

(No Model.)

R. W. GILLESPIE.
SEAL LOCK.

No. 412,083.

Patented Oct. 1, 1889.

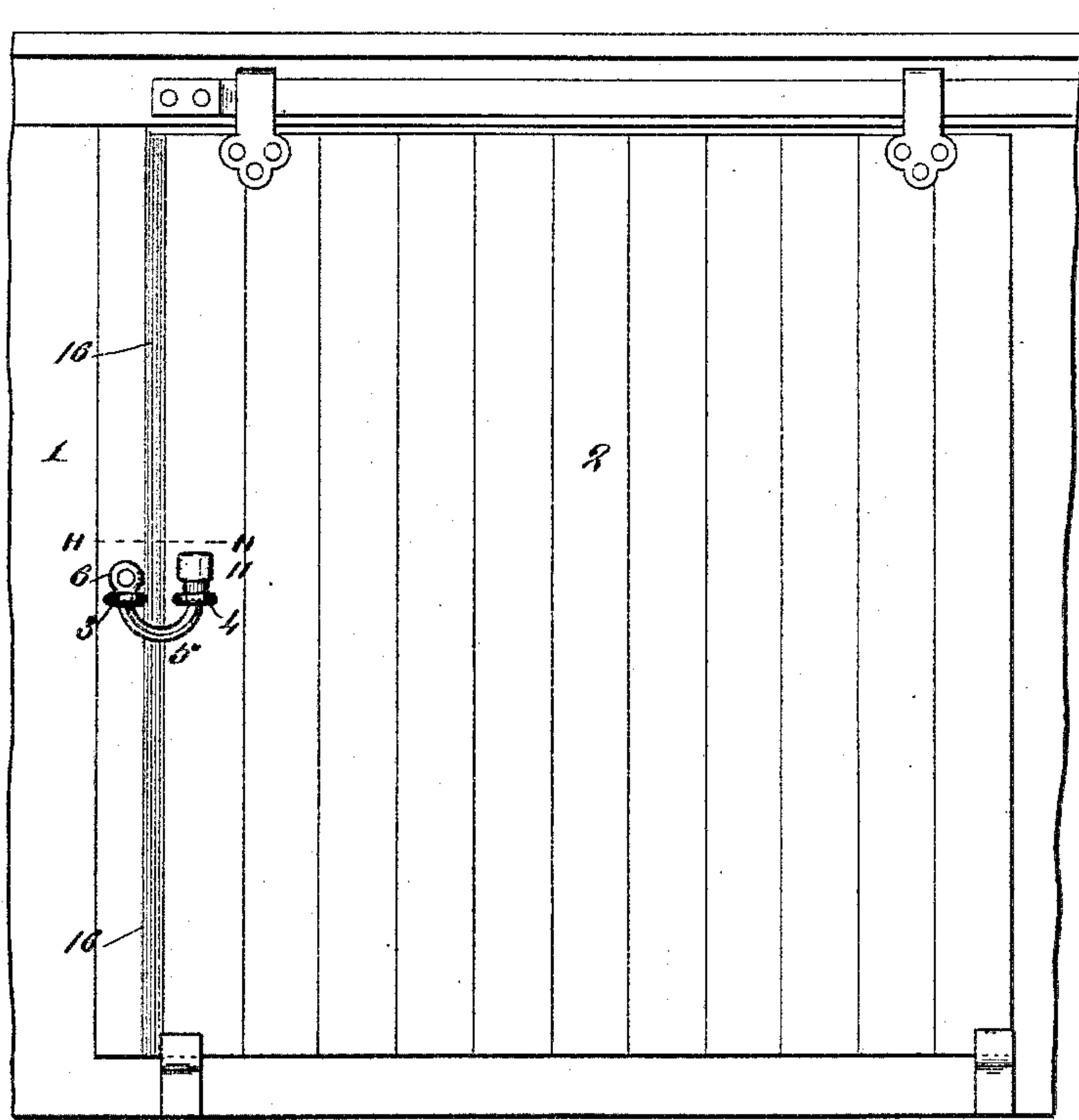


Fig. I.

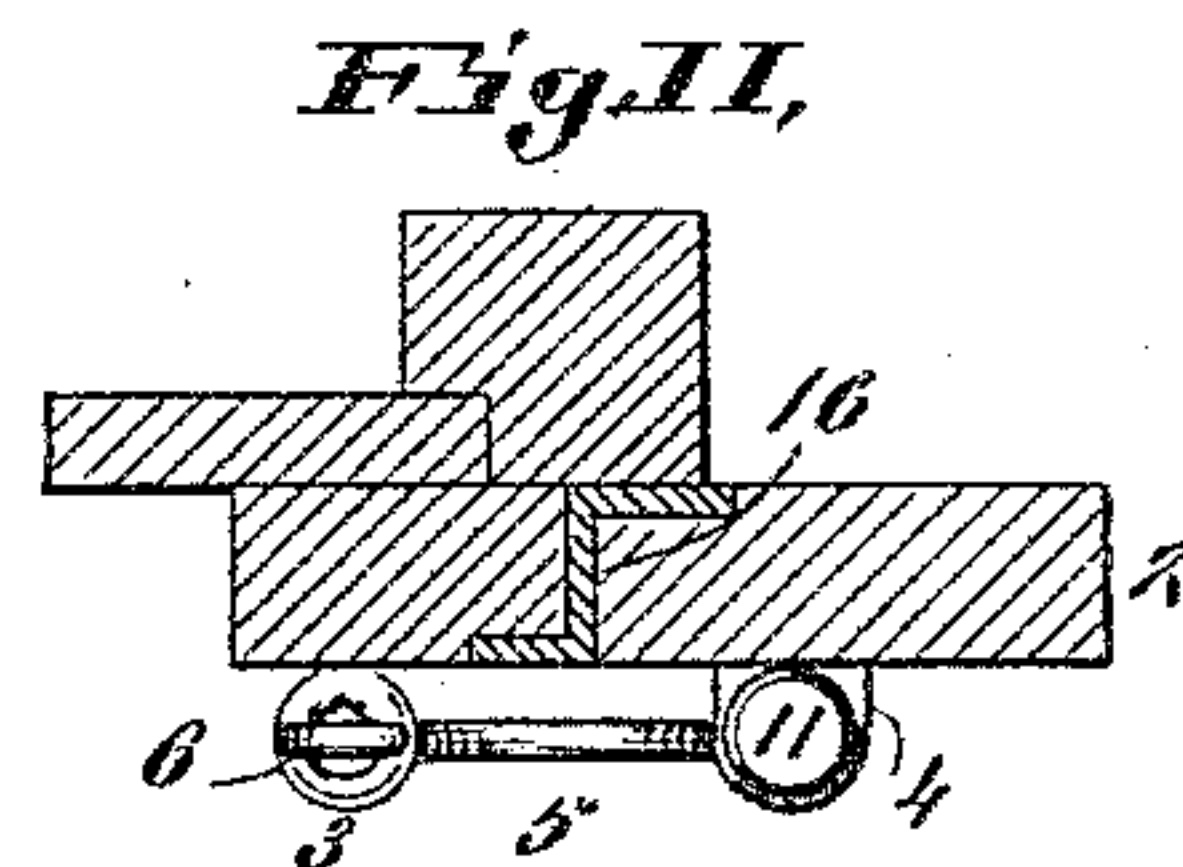


Fig. II.

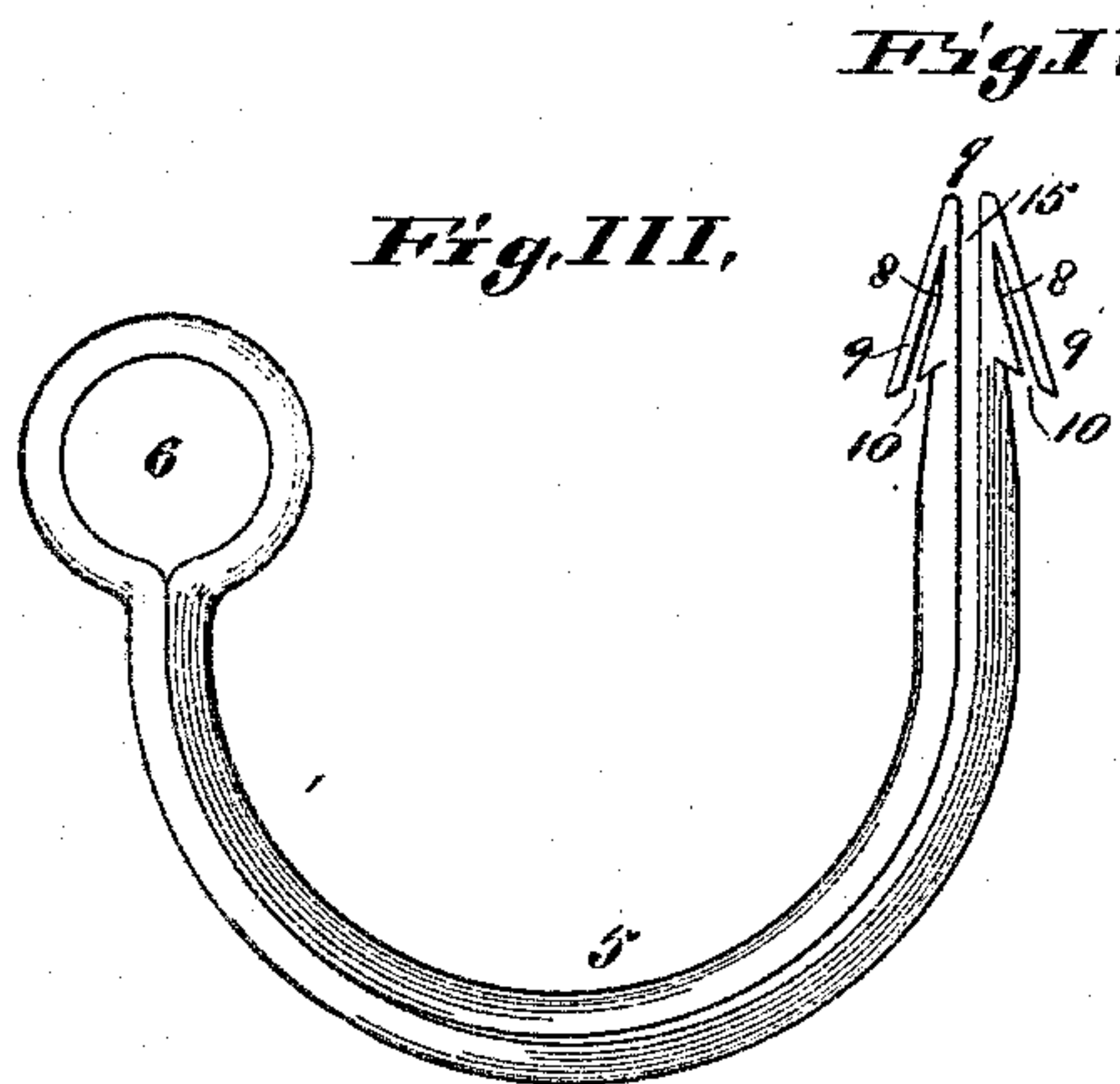


Fig. III.

Fig. IV.

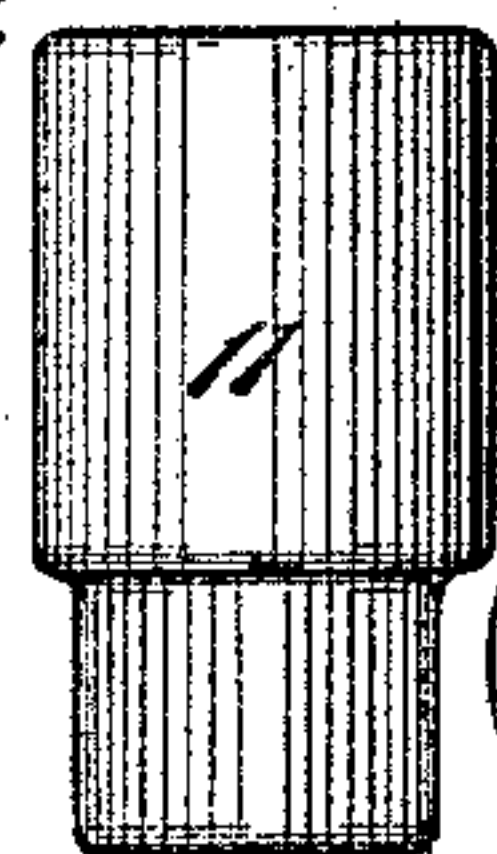


Fig. VI.

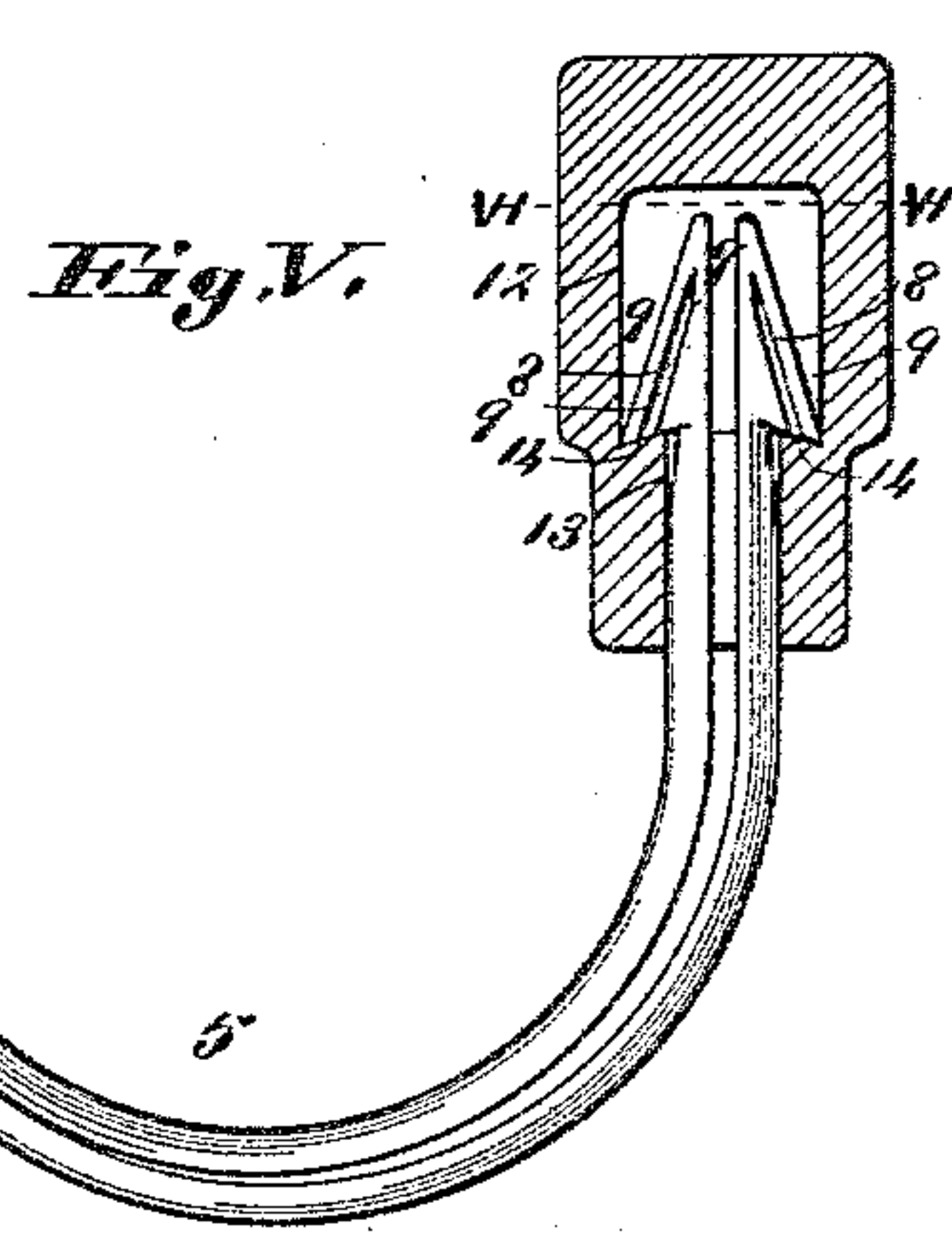
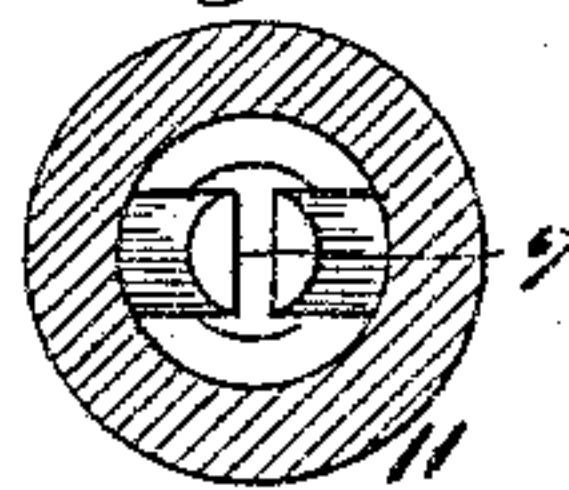


Fig. V.

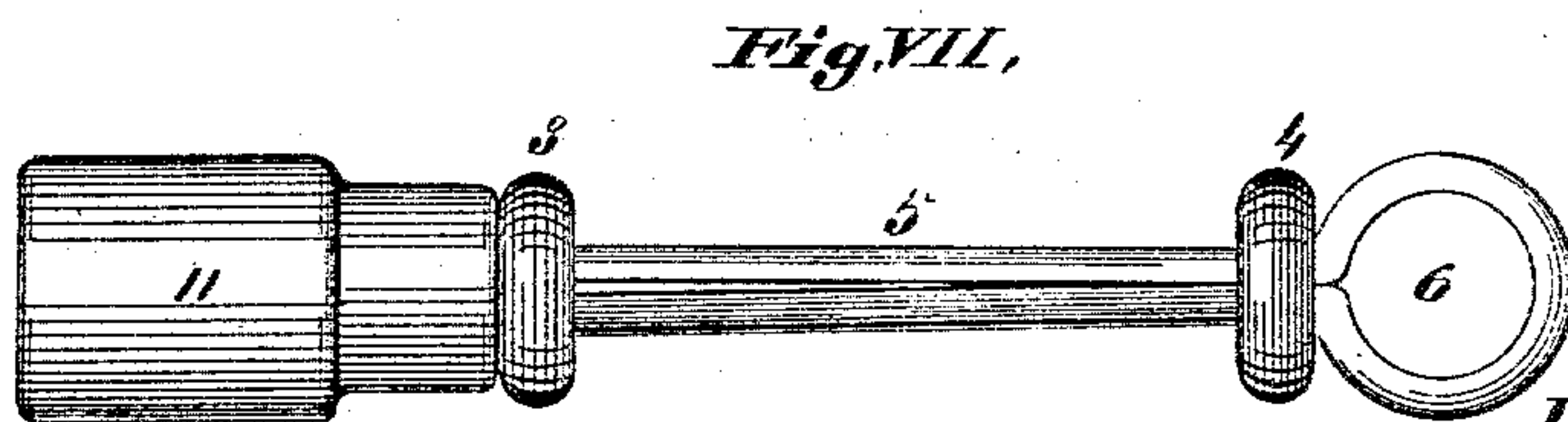


Fig. VII.

Attest:
E. Arthur
S. H. Knight

Inventor:
Robert W. Gillespie.
By Knight Bros.
Attys.

UNITED STATES PATENT OFFICE.

ROBERT W. GILLESPIE, OF ST. LOUIS, MISSOURI.

SEAL-LOCK.

SPECIFICATION forming part of Letters Patent No. 412,083, dated October 1, 1889.

Application filed September 29, 1888. Serial No. 286,779. (No model.)

To all whom it may concern:

Be it known that I, ROBERT W. GILLESPIE, of the city of St. Louis, in the State of Missouri, have invented a certain new and useful Improvement in Seal-Locks, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification, and in which—

Figure I is a side elevation showing part of a railway-car and its door with my seal-lock applied. Fig. II is a transverse section taken on line II II, Fig. I. Fig. III is an enlarged perspective view of the shank portion of the seal-lock. Fig. IV is an enlarged elevation of the seal. Fig. V is a side elevation of the shank portion and a vertical section of the cap portion of the seal, the two being united. Fig. VI is a transverse section taken on line VI VI, Fig. V. Fig. VII illustrates a slight modification in which a straight, instead of a bent, shank is used.

My invention relates to an improved seal-lock intended more particularly for use on railway-cars, but which may be used for other purposes; and my invention consists in features of novelty hereinafter fully described, and pointed out in the claims.

Referring to the drawings, 1 represents part of a car-body, and 2 part of the door. The body is provided with a staple 3, and the door with a staple 4, to receive the shank portion 5 of my improved lock.

The shank is preferably bent in the form shown in Fig. III, but may be made straight, as shown in Fig. VII, and it has on one end a ring or enlargement 6 for holding it in one of the staples, and on the other end it is provided with an arrow-head 7. The shank is preferably made from a half-round bar or rod, bent with its flat sides together, as shown in Figs. III, V, and VI, the ring or enlargement 6 being formed in making the bend. The head 7 of the shank is divided centrally, being formed of the ends of the bar or rod, and thus being divided into two parts, as illustrated. Each part of the head has a slit 8, forming a spring-prong 9, and cut as shown at 10, and downwardly-projecting barbs 9^a.

11 represents the seal, having a central chamber 12 and a contracted neck or opening 13.

The shank is first inserted through the staples, as shown in Figs. I and VII, and then the seal (which is made of fragile material) is applied, and as the seal is larger than the staple through which this end passes it will be seen that the shank will be held upon the staple until the seal is broken. Upon inserting the seal the two parts of the head spring together, they being slightly spread apart in its normal position, as shown in Figs. III and IV, and the prongs 9 likewise spring inward, permitting the application of the seal. As soon as the seal is fully adjusted, the head expands, and the prongs 9 likewise expand, engaging the shoulder 14 of the seal at the base of the chamber 12.

By forming the spring-prongs 9, I produce a more secure connection between the head of the shank and the seal, as with the same size opening 13, I secure a broader base or bearing upon the head of the shank when the seal has been adjusted—that is to say, as the seal is applied the head contracts through means of its central split 15, and further contracts through means of the slits 8, and when the seal is adjusted to its place the head expands at the split 15 and also at the slits 8.

In Fig. II, I have shown a packing between the door and the door-frame, consisting of a strip of suitable material, which is V shape in cross-section, and which extends from top to the bottom of the door, as shown at 16 in Fig. I.

My seals are preferably made of wood, but may be of pottery, glass, or any other frangible material.

It will be seen that when using my lock-seal the use of a hasp is altogether avoided, as the locking-pin takes the place of the hasp and performs its function of holding the door to its jamb.

I claim as my invention—

1. In a seal-lock, the combination of the shank having an arrow-head provided with spring-points 9 and downwardly-projecting

barbs contiguous thereto, and a hollow seal having a contracted neck, substantially as set forth.

2. In a seal-lock, the combination of the
5 shank formed of a single piece of half-round metal bent so that the ends are approximately parallel, an arrow-head on one end of

the shank and a ring at the other end, and a hollow seal with a contracted neck, substantially as and for the purposes set forth.

ROBERT W. GILLESPIE.

In presence of—

BENJN. A. KNIGHT,

EDW. S. KNIGHT.