

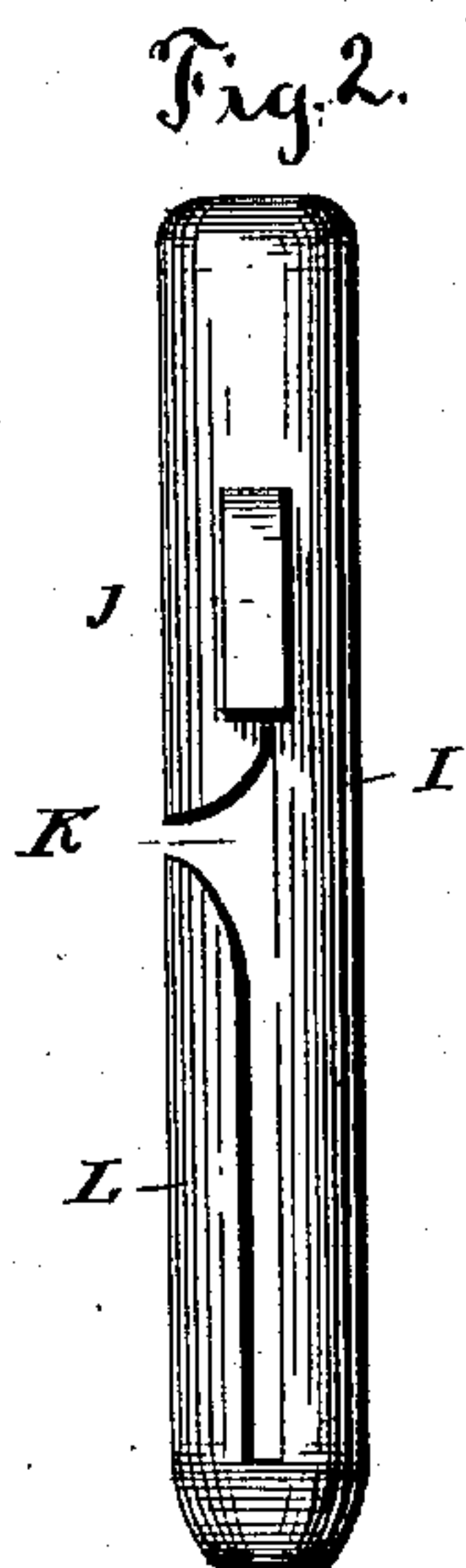
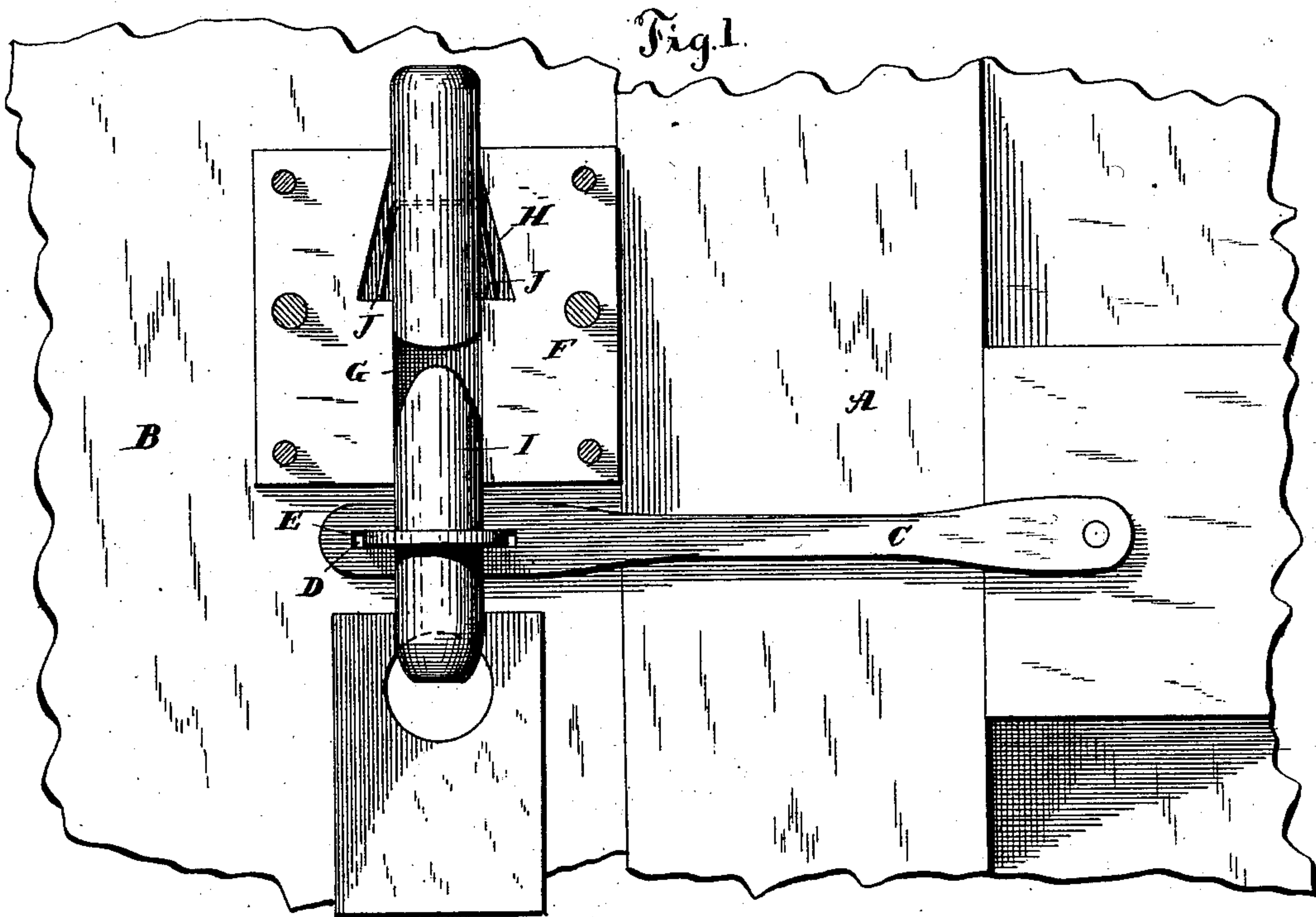
(No Model.)

A. H. DILLARD.

SEAL LOCK.

No. 367,375.

Patented Aug. 2, 1887.



WITNESSES.

Edwin L. Bradford  
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# UNITED STATES PATENT OFFICE.

ARTHUR H. DILLARD, OF LYNCHBURG, VIRGINIA.

## SEAL-LOCK.

SPECIFICATION forming part of Letters Patent No. 367,375, dated August 2, 1887.

Application filed March 3, 1887. Serial No. 229,514. (No model.)

*To all whom it may concern:*

Be it known that I, ARTHUR H. DILLARD, a citizen of the United States, residing at Lynchburg, in the county of Campbell and State of Virginia, have invented certain new and useful Improvements in Seal-Locks; and I do 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 and figures of reference marked thereon, which form a part of this specification.

This invention relates to certain new and useful improvements in seal-locks; and it has special reference to those designed to be used on freight cars, and the novel combinations and the peculiarities of the said lock will be more fully hereinafter set forth in the specification and pointed out in the claim.

In the accompanying drawings, forming a part of this specification, and on which similar letters of reference indicate the same or corresponding features, Figure 1 represents a side elevation of a portion of a car, showing my improved lock thereon with the top plate of the lock removed; and Fig. 2 is a side elevation of the locking-pin.

The letter A designates a freight-car door, and the letter B the frame of the car surrounding it, and to which on one side is attached a hasp, C, pivoted at one end and provided near the other end with a slot, D, through which extends a staple, E, which is securely fastened in the car door.

The letter F designates a block of wood or metal, preferably the latter, the same being in the present instance square in form, and having drilled through it in a vertical plane a hole, G, which at a point slightly above the center is provided with laterally-extending slots or kerfs H of a shape similar to the barb of an arrow, and which kerfs extend upwardly and gradually decrease until they become merged in the hole G.

The letter I designates a locking-pin having on either side near the top thereof, downwardly extending lugs J, made, preferably, of

spring metal, and adapted to spread and fit themselves into the kerfs H. The lower portion of the pin is cut away, as seen at K, and firmly fastened at the end or made a part therewith is a tongue, L.

The operation of fastening a car-door with my improved lock is as follows: The door being shut, the hasp on the frame is placed over the staple, and the pin, after being provided with an inscription-card of paper or sheet metal, is then pushed through the staple and up through the drilled portion of the plate. When the spring-lugs J reach the kerfs H, they expand and fill said kerfs, and their lower ends pressing on the lower surface of the kerfs prevent the pin from coming out.

It is impossible to withdraw the pin without destroying the card attached thereto, because it can only be withdrawn from its present position by pressing it still further upward, and this the card resists, as it cannot pass through the staple.

It will be observed that my lock can be easily applied and is durable and simple, and that the cost of manufacture is very low.

Having thus fully described my invention, what I claim as new, and desire to secure by Letters Patent, is—

In a car seal-lock, the combination, with the car-frame provided with a link pivoted at one end and having a slot near the other, and the door provided with a staple which extends through the slot of the link and a plate above said staple and securely fastened to the door by bolts, the center of said plate being vertically drilled or channeled, and having laterally-extending kerfs near the upper portion of the drilled portion, of a pin provided at one end with a tag-carrying tongue and near the other with diverging downwardly-extending lugs of spring metal, which fit within the kerfs and prevent the dropping of the pin.

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

ARTHUR H. DILLARD.

Witnesses:

M. M. ROHRER,  
R. C. JONES.