

(No Model.)

J. A. KIRBY.
CAR DOOR SEAL LOCK.

No. 322,831.

Patented July 21, 1885.

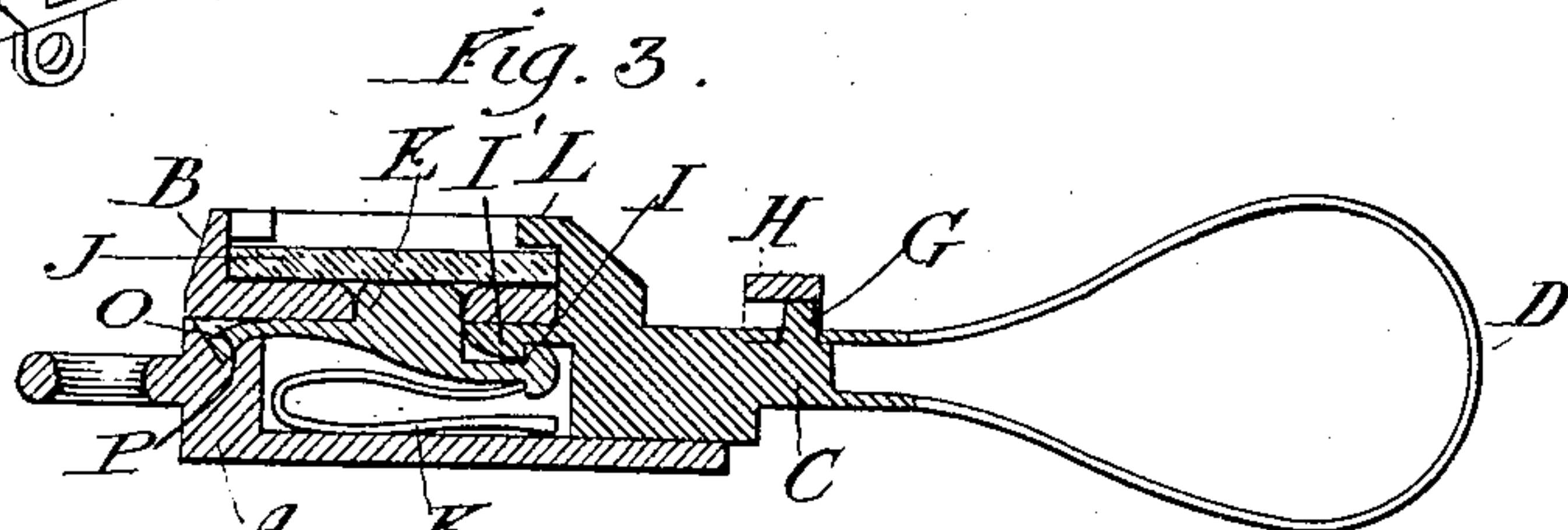
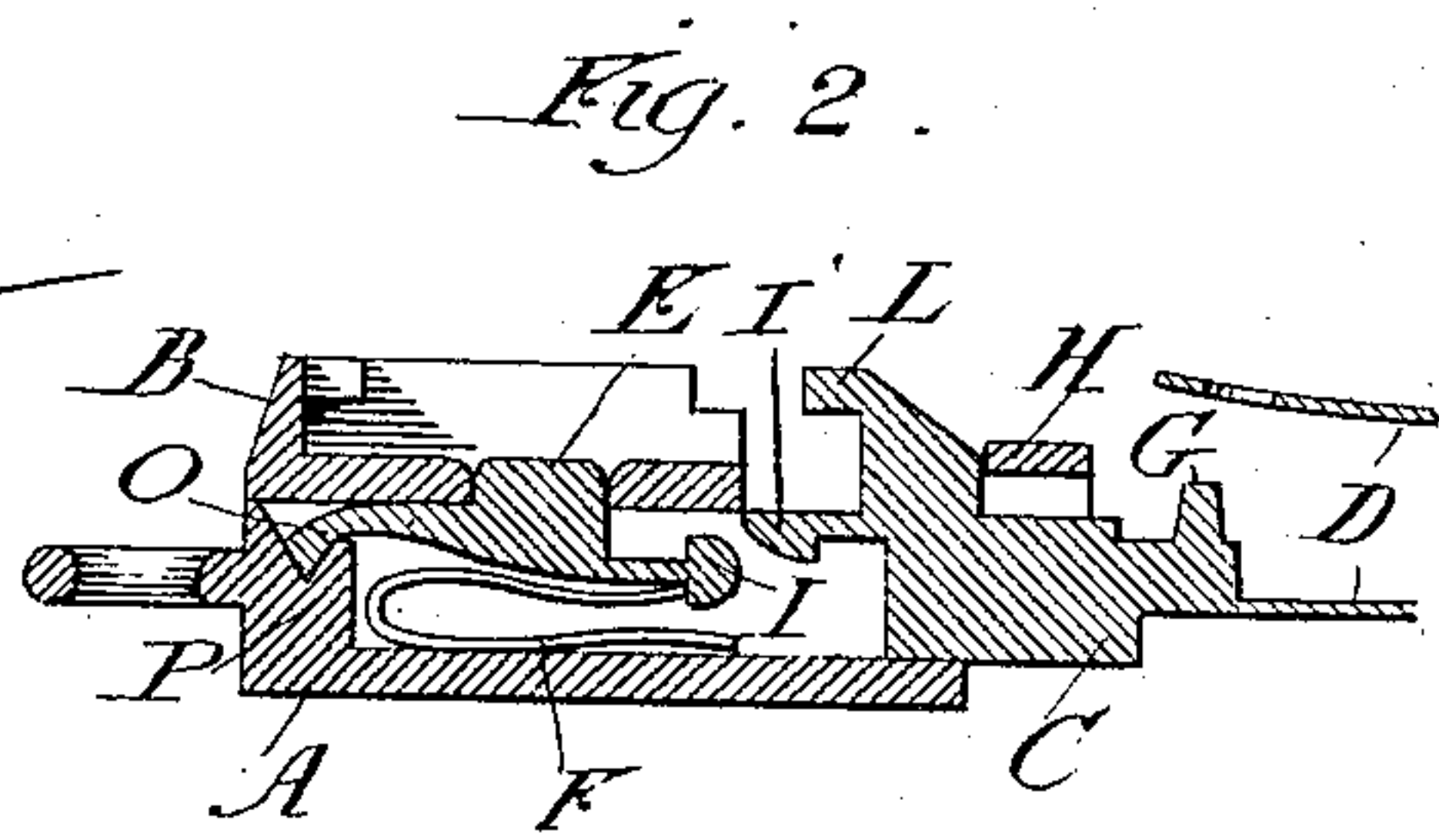
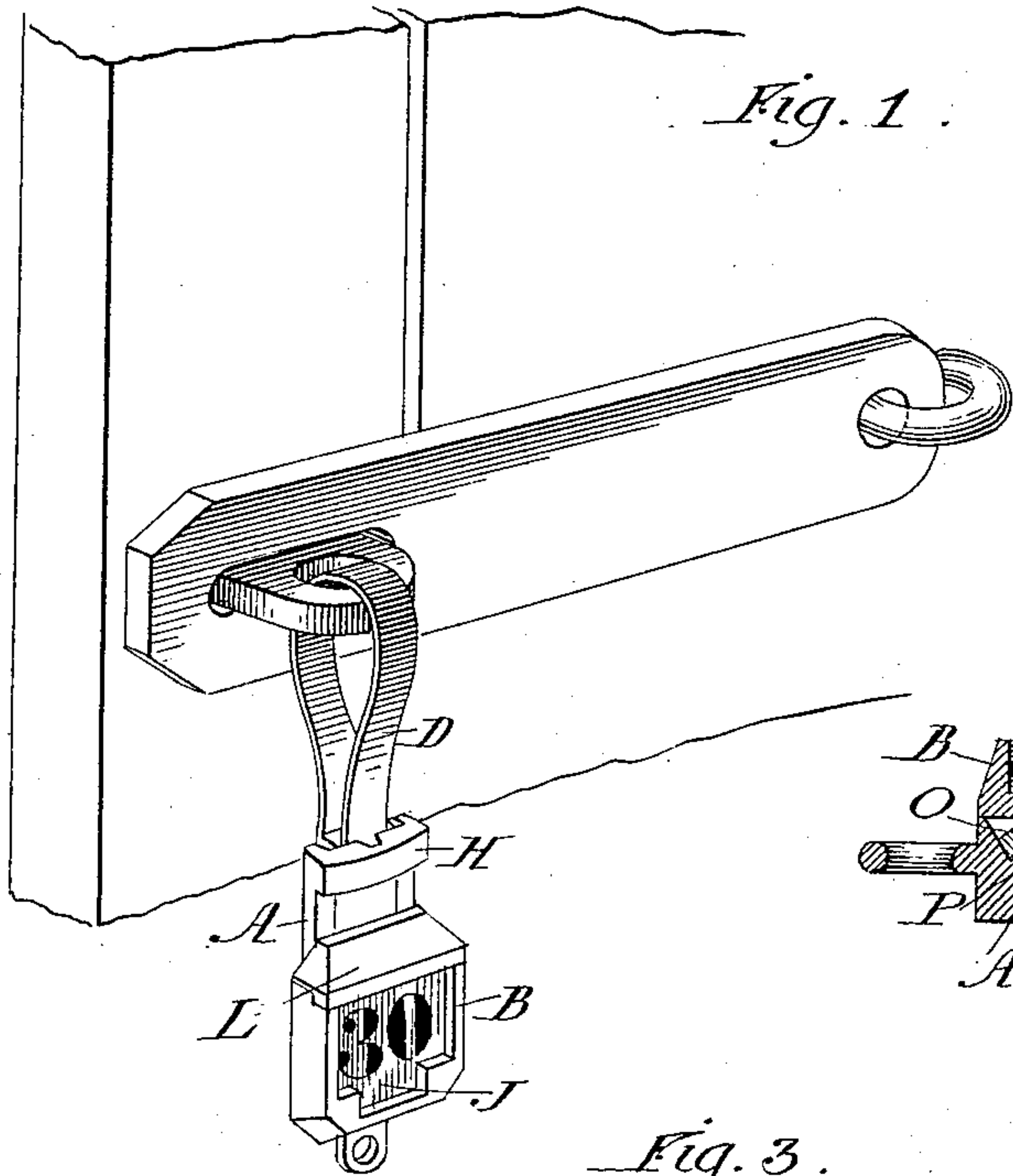


Fig. 4.

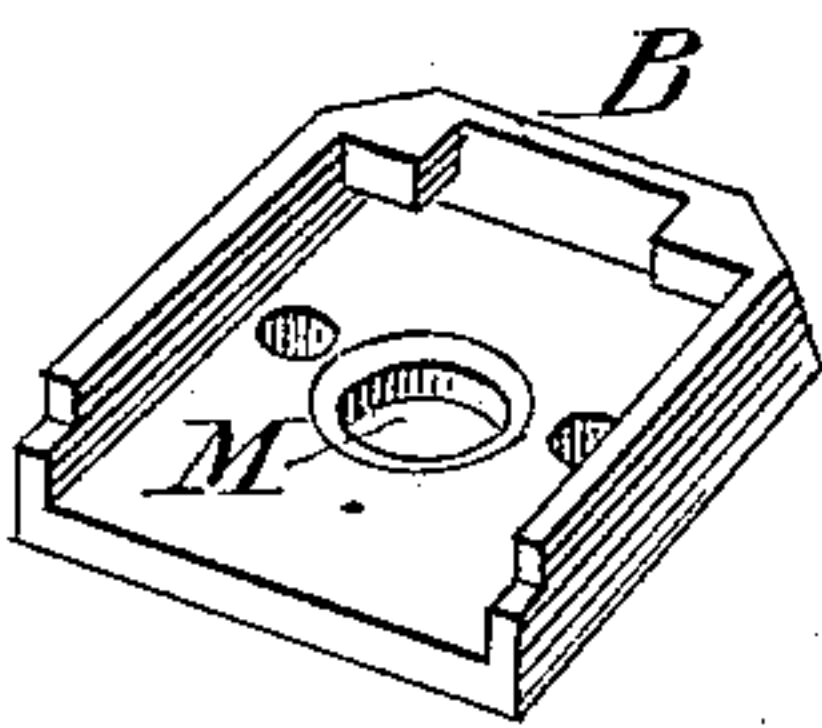


Fig. 7.

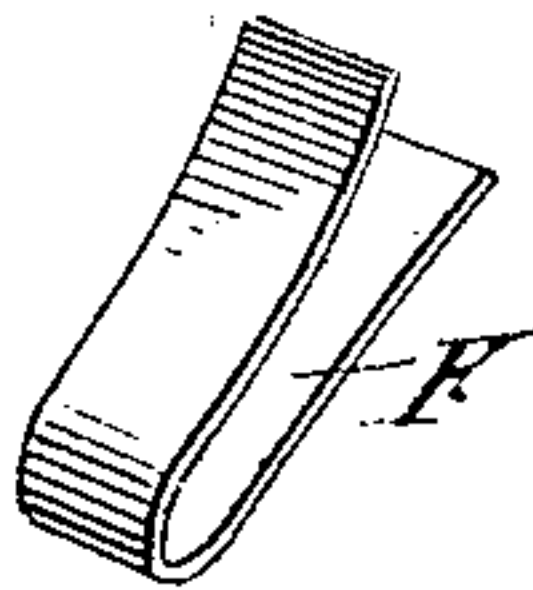


Fig. 5.

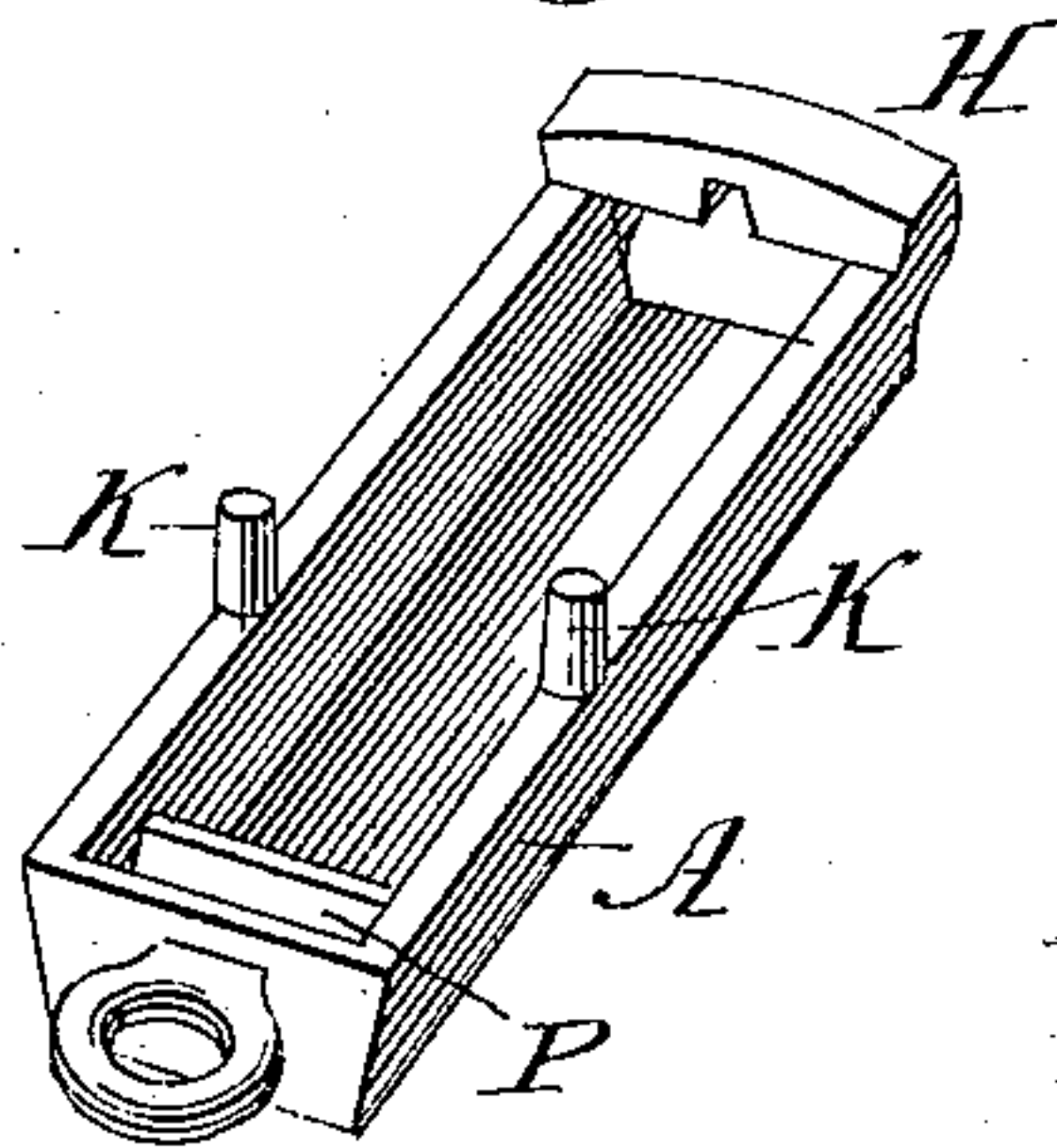


Fig. 6.

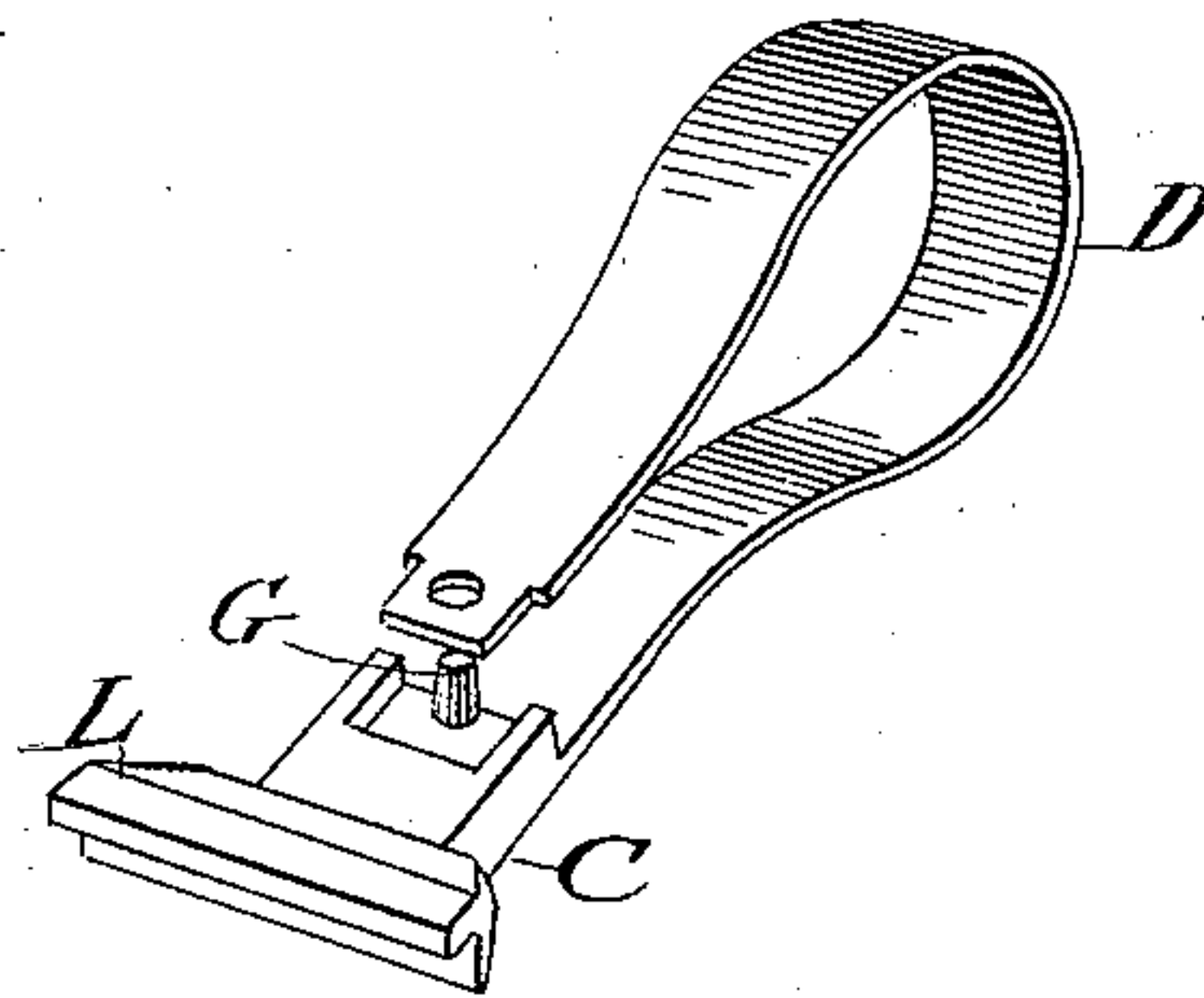
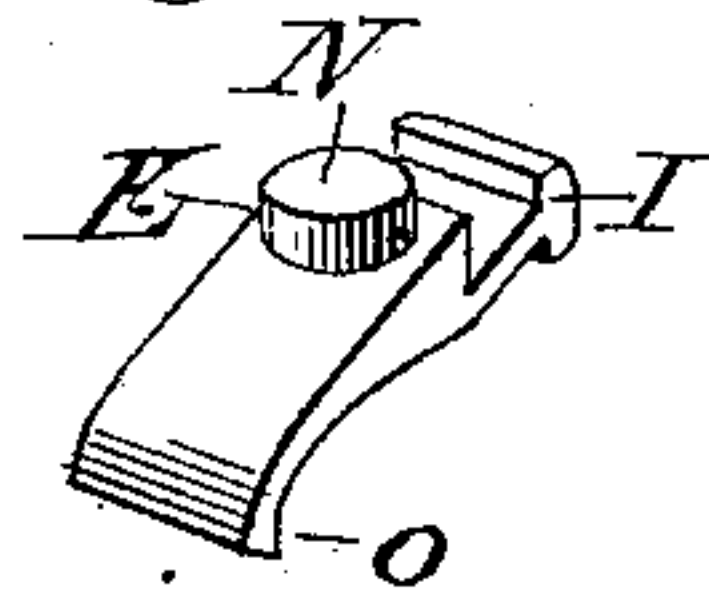


Fig. 8.



Witnesses:
Frank J. Blanchard
A. S. Pare

Inventor:
James A. Kirby
By Banning & Banning
Attorneys.

UNITED STATES PATENT OFFICE.

JAMES A. KIRBY, OF CHICAGO, ILLINOIS, ASSIGNOR OF ONE-HALF TO
FRANK P. PURTELL, OF SAME PLACE.

CAR-DOOR SEAL-LOCK.

SPECIFICATION forming part of Letters Patent No. 322,831, dated July 21, 1885.

Application filed April 8, 1885. (No model.)

To all whom it may concern:

Be it known that I, JAMES A. KIRBY, a citizen of the United States, residing at Chicago, Illinois, have invented certain new and useful Improvements in Car-Door Seal-Locks, of which the following is a specification, reference being had to the drawings.

The object of my invention is to make a car seal-lock that, while inexpensive and economical, will still be durable and last the life of the car, and at the same time afford a complete protection to the car and its contents from the attempts of any person to break into the same without destroying the seal and disclosing the fact that an entrance has been made; and the invention consists in the elements and features of construction hereinafter described.

In the drawings, Figure 1 is a side elevation of a portion of the car showing the door locked and the lock in place as it will appear in actual use. Fig. 2 is a side elevation of a longitudinal vertical section of the lock unlocked. Fig. 3 is a side elevation of a longitudinal vertical section of the lock when locked. Fig. 4 is a perspective view of the top plate or piece of the lock. Fig. 5 is a perspective view of the bottom piece of the lock which contains the parts or devices by which the locking of the lock is effected. Fig. 6 is a perspective view of the loop, hook, or hoop by which the staple and the hasp on the car and door are locked together, with the catch shown in Figs. 2 and 3 omitted. Fig. 7 is a perspective view of the spring shown in section in Figs. 2 and 3, and Fig. 8 is a perspective view of the locking device.

In the drawings, A represents the bottom of the lock; B, the top of the lock; C, the part to which the loop, hook, or hoop is attached; D, the loop; E, the locking piece or device; F, the spring; G, the pin or stud over which the loop or hook catches when the lock is locked; H, the cross-piece under which the free end of the loop is confined when the lock is locked; I, a catch on the locking-piece E; I', the catch on the sliding piece C, which interlocks with the catch I when the seal is locked; J, the glass seal which prevents the lock from being unlocked; K, rivets or studs by which the top and bottom are fastened together; L, a cross-piece which, among other

things, secures the glass seal in place; M, the hole in the top B for the projecting stud on the locking-piece E to rest in when the seal is locked; N, such projection or stud; O, a bend or turn on one end of the locking-piece E; and P, a hole or depression in the bottom A, in which such turn rests.

In making a lock of my construction, I make a bottom, A, channel or U shaped and closed at its lower end, and with a cross-piece uniting the sides of the channel at the upper end, which I have designated as H in the drawings. This piece H has a notch or groove cut in it from the under side, for a purpose hereinafter described. I also provide the bottom A with rivets K, to enable it and the top B to be securely fastened or riveted together. I make the top B preferably wider than the bottom A, and with holes in it to fit over the rivets K on the bottom. It is also provided with a hole, M, in its center, as shown in the drawings, Figs. 2, 3, and 4, to permit of the upward projection or stud N on the locking-piece E fitting into it. Its lower outside corners have flanges projecting or extending a sufficient distance forward to securely hold a seal of glass or other brittle material, which may be inserted beneath them when all the parts are in position.

I make a locking piece or device (represented as E in the drawings) which has an upward stud or projection, N, Fig. 8, which extends through the hole above mentioned in the top B. The lower end of this locking-piece E is slightly bent or hooked at O to fit into a depression or hole, P, cast or made in the lower end of the bottom A, which will prevent its removal when the top B is in place, (shown in Figs. 2 and 3.) The upper or front end of this locking-piece is provided also with a hook or catch, I, adapted to fit into the corresponding hook or catch on the inner end of the piece C, to the outer end of which the loop, hook, or hoop D is attached. The spring F is placed under this locking-piece E to hold it up and cause the stud or projection N on its upper side to enter and remain in the hole M in the top piece, B.

The piece C, to the outer end of which the loop or hook D is attached, is placed in the bottom A, with its upper or outer end extend-

ing out under the cross-piece H. It is adapted to slide back and forth when not interlocked with the locking-piece E. It carries a cross-piece, L, cut away on its under side, or provided with a flange, so that when slid into position and the lock is locked it will extend over the upper edge of the seal J, which is inserted in the top B, to prevent the lock from being unlocked. When this piece C is pushed in, the catch or hook on its inner end will interlock with the catch or hook I on the bent or upper end of the locking-piece E, so that it cannot be withdrawn until the locking-piece E is pressed down enough to disengage the catches. This sliding piece C has the loop, hook, or hoop D attached to it at one end, with the other end bent over and free, as shown in Fig. 6. The free end has a hole in it to fit over the pin or stud in the sliding piece C, by which it is prevented from being withdrawn when the parts are locked together. This stud or pin is higher than the bottom of the cross-piece H, and extends up in the groove or hole in such piece before mentioned. By thus making this stud high, as described, the cross-piece H cannot be pried or cut off with a chisel or other instrument without first cutting through this stud, which, of course, makes the opening or breakage of the lock in this way more difficult.

A piece of glass or other brittle material is used for the seal, and is placed in the top B, so that when the parts are pressed together and the lock locked such seal will be held securely in position by the extending corners or flange on the piece B and the flange or projection on the piece L. This seal prevents access to the stud or projection N on the locking-piece E, which must be pressed down, as before explained, before the piece E, carrying the hoop, hook, or loop D, can be pulled out and the lock unlocked. To gain access to this stud or projection N on the locking-piece E, the seal must be broken.

Every time the lock is locked a new piece of glass or other brittle material must be used for the seal, and every time it is unlocked such seal must be broken and destroyed.

Of course it will be understood that when the parts have been put in their proper positions the upper and lower parts will be riveted or fastened together so that all the parts will be securely held in their respective positions.

Changes in immaterial respects may be made in the form, construction, location, or arrangement of parts—for instance, the end which I have described as the top or upper end of the parts might be made the lower, and the parts which I have described as the bottom A and the top B, respectively, might be reversed or made to correspond to the sides of the lock, and the locking-piece E might have the stud or projection now on its top extend toward the

bottom or one side. I mention these changes merely to show that I have recognized and contemplated them.

What I desire to claim, and secure by Letters Patent, is—

1. A car-door seal-lock comprising a bottom, A, a top, B, provided with a hole, recess, or opening, M, to receive a locking or fastening stud or projection, N, on the locking-piece E, a sliding piece, C, provided with a hook or catch, I', on its inner end, and a hoop or loop, D, on its outer end, and a locking-piece, E, provided with a stud or projection, N, and a catch or hook, I, at its front end to interlock with a corresponding hook or catch on the inner end of piece C slid or pushed into it, substantially as described.

2. A car-door seal-lock comprising a bottom, A, a top, B, provided with a hole, recess, or opening, M, to receive a locking or fastening stud or projection, N, on the locking-piece E, a sliding piece, C, provided with a hook or catch, I', on its inner end, and a hoop or loop, D, on its outer end, and a locking-piece, E, provided with a stud or projection, N, and a bend or turn, O, at its lower end to rest or fit into a hole or depression, P, in the bottom A, and a hook or catch, I, at its front or upper end to interlock with a corresponding hook or catch on the inner end of piece C slid or pushed into it, substantially as described.

3. A car-door seal-lock comprising a bottom, A, a top, B, provided with a hole, recess, or opening, M, to receive a locking or fastening stud or projection, N, on the locking-piece E, a seal, J, made of glass or other brittle material, a sliding piece, C, provided with a hook or catch, I', on its inner end, and a hoop or loop, D, on its outer end, and a locking-piece, E, provided with a stud or projection, N, and a catch or hook, I, at its front end to interlock with a corresponding hook or catch on the inner end of piece C slid or pushed into it, substantially as described.

4. A car-door seal-lock comprising a bottom, A, a top, B, provided with a hole, recess, or opening, M, to receive a locking or fastening stud or projection, N, on the locking-piece E, a seal, J, made of glass or other brittle material, a sliding piece, C, provided with a hook or catch, I', on its inner end, and a hoop or loop, D, on its outer end, and a locking-piece, E, provided with a stud or projection, N, and a bend or turn, O, at its lower end to rest or fit into a hole or depression, P, in the bottom A, and a hook or catch, I, at its front or upper end to interlock with a corresponding hook or catch on the inner end of piece C slid or pushed into it, substantially as described.

JAMES A. KIRBY.

Witnesses:

F. P. PURTELL,
A. S. PARÉ.