

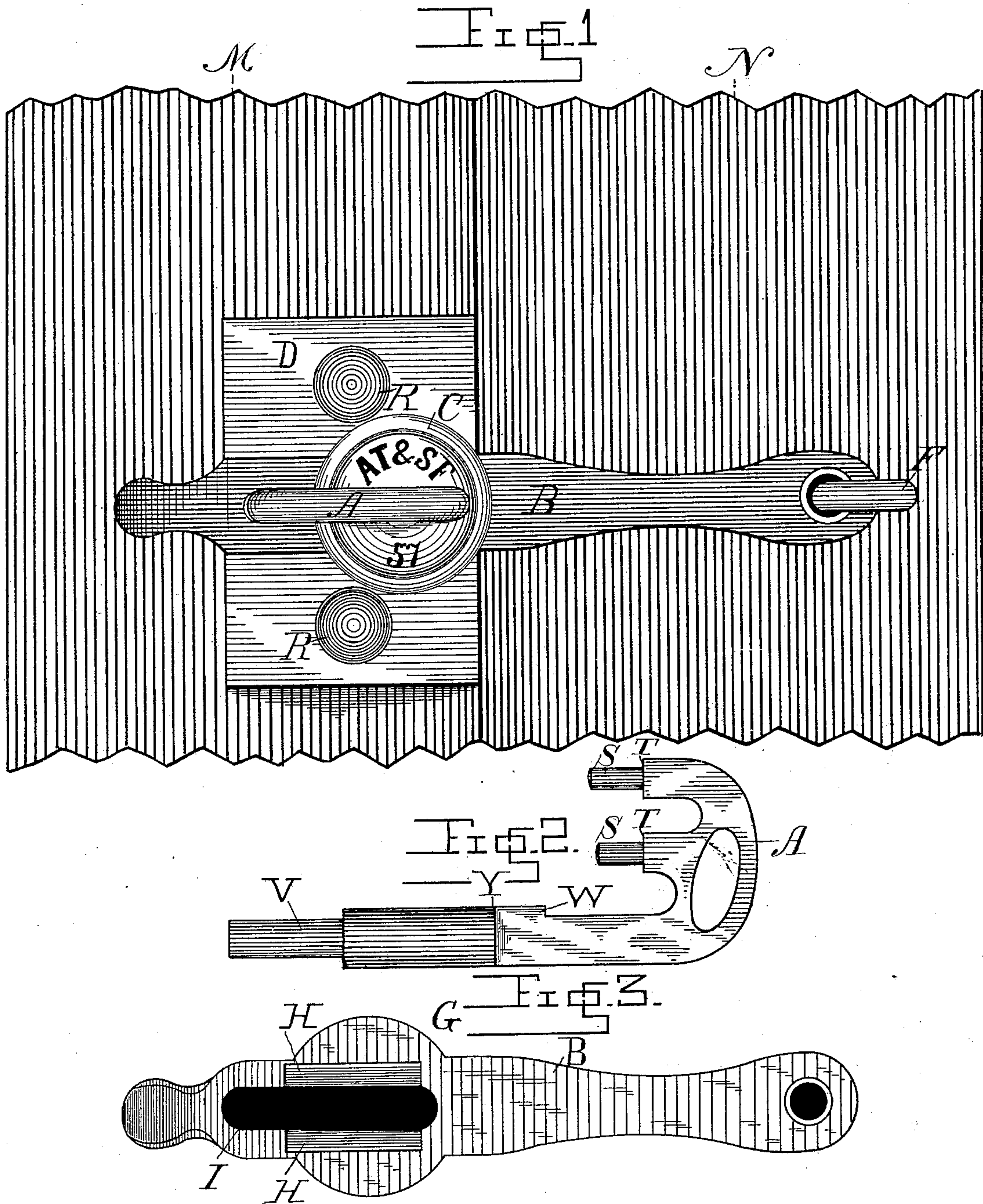
(Model.)

3 Sheets—Sheet 1.

J. M. SMITH.  
SEAL LOCK.

No. 333,558.

Patented Jan. 5, 1886.



WITNESSES

*Josh. H. Blackwood*  
*M. H. H. Little*

INVENTOR

*John M. Smith*  
By his Attorney  
*R. G. D. Bois*

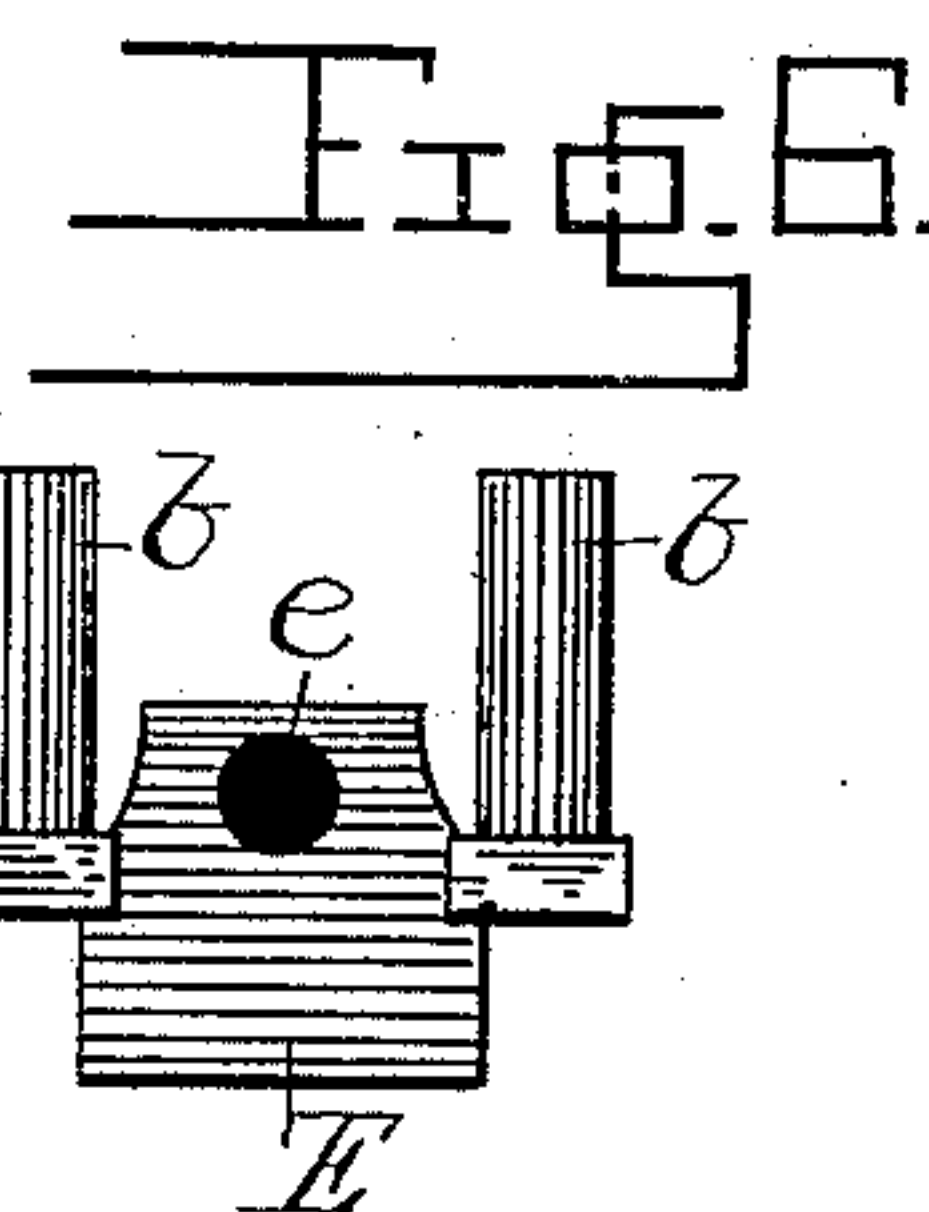
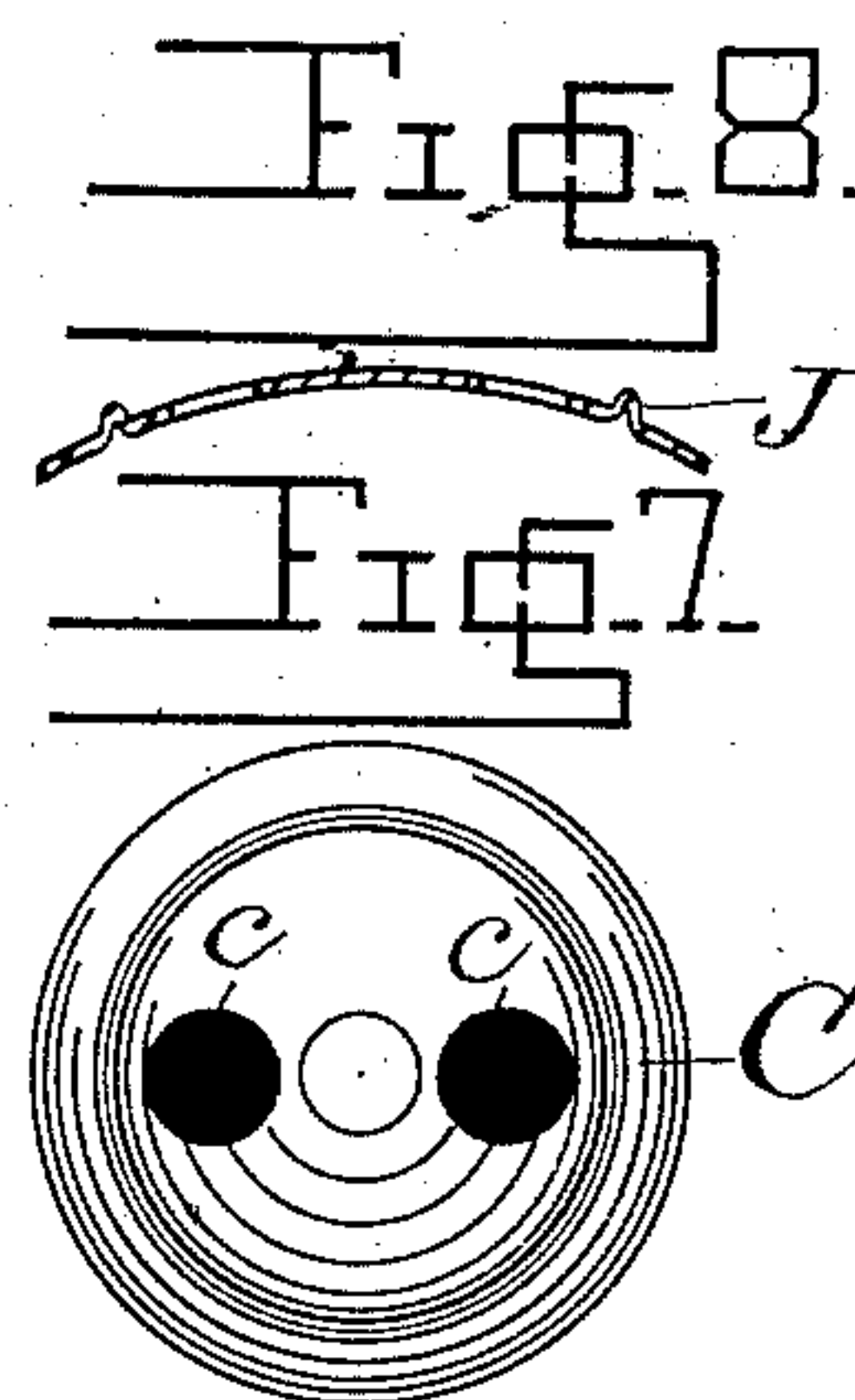
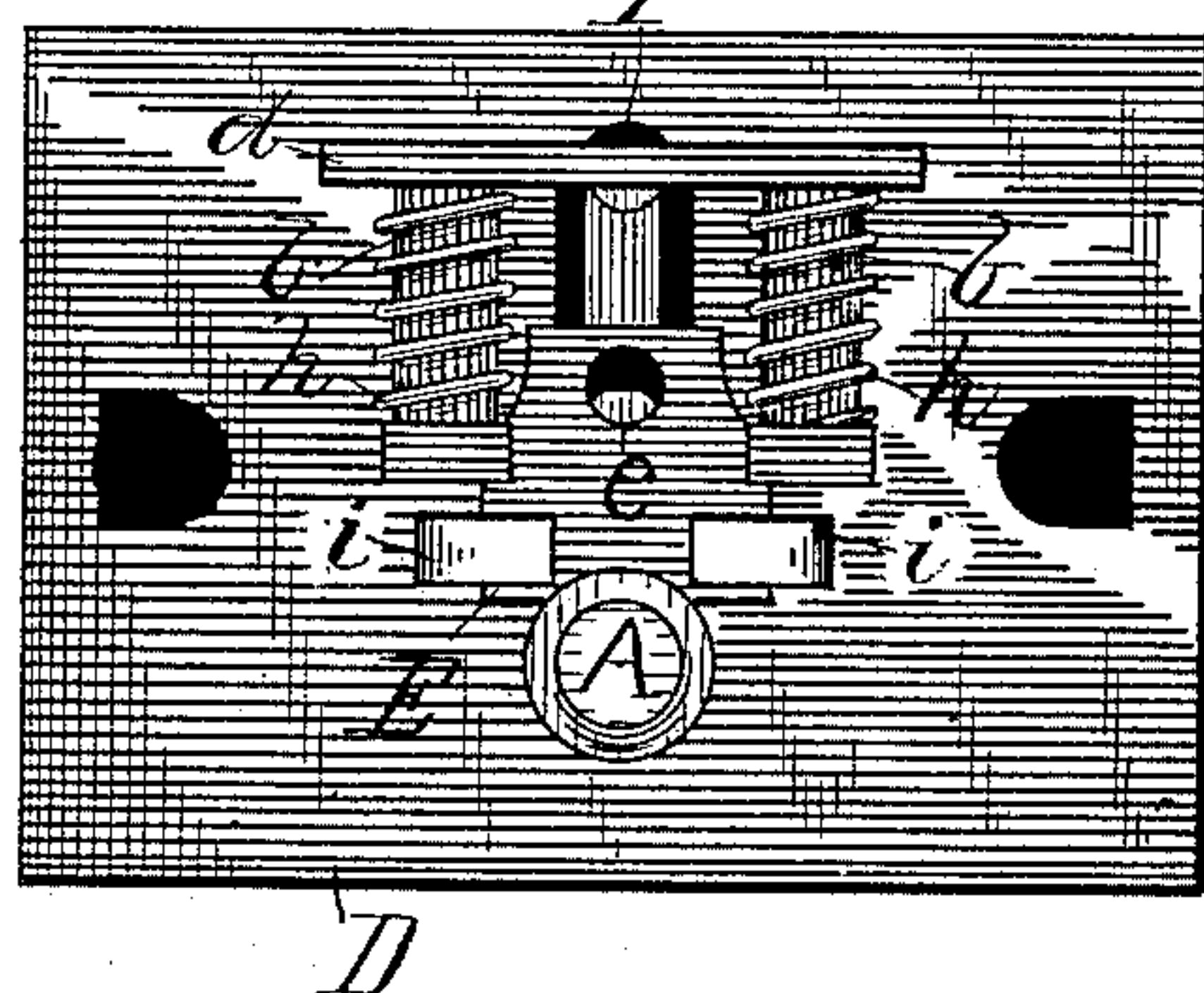
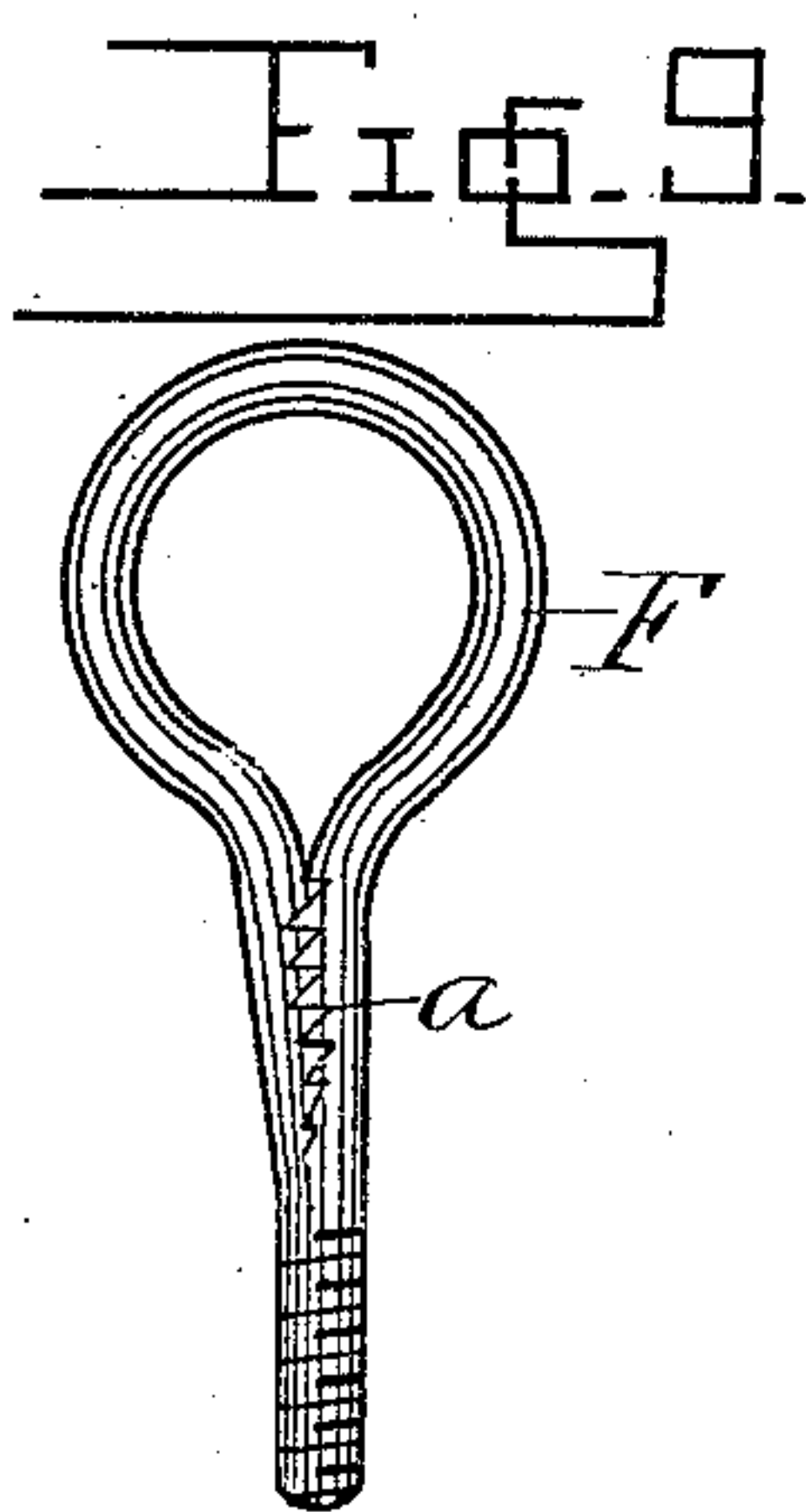
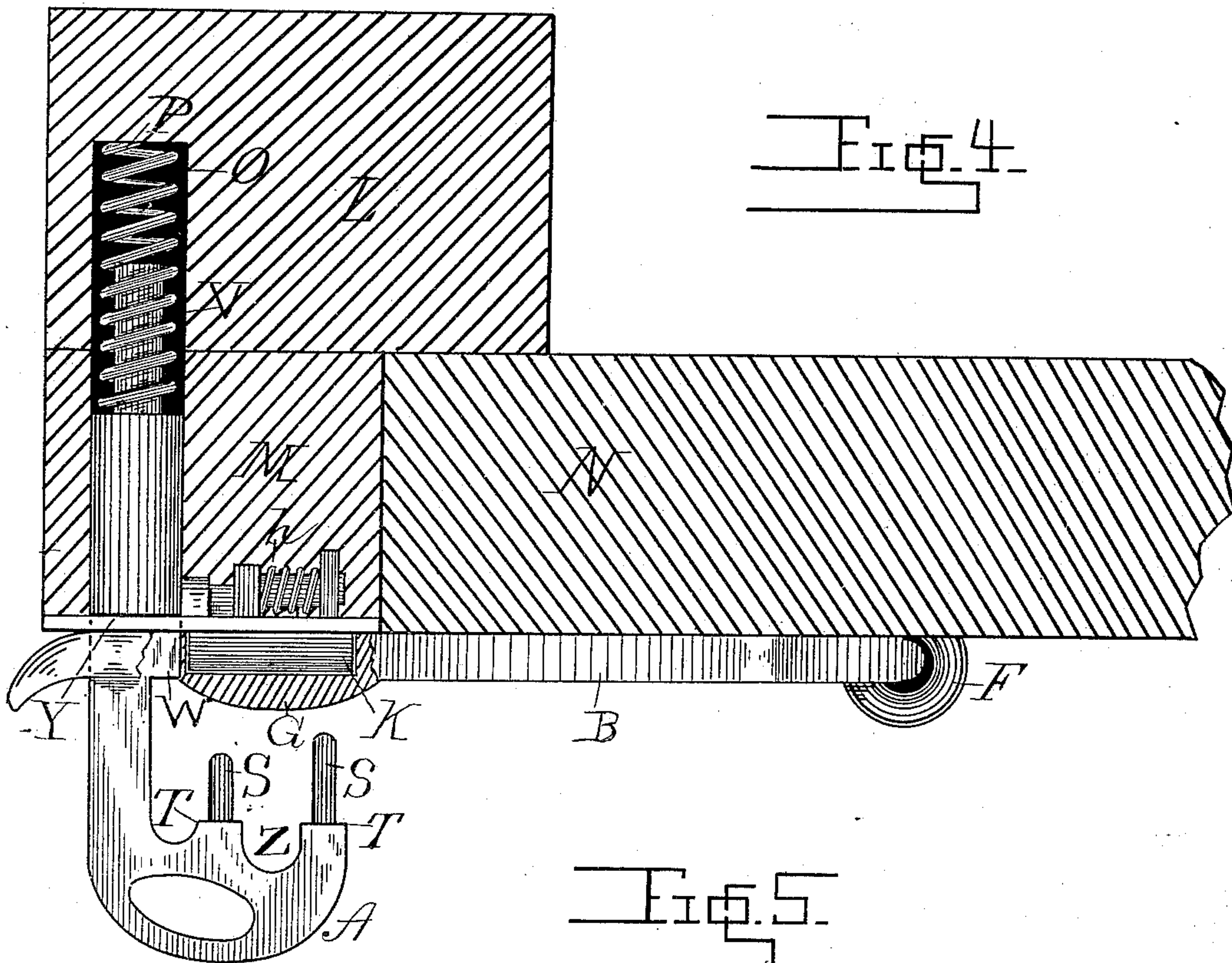
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 Jos. H. Blackwood.  
 M. M. Mootile

INVENTOR

INVENTOR  
John M. Smith  
By his Attorney  
R. G. Davis



(Model.)

3 Sheets—Sheet 3.

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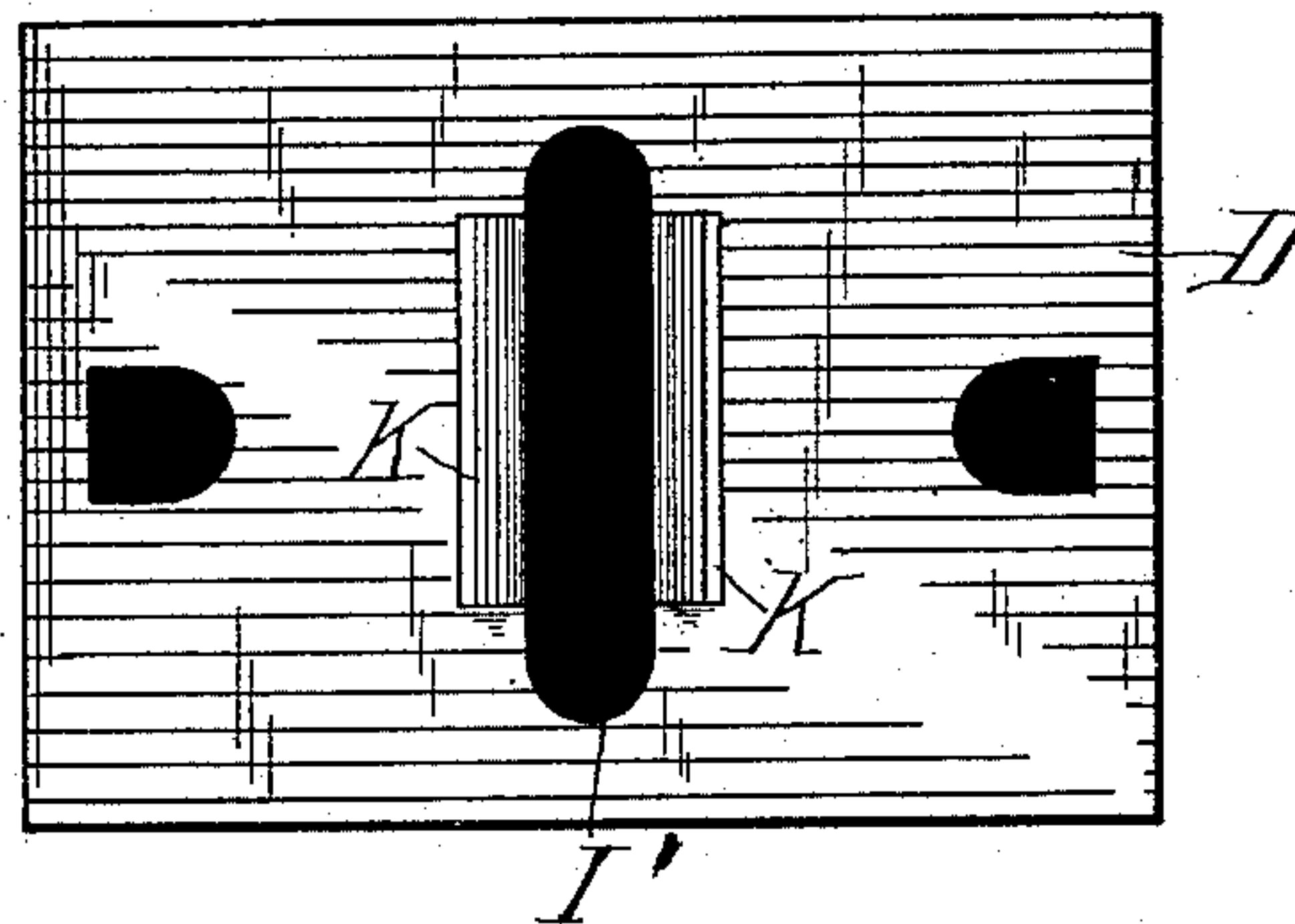
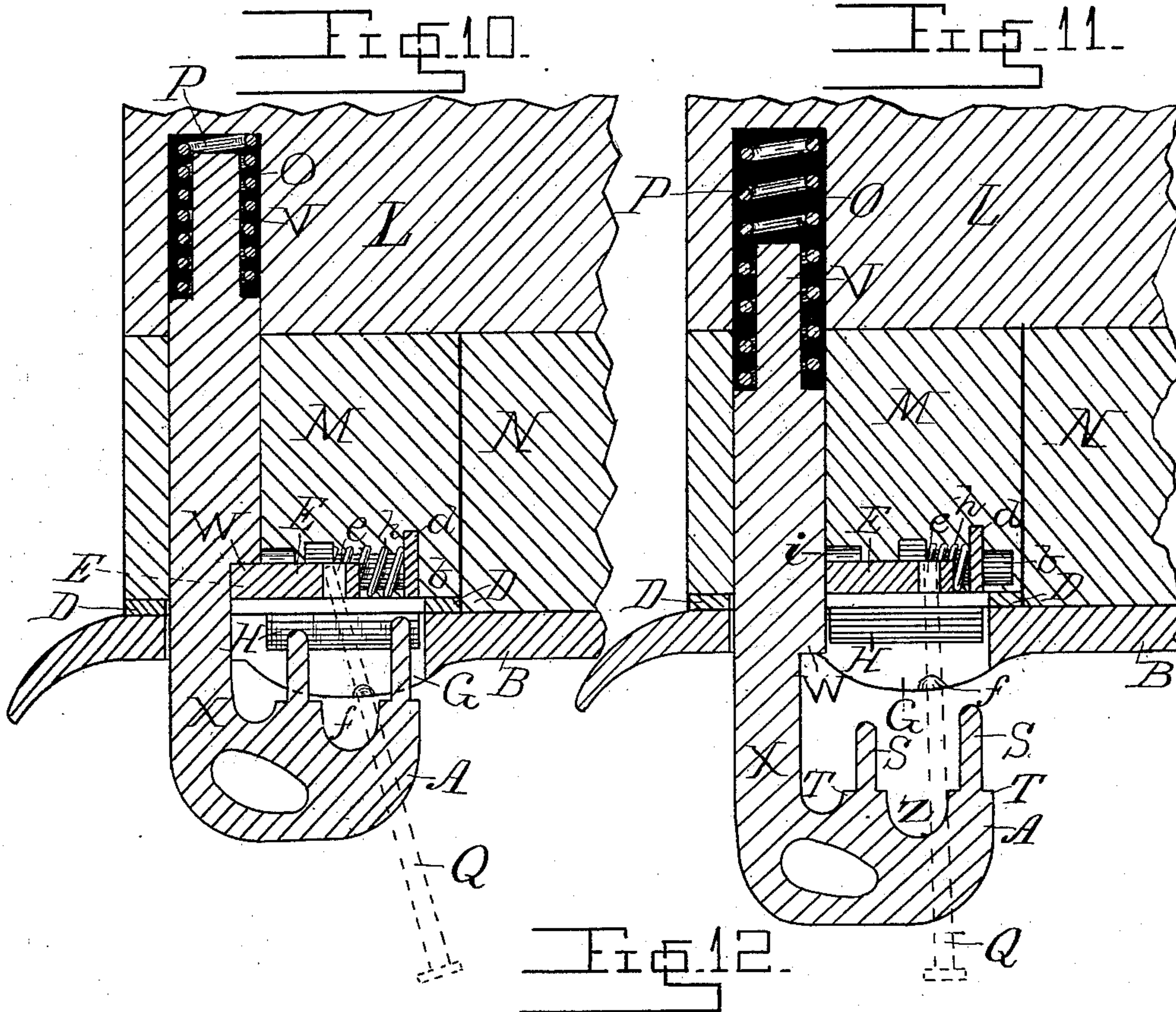
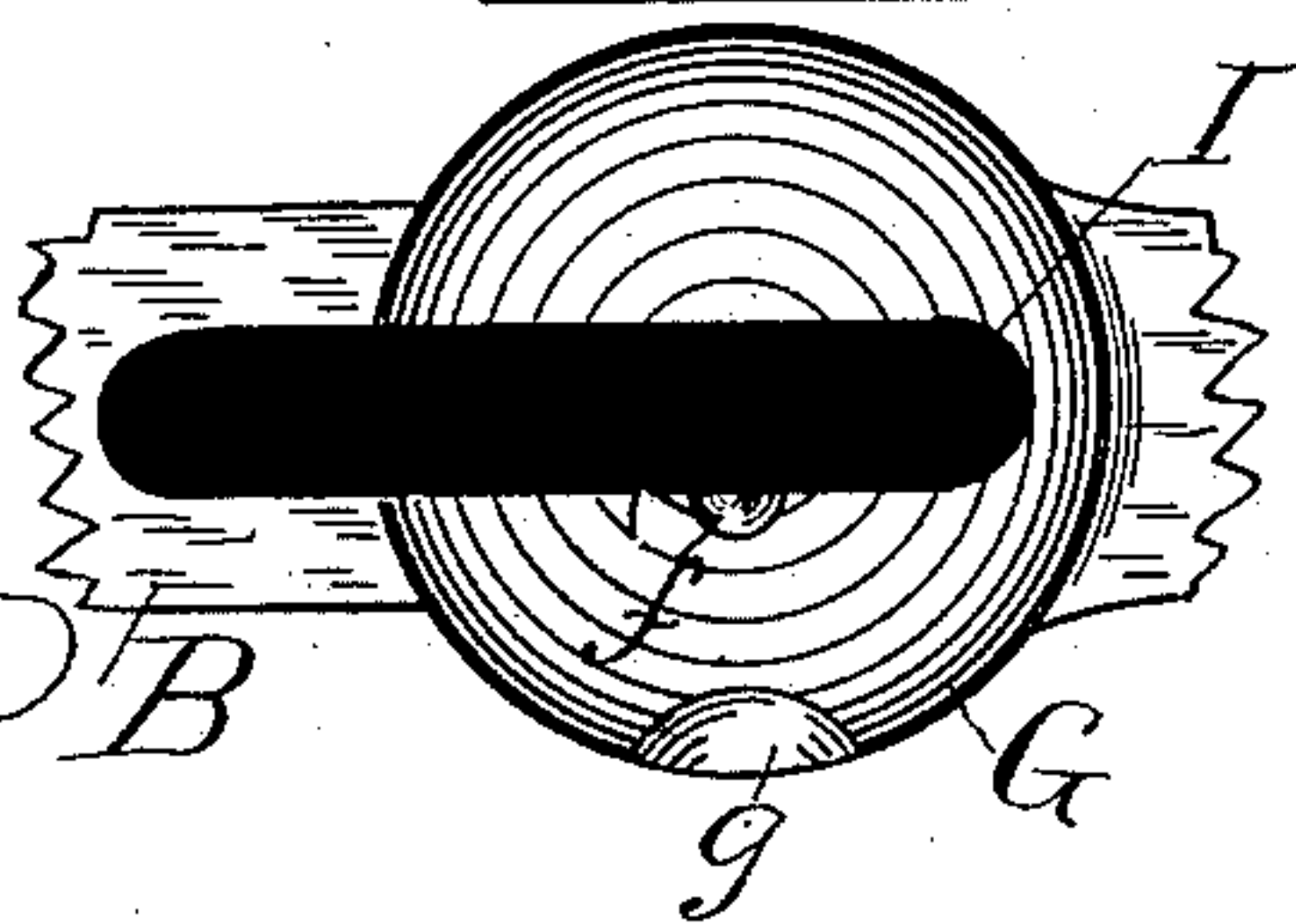


Fig. 13.

WITNESSES  
J. H. Blackwood  
M. A. Doolittle



INVENTOR.  
John M. Smith  
By his Attorney  
R. G. DuBois



# UNITED STATES PATENT OFFICE.

JOHN M. SMITH, OF KANSAS CITY, MISSOURI.

## SEAL-LOCK.

SPECIFICATION forming part of Letters Patent No. 333,558, dated January 5, 1886.

Application filed March 27, 1885. Serial No. 160,228. (Model.)

*To all whom it may concern:*

Be it known that I, JOHN M. SMITH, a citizen of the United States, residing at Kansas City, in the county of Jackson and State of Missouri, have invented certain new and useful Improvements in Seal-Locks; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters or figures of reference marked thereon, which form a part of this specification.

The object of my invention is to produce a seal-lock especially adapted to combination and open cars. It is therefore arranged so that it cannot be opened from the outside or inside of a car when once locked without damaging the seal, as will be hereinafter more fully described.

In the drawings, Figure 1 shows my complete device as applied to a car-door; Fig. 2, a view of the main locking-bolt; Fig. 3, a view of the inner side of the hasp; Fig. 4, a top view, partly in section, showing the bolt disengaged and the position the lugs occupy within the rabbets of the hasp; Fig. 5, a view of the latch on the inner side of the plate engaging the main bolt; Fig. 6, a detachment of the latch; Fig. 7, a top view of the seal; Fig. 8, a sectional view of the seal; Fig. 9, the eyebolt for securing the hasp; Fig. 10, a top section of the lock closed without the seal. Dotted lines show a nail inserted preparatory to opening. Fig. 11 shows the latch drawn back and bolt sprung out ready for applying the seal; Fig. 12, the outside of the plate; Fig. 13, a top and partial view of the hasp, showing the head for receiving the seal.

A is the main bolt, serving as a staple, the outer portion of which is provided with points S S and shoulders T T, and the inner portion with an arm, V, and shoulders W and Y.

B is a hasp, secured to the door N by the eyebolt F. Said eyebolt is provided with teeth *a*, which mesh into each other where the end of the eye is brought around against the shank of the bolt. This bolt is made, preferably, of soft cast-iron, so that the eye part will stand bending. By thus making the bolt the expense of welding the end of

the loop forming the eye to the shank is avoided. The hasp B may be attached to said bolt by slipping it over the end of the eye and then pressing said end against the shank so that the teeth will mesh. When said eyebolt is in place, the surrounding wood of the door M will hold the teeth together, and will offer resistance when burglars endeavor to pry the eye open to remove the hasp. Said hasp B has the usual opening, I, for the reception of the head of the bolt A, and it is also provided with a head, G, formed around the sides and end of said opening I. Over said knob G a cup-shaped seal, C, fits.

*f* and *g* are notches in the head G. The former serves as a fulcrum to the key Q, and the latter enables the operator to more readily get at the seal to break it away.

Head G consists of a rounded protuberance upon the outside of the hasp, through which there is an opening for the reception of the main bolt, as shown in Fig. 13.

In the hasp B, under the head G, along the sides of the opening I, are rabbets H, which fit over lugs or guards K K upon the plate D when the lock is sealed. This arrangement prevents the lock from being picked by slipping a wire or nail between the hasp and plate. The construction might be reversed by making lugs upon the hasp to sink into recesses in the plate D, or the guards might be made into one continuous ridge around the opening I and a continuous recess around the opening I' in the plate D. Said plate D is provided with a latch, E, fitting in a mortise of the door-stop M. Said latch comprises a sliding piece, which slides in a direction at right angles to the path of motion of the bolt A, and it is provided with prongs *b*, springs *h*, key-hole *e*, and guides *i* and *d*. The prongs *b* pass through guide *d*, and are cast integral with the sliding piece. Plate D is secured to door-stop M by bolts R R, which pass through said stop and post L.

The seal C is made, preferably, of some brittle metal, and is approximately cup-shaped, with an annular ridge or bead, J, upon its outer surface, and two holes, *c c*, in or about the central portion.

T T are shoulders to the points S S, for holding said seal down upon the head G of the hasp. A space, Z, cut away between said shoulders for the insertion of a padlock or its equivalent,



is found convenient when the seal is not used to hold the hasp on the bolt A.

O is a hole or guideway bored out in the door-stop M, for the reception of the bolt A and its spring P.

The operation of my device is as follows: The main bolt A being sprung out, the hasp B is placed over it; then place the seal C on the head G so that the holes *c* will come under the points S; then push the bolt inward until it is engaged by the latch E, and the car will be sealed, as shown in Fig. 1. The spring P now remains compressed ready to force out the main bolt A when the latch E is released. To open the lock, break away the seal and lift the hasp from the bolt A. To prepare the lock for resealing, place the hasp over the bolt A; then insert a nail or key, Q, through the openings I and I' of the hasp and plate D into the key-hole *e* of the latch E; then pry the latch back until it is withdrawn from the shoulder W, when the spring P will force the bolt outward, and the shoulder Y will come in contact with the plate D, which keeps it within bounds. The hasp being now replaced, the lock is ready to be sealed.

By making the seal dish-shaped or approximately so, with a ridge or bead upon its outer surface, any tampering with the lock will be readily detected, and by making two or more holes in the seal it is kept from getting turned wrong side up. The shoulders S S upon the bolt A keep the seal well down upon the head G, so that nothing can be slipped under it for the purpose of picking the lock.

The head G upon the hasp could be dispensed with without seriously detracting from the usefulness of the shape of the seal or the operation of the lock.

Among the advantages possessed by my improvement are simplicity, cheapness, and durability of construction, ease and rapidity of operation, adaptability to all ordinary forms of car-doors, certainty of operation, and security against being unlocked from the outside or tampered with without detection. Not only can it be used as a means of detecting thefts, but it is also exceedingly useful upon any car-door for keeping it closed.

I do not herein claim, broadly, a seal-lock provided with a movable bolt-hasps and perforated seal, in combination with a spring-actuated locking-bolt engaging therewith, said movable bolt formed in such a manner as to enter the perforation of the seal when pushed inwardly, whereby a car is locked, for such is the subject of my pending application, No. 142,805, filed September 11, 1884; but

What I claim as new, and wish to secure by Letters Patent, is—

1. In a seal-lock, the combination of a hasp having an opening for the reception of the main bolt, a head upon said hasp, a seal adapted to fit over said head, a main bolt, a latch engaging therewith, and a metal plate having an opening through which said bolt passes, all combined and adapted to operate as described.

2. A seal-lock provided with a perforated cup-shaped seal having an annular ridge upon its outer surface, for the purpose substantially as described.

3. The combination, in a seal-lock, of a movable bolt provided with inwardly-projecting points upon its outer part, a latch adapted to engage therewith, a hasp having an opening to receive the outer end of said bolt, and a perforated dish-shaped seal adapted to engage with said points, to hold the hasp upon the bolt, substantially as described.

4. The herein-described seal-lock provided with a metal plate having guards about the opening, through which the main bolt passes, in combination with a hasp having a recess for the reception of said guards, substantially as described.

5. In a seal-lock, the combination of a main bolt, a latch engaging therewith, a metal plate having an opening over said latch, guards about said opening, a hasp having rabbets to receive said guards, and a seal, all arranged and adapted to operate as described.

In testimony whereof I affix my signature in presence of two witnesses.

JOHN M. SMITH.

Witnesses:

JOS. H. BLACKWOOD,  
ANDREW PARKER.