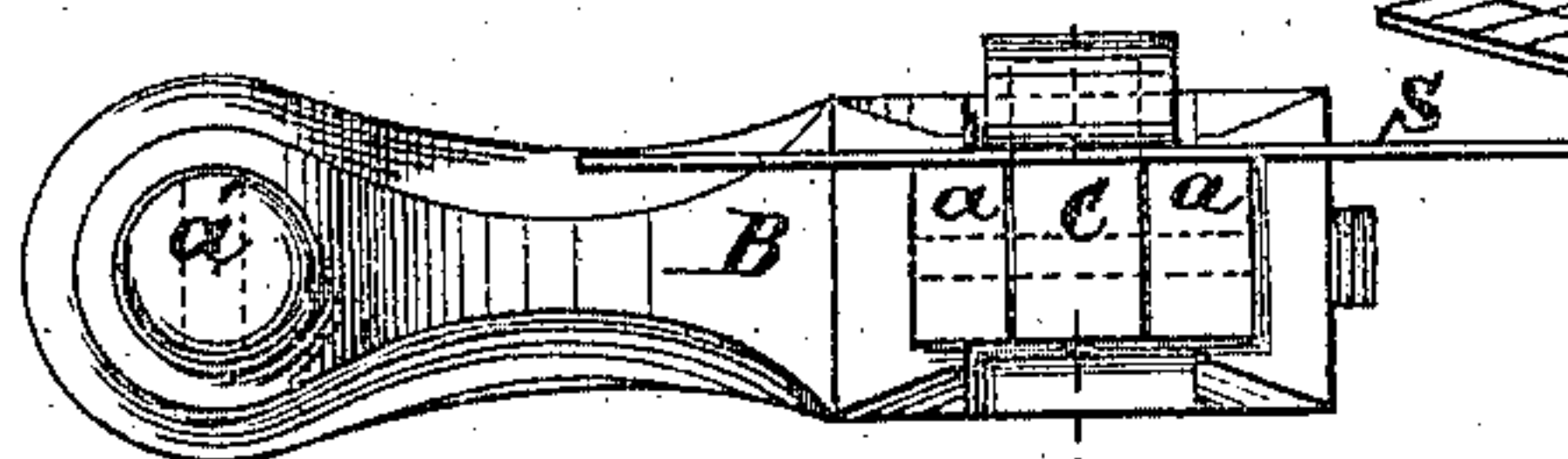
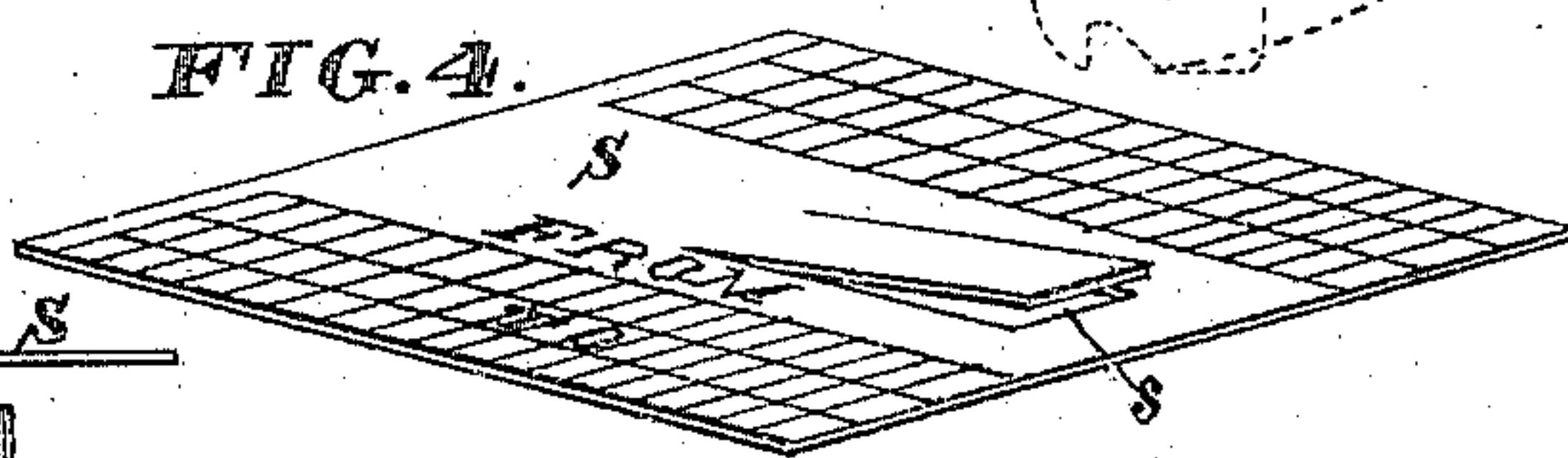


FIG. 4.



Witnesses

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UNITED STATES PATENT OFFICE.

FRED C. HAMILTON, OF NEW YORK, N. Y., ASSIGNOR TO EDWARD J. BROOKS, OF SAME PLACE.

IMPROVEMENT IN SEAL-LOCKS.

Specification forming part of Letters Patent No. 134,473, dated December 31, 1872.

To all whom it may concern:

Be it known that I, FRED C. HAMILTON, of the city, county, and State of New York, have invented certain Improvements in Seal-Locks and Seals therefor, of which the following is a specification:

Nature and Objects of the Invention.

My improved lock is adapted for the reception of a seal which serves as a keeper for a hasp, thus constituting a part of the lock itself, but permitting the necessary movement of the hasp to release the shackle of the lock when the seal is broken and destroyed. The seal is preferably formed of sheet metal with an opening to receive the hasp, and it may be provided with any desired private marks, and with numbers or any other marks to indicate places or dates at which the seal is applied, the destination of the property under seal, or any desired particulars.

Description of the Drawing.

Figure 1 is an elevation of a lock and sheet-metal seal, illustrating my invention. Fig. 2 is a vertical section on the line *x x*, Figs. 1 and 3. Fig. 3 is an under-side view. Fig. 4 is a perspective view of the seal.

General Description.

A represents a bow or shackle, the ends *a* *a'* of which slide within a mortise bar or frame, B, the shorter end *a'* being adapted to pass completely out of its mortise in applying the lock to a car door or other place to be protected, or in removing it therefrom. The longer end *a* is bifurcated, and has pivoted within it a hasp, C, formed as shown in Fig. 2. *c* represents the pivot-pin on which the hasp turns. The shape of the said hasp adapts it to hook into the aperture *s* of a sheet-seal, S, which is preferably formed of metal, and to shut into the position shown in full lines in Fig. 2, where the said seal arrests its further movement, while its retraction is prevented by a catch, D, thrown out by a spring, E. While the hasp is in this position it effectually prevents the sliding of the shackle A upward in the mortise-bar B. The dotted arc in Fig. 2 indicates the movement of the hasp when the seal has been broken and removed and the lock is to be opened.

One mode of marking and using the seal is illustrated in Fig. 1. On the left-hand side are figures for the date, and on the right hand figures to indicate, by number, the station where the seal is applied and its destination. In each column are three sets of figures, for units, tens, and hundreds, enabling the indication of any individual number from one up to two hundred and ninety-nine, or any higher number if the figures for hundreds be increased.

For through-freight or for use at leading stations, the name of the station may be stamped on instead of one column of figures. The seal will then serve to indicate that the freight is transported from the main station named to any station designated by the punching out of figures in the other column, or vice versa. By the use of punches cutting holes of special form, the particular official through whose hands the seal has passed, will be designated. The sheet may further be stamped with name or initials of the company or proprietor, or any other desired particulars.

An aperture, F, Fig. 1, in the extremity of the shorter end *a'* of the bow, where it projects through the mortise-bar, permits the application of a wire, lead, or other form of seal for additional security.

Operation.

The illustration of seal given in Fig. 1, shows, by the punching, that said stamp was applied on the 8th day of 11th month, 1872, at station No. 5, and that its destination is station No. 84.

The lock having been applied to the car door, or whatever else is to be secured, and the hasp C hooked into the seal and closed, as shown in the drawing, the hasp will be seen to engage beneath the mortise-bar, so as to prevent the latter sliding down on the shackle, while the seal prevents the further forward movement of the said hasp and the spring-catch D prevents its retraction. When the destination is reached the seal is broken out of the hasp and the latter pushed forward through the shank of the shackle, as indicated by the dotted arc in Fig. 2, to the position shown in dotted lines. Dotted lines also indicate the position of the mortise-bar, which is by this movement of the hasp permitted to descend upon the long shank *a* of the shackle and release the short end *a'*. The lock can then be removed.

When it is replaced and to be relocked the hasp (after the application of a new seal) is turned forward again in the same direction, so that it performs a complete orbit in the unlocking and locking movement combined, and never moves backward.

Claims.

The following is claimed as new:

1. The seal-lock B A *a*, constructed substantially as herein described, with a hasp, C, which, in its locked condition, is prevented from retraction by a spring-catch, D, and from a

forward movement by the seal S, which it holds in the manner set forth.

2. The seal S, perforated to receive the hasp C, and employed in combination therewith, in manner substantially as herein described.

To the above specification of my improvement in seal-locks and seals therefor, I have hereunto set my hand this 18th day of November, 1872.

FRED C. HAMILTON.

Witnesses:

E. J. BROOKS,
JAMES HARRIS.