

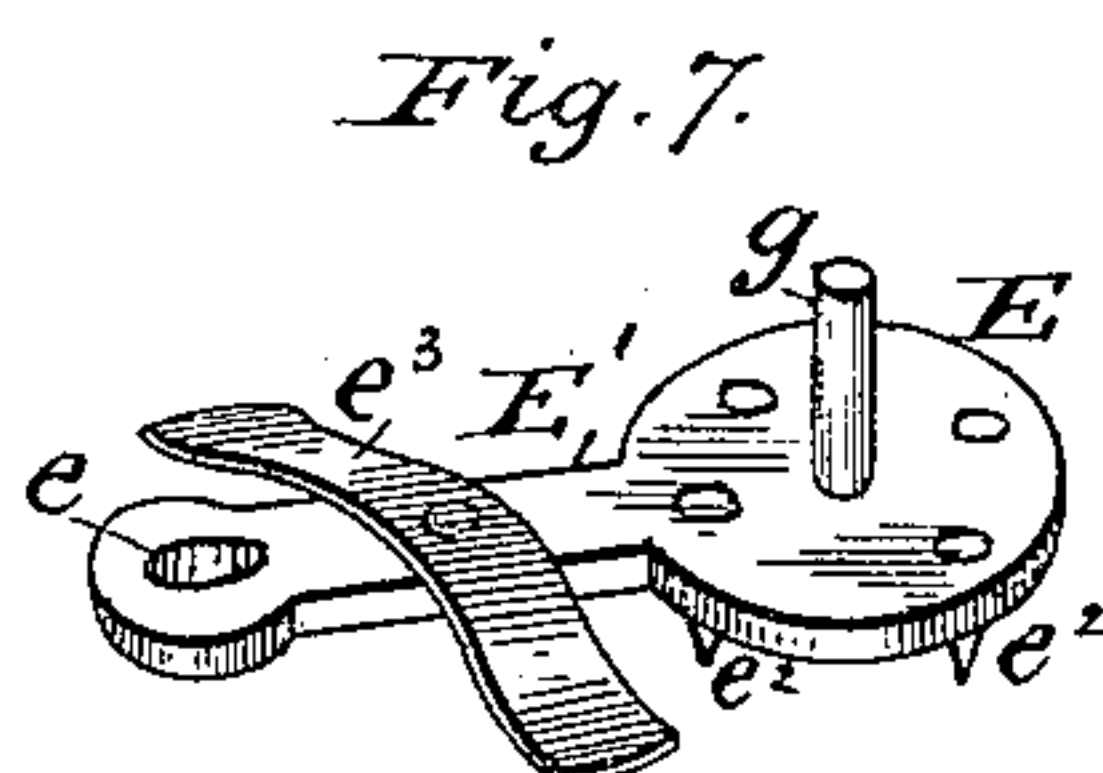
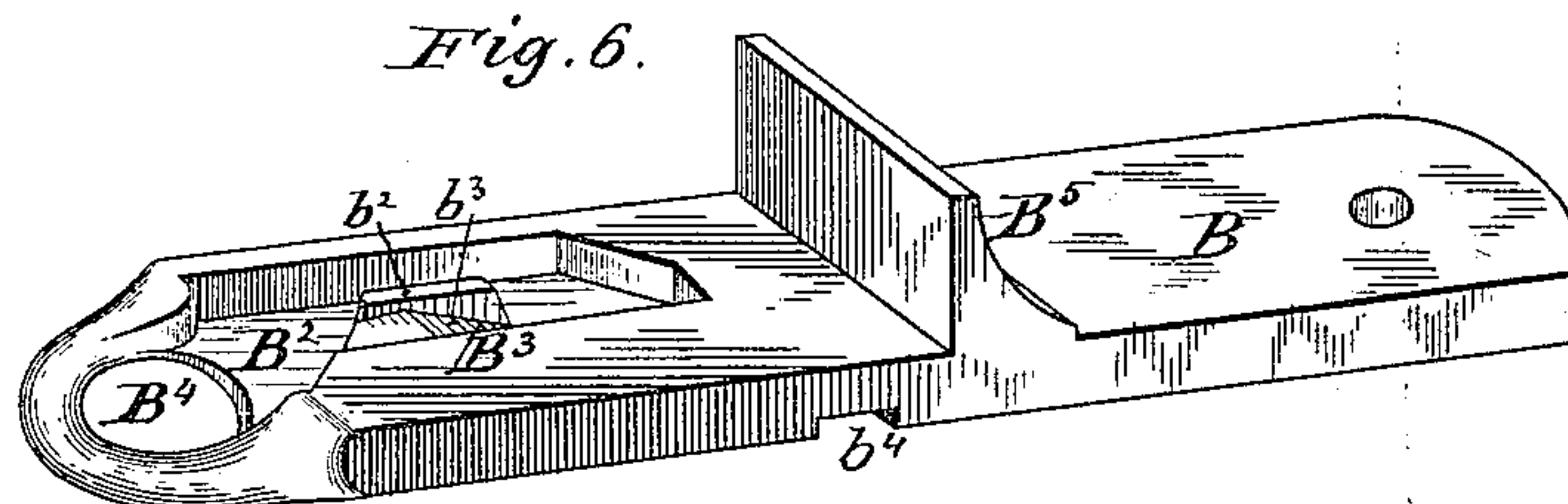
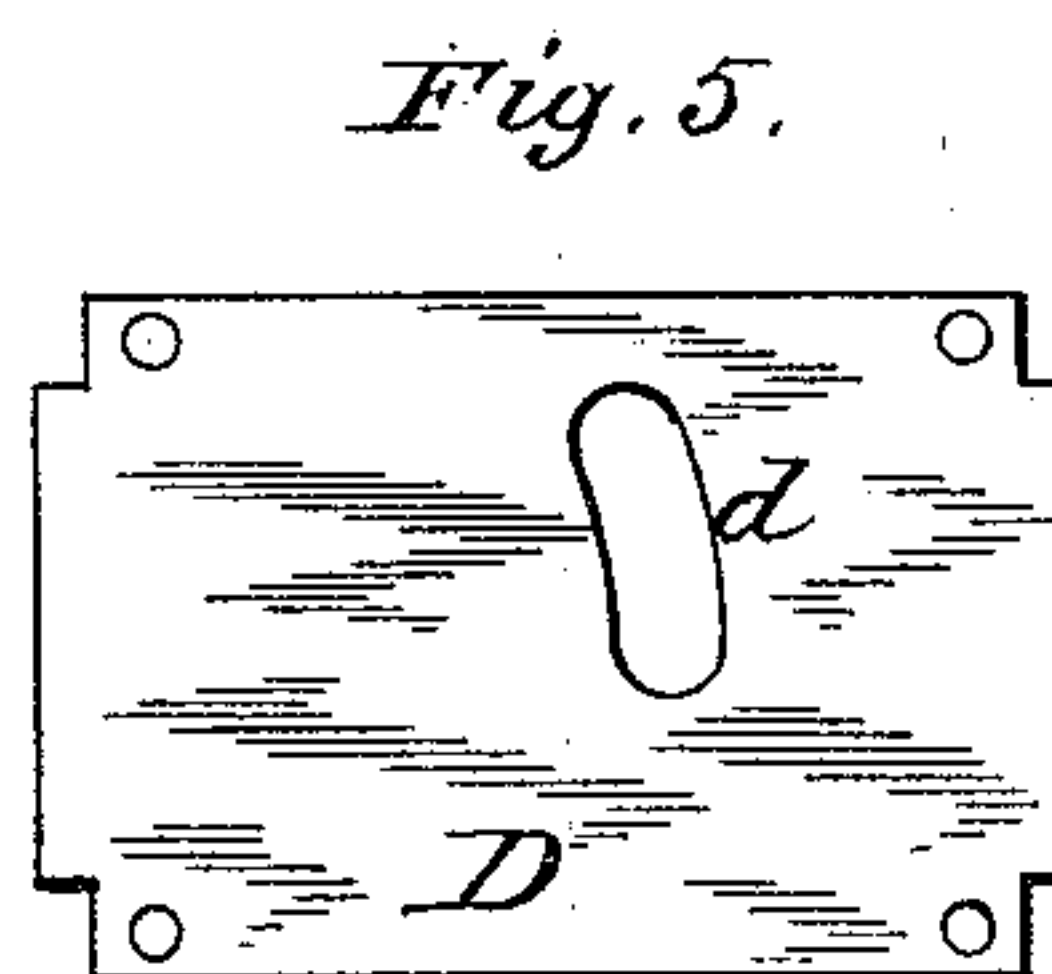
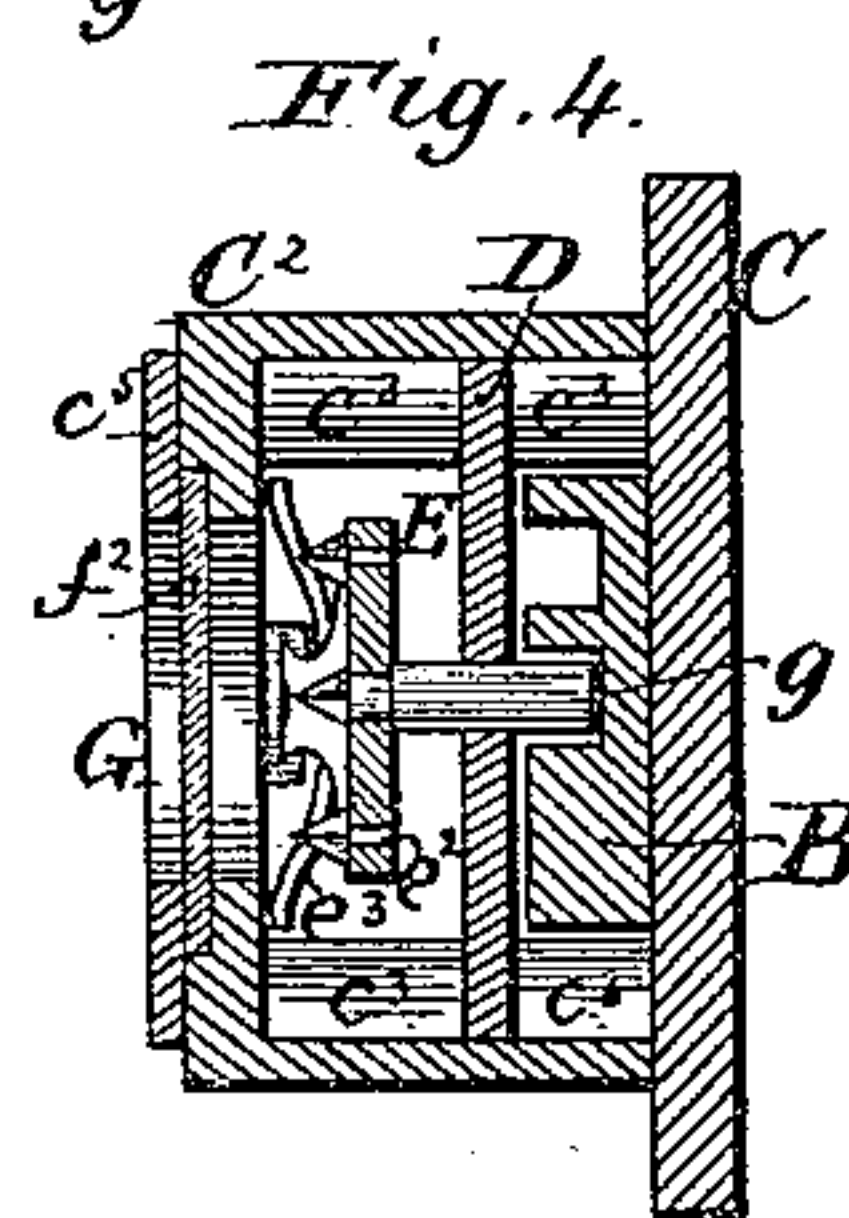
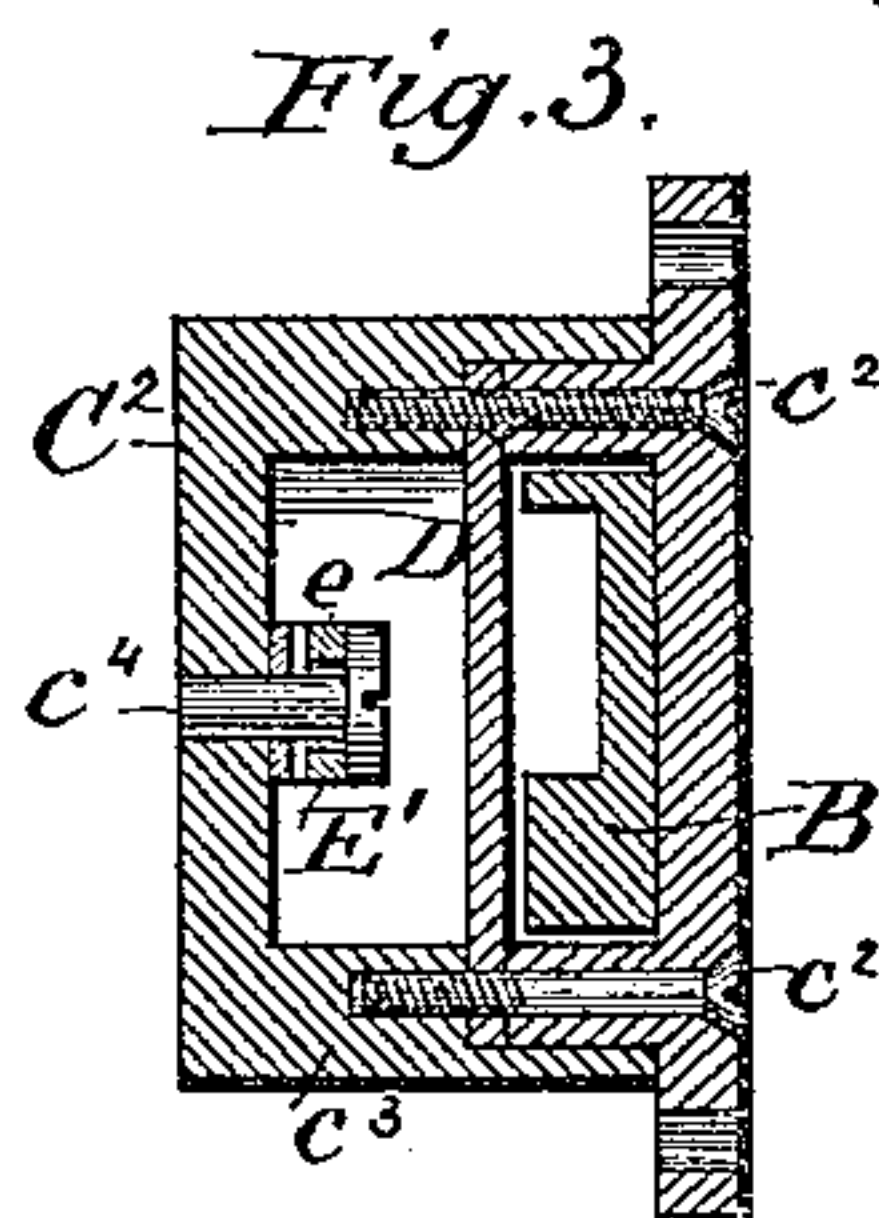
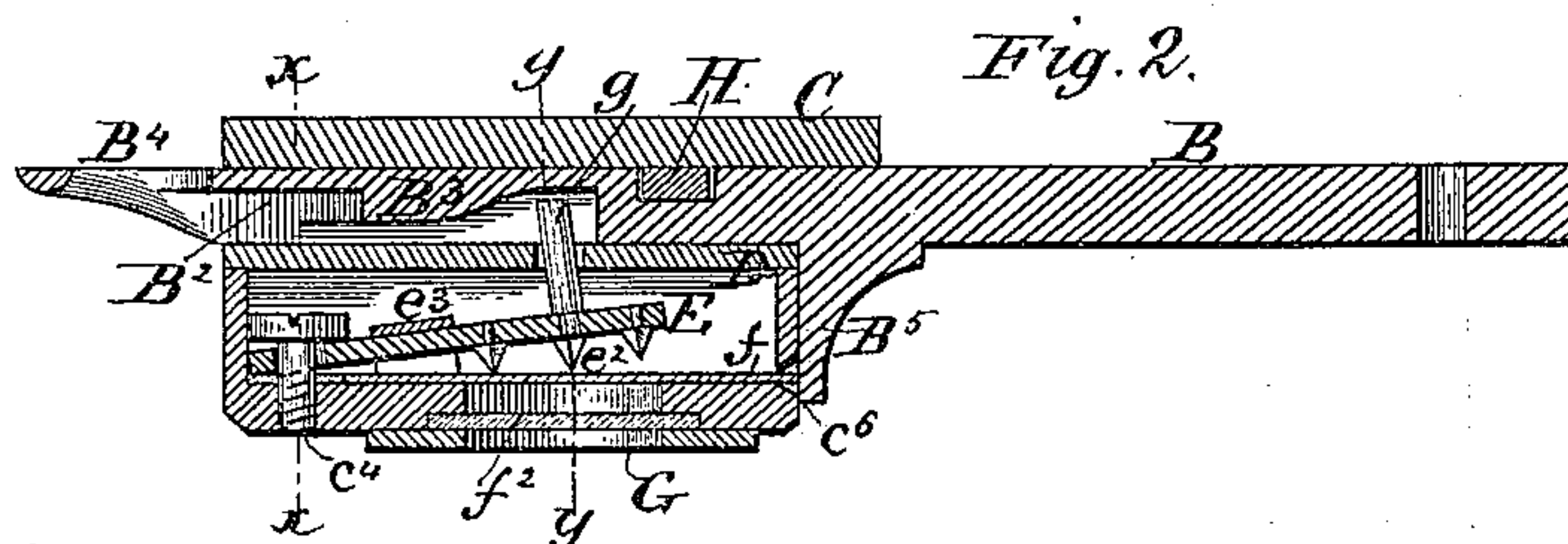
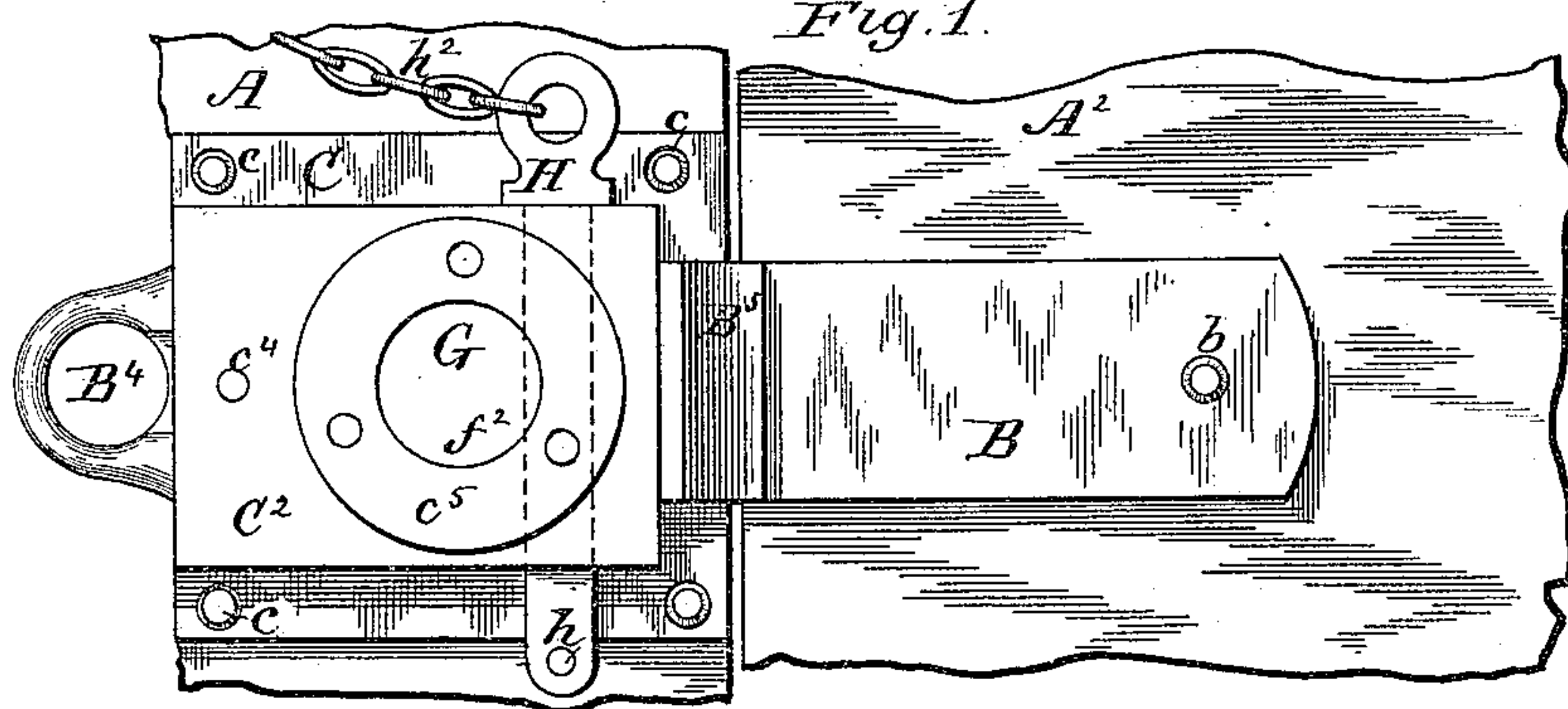
(No Model.)

J. B. ARMSTRONG.

SEAL LOCK.

No. 355,853.

Patented Jan. 11, 1887.



Witnesses:
C. Murdeman
J. J. Masson

Inventor:
John B. Armstrong,
by E. E. Masson
att'y.

UNITED STATES PATENT OFFICE.

JOHN B. ARMSTRONG, OF AUGUSTA, GEORGIA, ASSIGNOR OF ONE-HALF TO
FRED T. LOCKHART, OF SAME PLACE.

SEAL-LOCK.

SPECIFICATION forming part of Letters Patent No. 355,853, dated January 11, 1887.

Application filed November 18, 1886. Serial No. 219,288. (No model.)

To all whom it may concern:

Be it known that I, JOHN B. ARMSTRONG, a citizen of the United States, residing at Augusta, in the county of Richmond and State of Georgia, have invented certain new and useful Improvements in Seal-Locks, of which the following is a specification, reference being had therein to the accompanying drawings.

The object of this invention is to provide a new and improved car-door seal-lock which will be simple and inexpensive, and will show if any attempt has been made to open the door. I accomplish this object by the construction illustrated in the accompanying drawings, in which—

Figure 1 is a front view of a small portion of the side of a car and its door, to which is attached a seal-lock constructed in accordance with my invention. Fig. 2 is a central horizontal section of the same. Fig. 3 is a transverse vertical section of the same on line $x x$ of Fig. 2. Fig. 4 is a similar section on line $y y$ of Fig. 2. Fig. 5 is a front view of the internal dividing-plate of the device. Fig. 6 is a perspective view of the hasp. Fig. 7 is a perspective view of the seal-card punch.

In the drawings, A represents a portion of the door-abutting strip or door-frame of a car, and A^2 a portion of the sliding door of the car, to which the hasp B is secured in any suitable manner—in the present instance by the bolt b . To the door-frame is secured the bottom plate, C, of the casing of the lock by means of bolts c passing through its flange and through the sides of the car; but before securing it to the car the top or casing C^2 is secured to the bottom plate by means of screws c^2 , after having received its internal parts. The interior is divided into two chambers by a vertical plate, D, placed longitudinally therein between lugs c^3 , formed within the corners of the casing, said lugs receiving, also, the connecting-screws c^2 . Within one end of the outer chamber is loosely pivoted upon the screw c^4 the punch E of the device. Said punch consists of a disk having an arm, E' , extending laterally therefrom, the outer end of which has an eye or perforation, e , to loosely receive the screw c^4 . Outwardly projecting from the disk E are a series of prongs, e^2 , to perforate the seal, f , that may have been placed within the casing. From the rear

of the disk E projects a pin, g , that passes loosely through a segmental slot, d , in the partition-plate D, and extends into the path of the hasp B, so that when any attempt is made to withdraw said hasp from the casing—as when the door is slid away from its side frame—the punch is pushed outwardly and its prongs penetrate and deface the seal, so that the fact is clearly seen through the opening G in the casing; but said opening is closed by a small plate of glass, f^2 , retained upon the cover of the casing by the annular cap c^5 .

To retract the prongs e^2 of the punch from the seal f after the hasp has been withdrawn from the lock, there is secured to the arm E' of said punch a sheet-metal spring, e^3 , bent in the form of a segment of a circle, with its ends slightly curved outwardly and resting against the inner surface of the cap of the casing. This spring also helps to guide and retain one end of the indicator-seal, while its opposite end is retained in the slot c^6 , made in the end of the casing for the introduction or for the removal of said card after it has been punched.

To operate the punch, there is made in the face of the hasp two longitudinal and parallel grooves. The groove B^2 is of uniform depth from one end to the other; but the groove B^3 has about half-way of its length an elevation in the form of a gradual incline, having its lowest point alongside of the inner end of the groove B^2 , and its highest point toward the outer end of the hasp, said outer end being perforated at B^4 to receive a padlock. When the hasp is inserted into the lock, the pin g of the punch enters the wide opening at the end of the groove B^2 , and, being deflected upward by the diagonal ridge at the outer end of the groove B^3 , ascends the upper end of the slot d in the plate D and follows the groove B^2 until it has passed the inner end of the dividing-rib b^2 , when the punch drops by gravity until the pin g of said punch occupies a position at the lower end of the incline b^3 , and it is forced outwardly until its prongs e^2 perforate the seal f by having the inner end of the pin g riding up said incline. The hasp has upon its face, about the middle of its length, a rectangular rib, B^5 , to close the slot c^6 and prevent the removal of the seal without having it punctured by the prongs of the punch.

To prevent any lateral motion of the hasp within the lock under the oscillations of a car, a pin, H, is passed vertically through the inner edge of the case C² and through a vertical groove, b⁴, running transversely across the back of the hasp. The small end of the pin H has a perforation, h, transversely across it, to receive a wire, commonly used with a lead seal when it is desired to use a fastening of this nature. The pin H is usually secured by a chain, h², to the side of the car.

Having now fully described my invention, I claim—

1. The combination of a seal-lock case and a hasp passing therethrough and provided with two parallel grooves, one of which is of uniform depth from one end to the other, and the other has an inclined elevation therein, with a punch pivoted to said case and having a pin adapted to travel in the two grooves of the hasp, substantially as and for the purpose described.

2. The combination of a seal-lock case, a hasp passing therethrough provided with a

transverse rib, B⁵, and two parallel grooves, one of which has an inclined elevation therein, with a punch pivoted to said case and having a retractile spring, and a pin adapted to travel in the two grooves of the hasp, substantially as and for the purpose described.

3. The combination of a seal-lock case, a punch therein suspended to swing horizontally and vertically, and having a pin adapted to travel in the two grooves of the hasp, and a hasp passing through the case and provided with two parallel grooves, one of which is of uniform depth from one end to the other, and the other having an inclined elevation therein, with the pin H passing through the lock-case and through the hasp, substantially as and for the purpose described.

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

JOHN B. ARMSTRONG.

Witnesses:

E. E. MASSON,
E. C. WURDEMAN.