(No Model.)

O. T. WELCH.

SEAL LOCK.

No. 397,210. Patented Feb. 5, 1889.

Fig. 1.

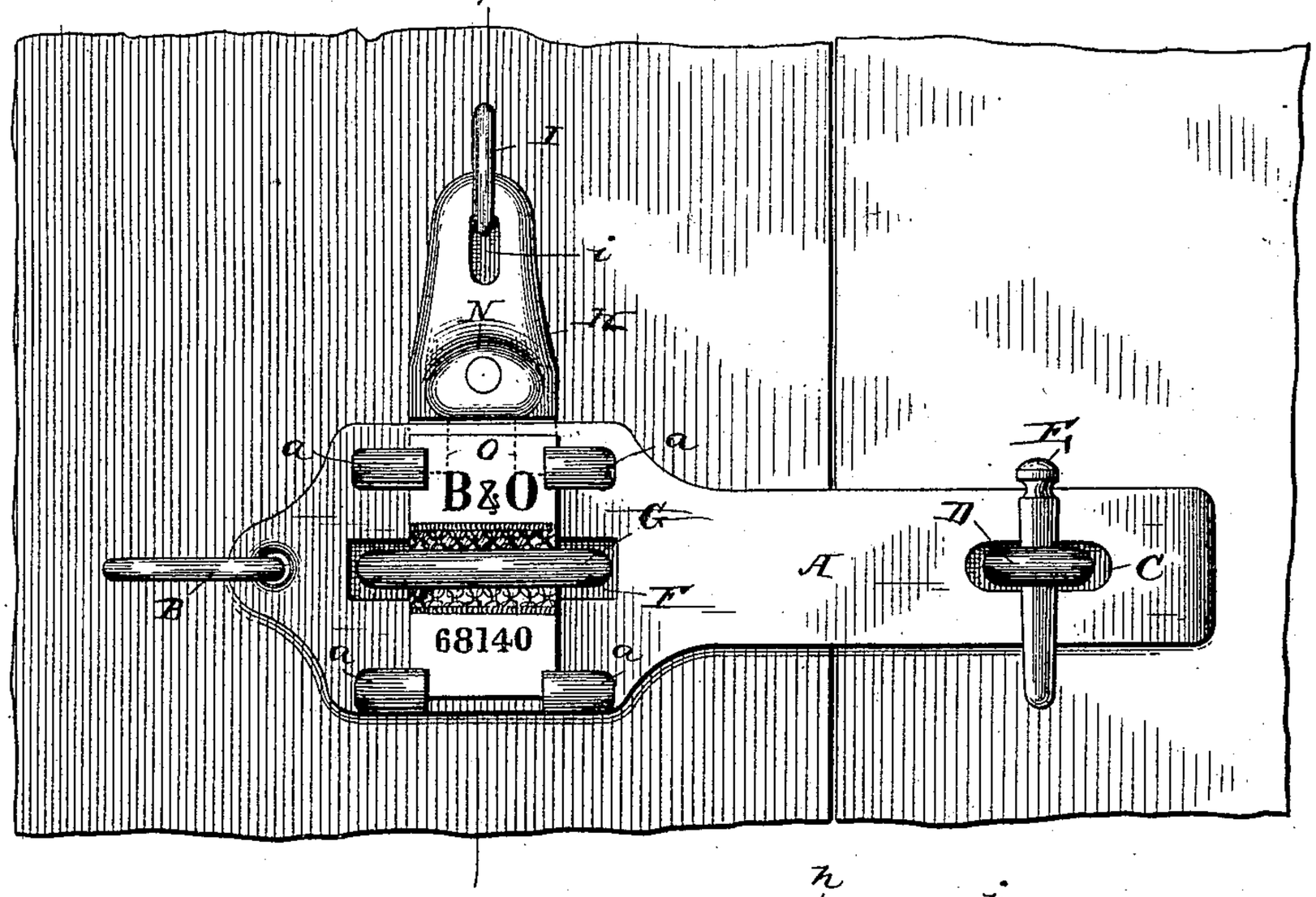


Fig. 3.

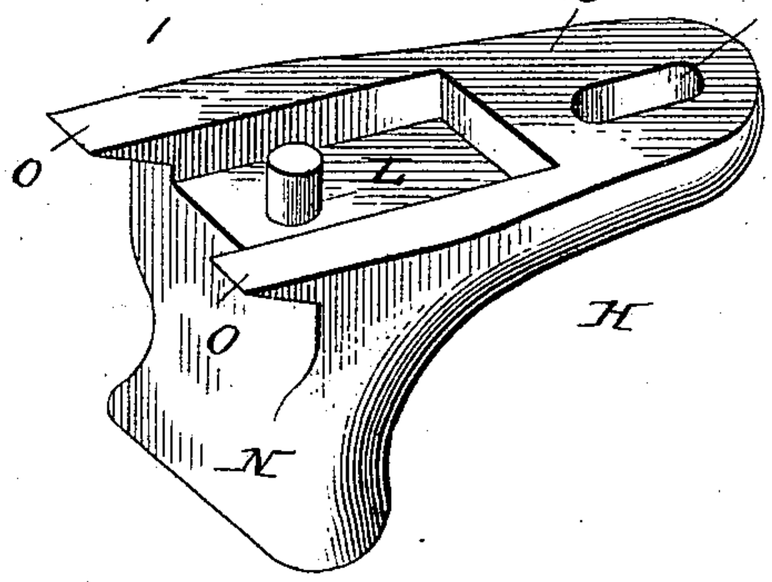
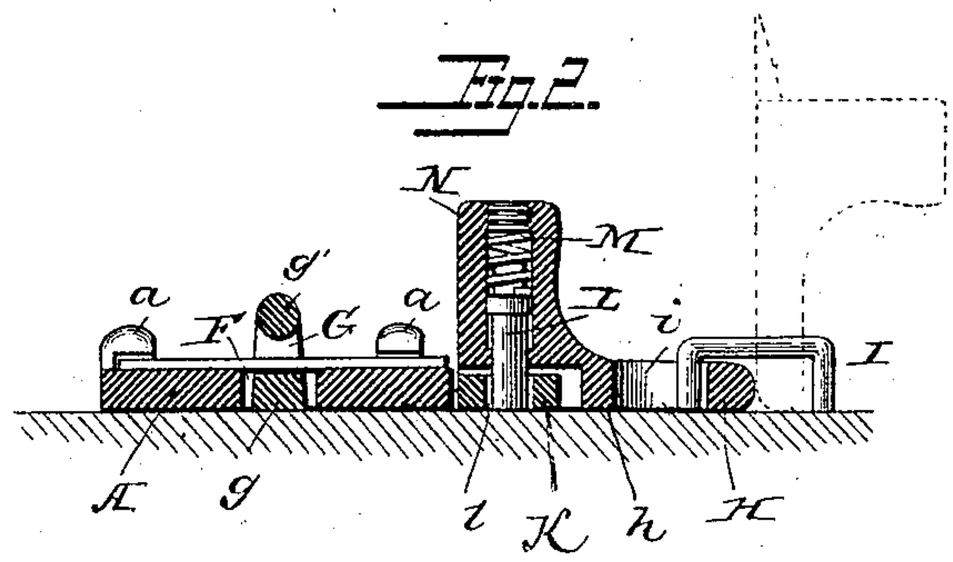


Fig. 2.



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UNITED STATES PATENT OFFICE.

ORRIN T. WELCH, OF TOPEKA, KANSAS.

SEAL-LOCK.

SPECIFICATION forming part of Letters Patent No. 397,210, dated February 5, 1889.

Application filed September 21, 1888. Serial No. 285,980. (No model.)

To all whom it may concern:

Be it known that I, ORRIN T. WELCH, a citizen of the United States, residing at Topeka, Shawnee county, State of Kansas, have invented certain new and useful Improvements in Seal-Locks, of which the following is a full, clear, and exact specification.

My invention relates to seal-locks of the class particularly designed for employment on car-doors or other similar places; and it has for its object to provide a simple, cheap, and effective seal, whereby the door may be readily locked and unauthorized tampering with the lock or access to the car prevented without destroying or defacing the seal, and thereby indicating this fact immediately to the persons in charge.

My invention consists in a seal-lock applied to the ordinary hasp or other fastener, and constructed and arranged substantially as hereinafter set forth.

Referring to the accompanying drawings, Figure 1 is a plan view showing my improved lock applied to a car. Fig. 2 is a transverse section on the line 1 1, Fig. 1. Fig. 3 is an inverted perspective view of the locking device.

In carrying out my invention I make use of a hasp, A, preferably in substantially the form of the ordinary car-hasp, and this is pivotally connected at one end by a staple, B, to the door or side of the car, as the case may be, while the other end is provided with a slot, C, through which a staple, D, passes, in which staple a pin, E, or other locking device may be secured.

By the use of my improved seal, hereinafter described, a pin is all that is usually necessary to secure the door, as any attempt to remove the hasp from the staple D sufficient to allow the door to be opened will insure the breaking of the seal. The body of this hasp is formed with a longitudinal slot, F, which is adapted to fit over a loop or staple, G, secured to the door. This loop in the present instance is shown as having a base-piece, *g*, and a top piece, *g'*, the two pieces being connected at the ends, forming a loop or opening for the reception of the seal, as hereinafter explained, and, while I consider this the most practical construction, it is evident that a simple staple may be used. Upon the face of the hasp are cast or otherwise formed a number of projections, *a*, so arranged as to receive and retain a seal. Two of these projections are recessed at their internal corners, while the other two are recessed laterally, so that the seal may be slid under the latter two projections, and the corners of the seal will enter the corner recesses of the other two projections and be retained thereby from both endwise and lateral motion.

The seal may be made of any suitable material and be provided with any desired marks or indications. I prefer, however, to use some brittle or easily-breakable material—such as glass or other vitreous substance—and to impress or otherwise form thereon certain letters or marks to indicate the road upon which they are to be used, a serial number to indicate the number of the seal, and some ornamental medallion or mark or other configuration which is comparatively difficult to make, and which in itself shall form a distinguishing characteristic of the seal and will aid in preventing the ready counterfeiting thereof.

In order to hold the seal within the lugs of the hasp and prevent its withdrawal after having been properly placed therein, I provide a locking device, H, arranged at one side of the hasp. This locking device may be constructed in different ways to accomplish this purpose; but I have shown in the accompanying drawings what I consider to be a most practical form, in that it is simple and cheap in construction and furnishes a secure lock, which is practically impregnable to unauthorized opening. This lock consists of a suitable base portion, *h*, having an elongated eye, *i*, adapted to engage a staple, I, secured to the car-door, and elongated to permit a sliding movement of the locking device. The under side of the base of this locking device is recessed and is adapted to fit over a block, K, secured to the side of the door, and provided with a hole or seat, *l*, for the reception of the locking-bolt L. This locking-bolt L is fitted in a recess in the body portion of the locking device, which is extended upward for this purpose, and which extension also furnishes a convenient handle, N, for operating the device. The bolt is normally under the stress of a spring, M, (shown in the present instance as a coiled spring seated in the recess above and around the bolt,) although it

is evident that any other form of spring may be used. The bolt as thus arranged will readily spring into its seat in the block K, and forms what may be termed a "blind-locking device," in that no portion of the bolt is exposed to view or to the manipulation of lock-picking devices.

The forward portion of the locking device is provided with inclined extensions O, which are adapted to fit under the hasp in the manner shown, the hasp being provided with recesses on the under side thereof for the reception of these elongations, as indicated by dotted lines in Fig. 1.

Such being the construction of the preferred embodiment of my invention, its operation will be readily understood.

Supposing the door to be open, the hasp will hang freely from its pivotal staple B, and the locking device will be supported by its staple I. The door then being closed, the hasp is placed in position by engaging the staple D, and the locking-bolt is applied. The seal, which has been previously prepared and is numbered, as before stated, is then slipped into its position, as shown in Fig. 1, passing underneath the staple or loop G and resting in the recesses in the projections *a* of the hasp. The locking device is then brought into position over the block K and pressed closely against the side of the car, when the bolt will be retracted against the stress of the spring by coming in contact with the upper surface of the block, and the extensions O O will come opposite the recesses on the under side of the hasp. The locking device is then pressed downward, forcing the extensions into position, and as soon as this is accomplished the bolt slips into its seat in the block, being forced therein by the spring M, and the seal is effectually secured in position in the hasp. It will be seen that the bolt arranged in this position is protected on all sides from the operation of any picking device, and it cannot be unfastened without first removing the hasp.

As before stated, any attempt to open the hasp will be prevented by the seal, and it can only be accomplished by first destroying the seal or pressing it against the loop or staple G.

What I claim is—

1. In a seal-locking device, the combination, with a hasp having projections on the face thereof for holding the seal between the hasp and projections, of a locking device arranged at the side of the hasp and adapted to hold the seal in position on the face of hasp, substantially as described.

2. In a seal-locking device, the combination, with a hasp having a longitudinal slot, of a loop projecting through said slot, a breakable seal secured upon the hasp and passing through the loop, and a locking device arranged at the side of the hasp to secure the seal, substantially as described.

3. In a seal-locking device, the combination, with a hasp supporting a breakable seal, of a locking device arranged at the side thereof, the said device being provided with a bolt and projections to engage with the hasp, substantially as described.

4. In a seal-locking device, the combination, with a hasp carrying a seal, of a locking device arranged at the side thereof and adapted to engage with the hasp, and provided with a blind-bolt to engage with a fixed seat, substantially as described.

5. In a seal-locking device, the combination, with a hasp carrying a seal, of a locking device having a recess in the base thereof, a spring-bolt supported in said recess, and a fixed block provided with a seat for said bolt and adapted to be embraced by the locking device, substantially as described.

6. In a seal-locking device, the combination, with a hasp carrying a seal and having recesses in the under side, of a seal-locking device provided with projections O, adapted to engage the said recesses and to be held in locking position thereby, substantially as described.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

ORRIN T. WELCH.

Witnesses:
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