

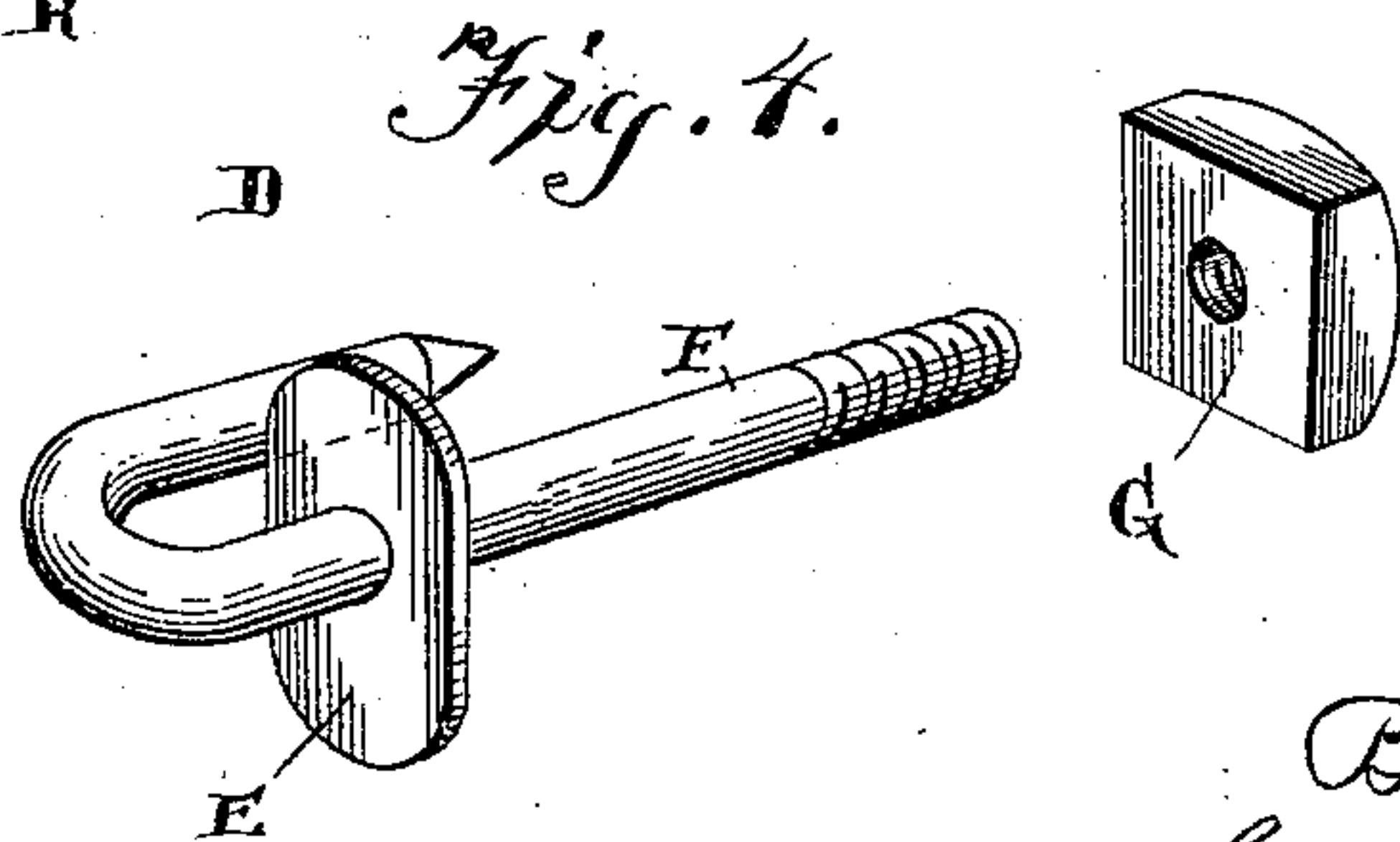
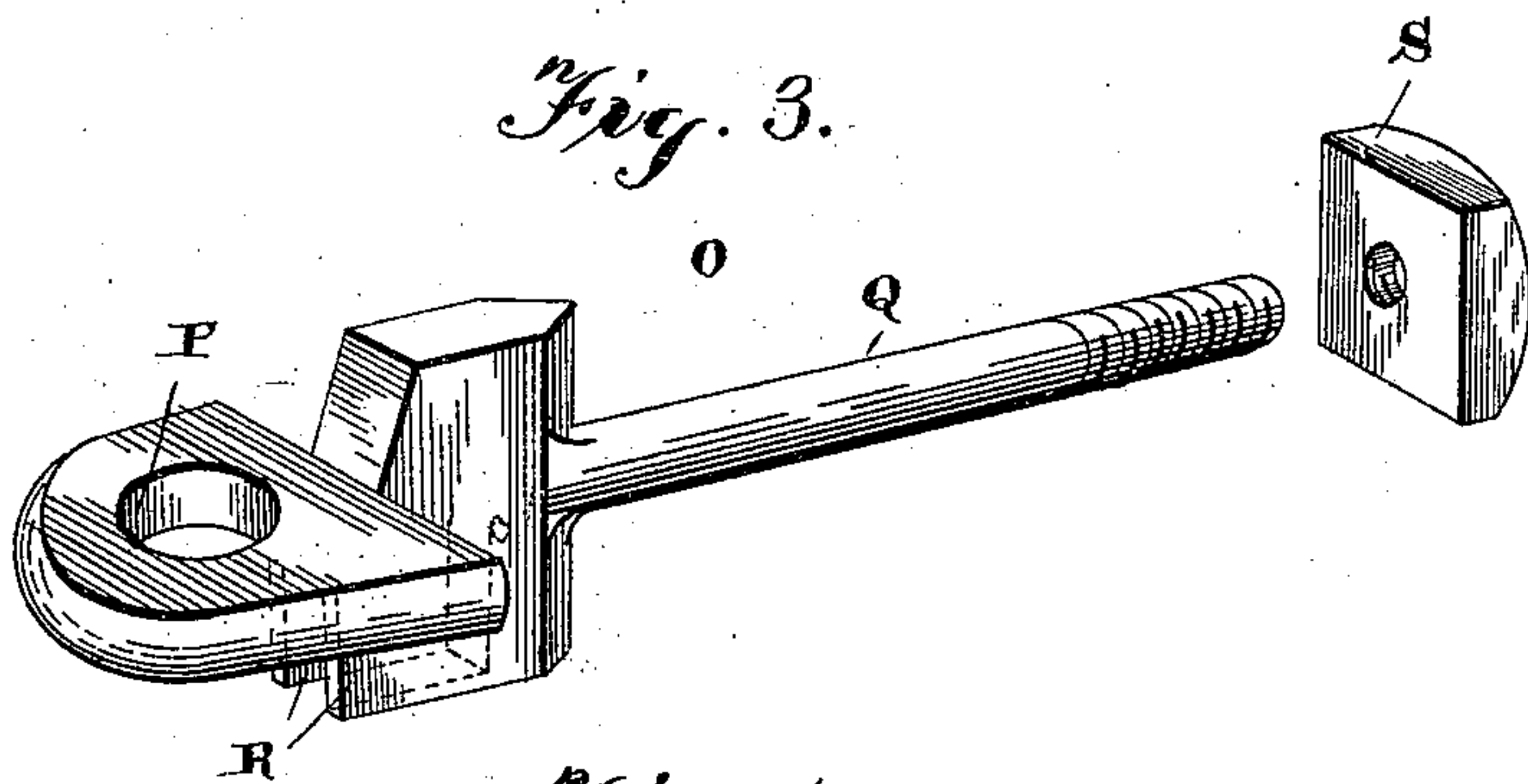
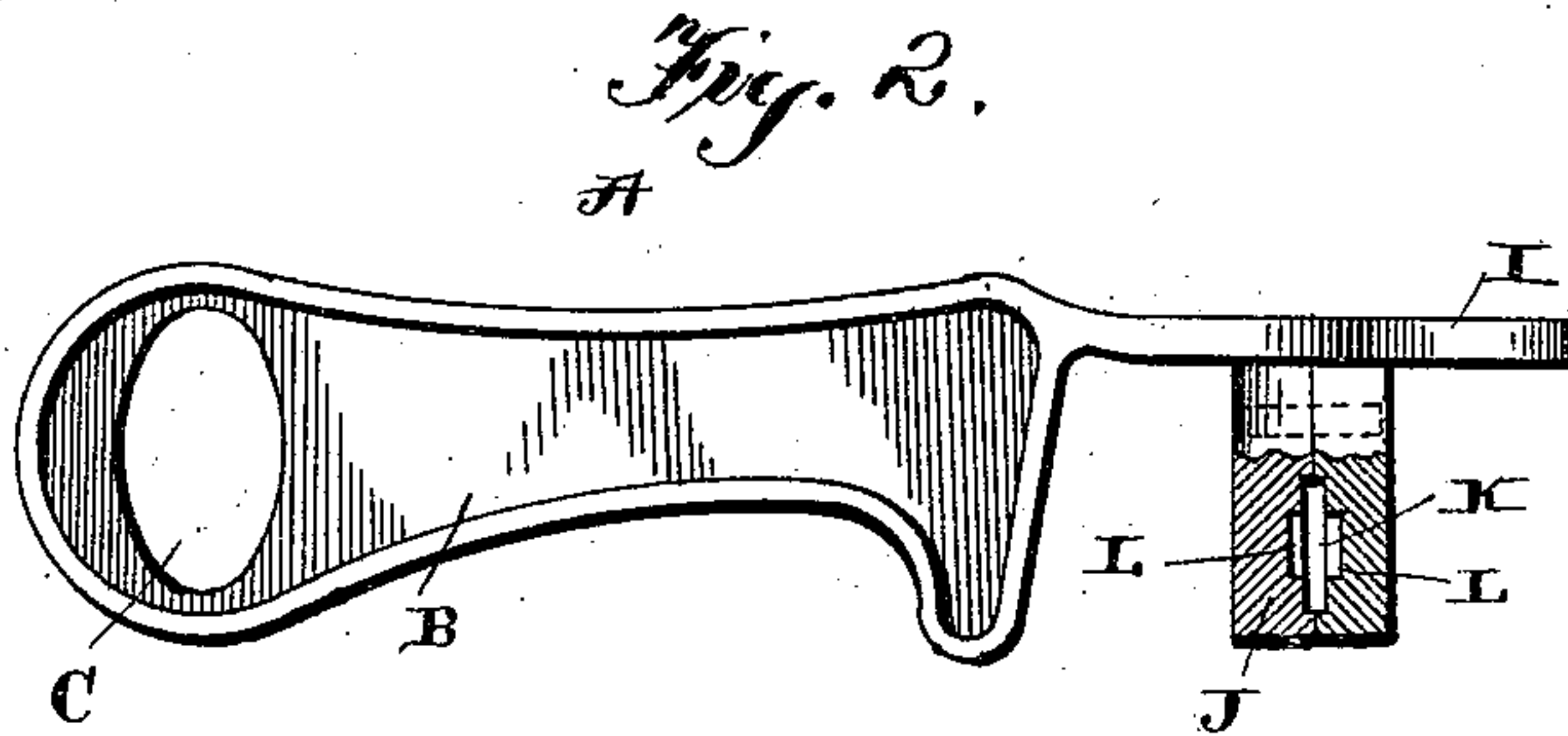
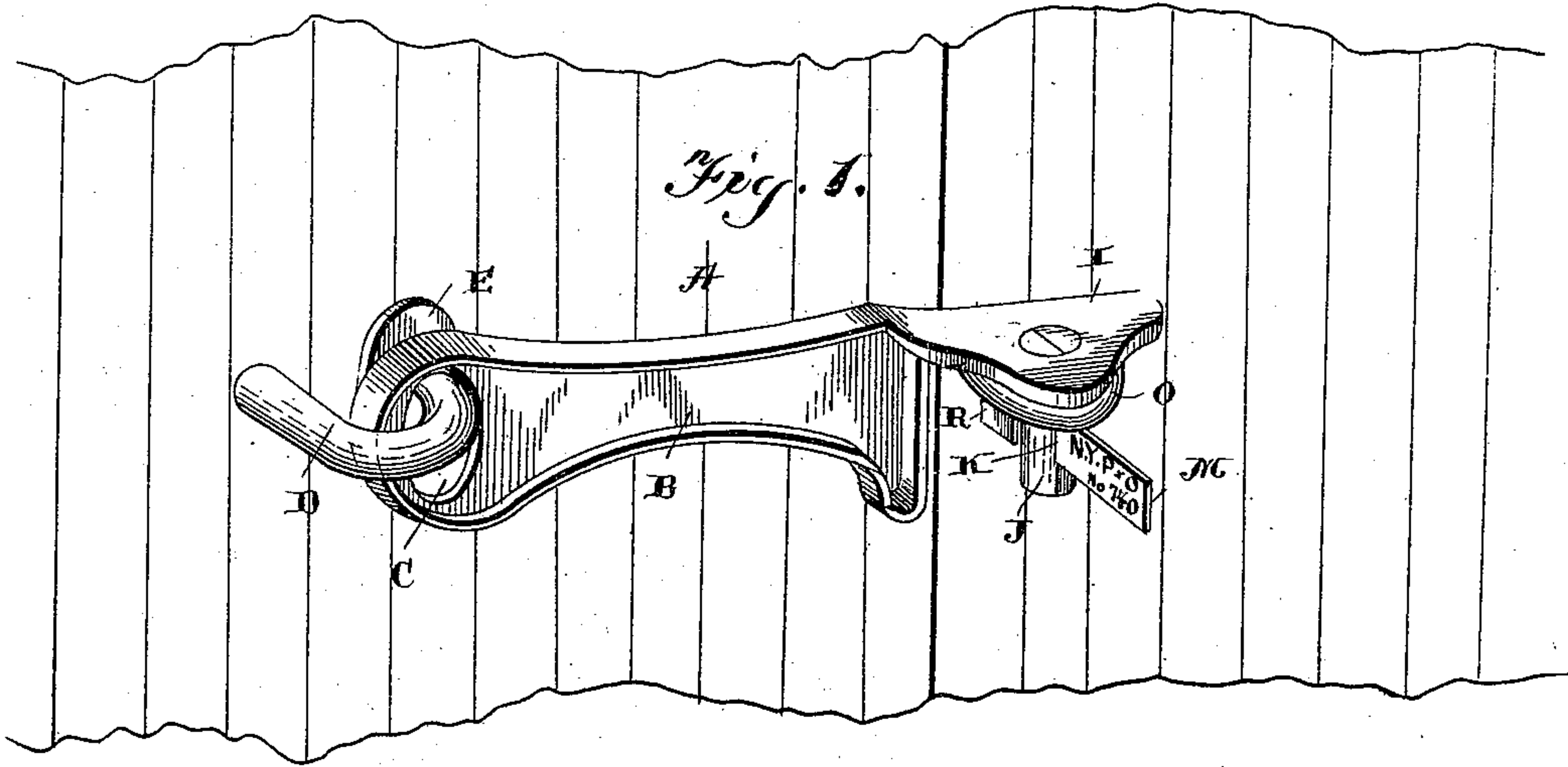
(No Model.)

2 Sheets—Sheet 1.

B. H. TYSON.
SEAL LOCK.

No. 555,412.

Patented Feb. 25, 1896.



Witnesses:

Geo. C. French,
James W. Berard

Inventor.

B. H. Tyson,
by Pattison Mesbit

Attorneys

(No Model.)

2 Sheets—Sheet 2.

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SEAL LOCK.

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Fig. 5.

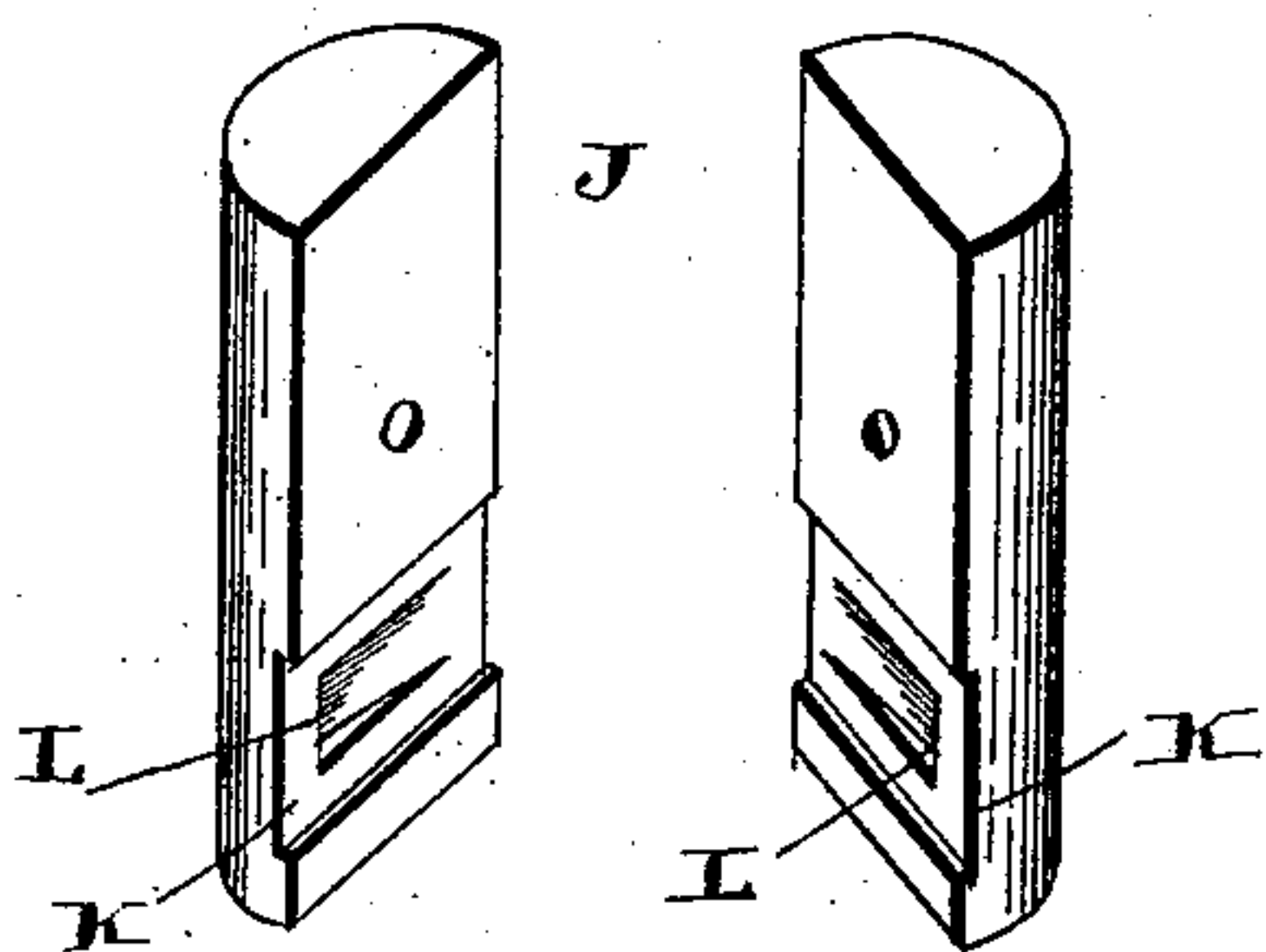


Fig. 6.

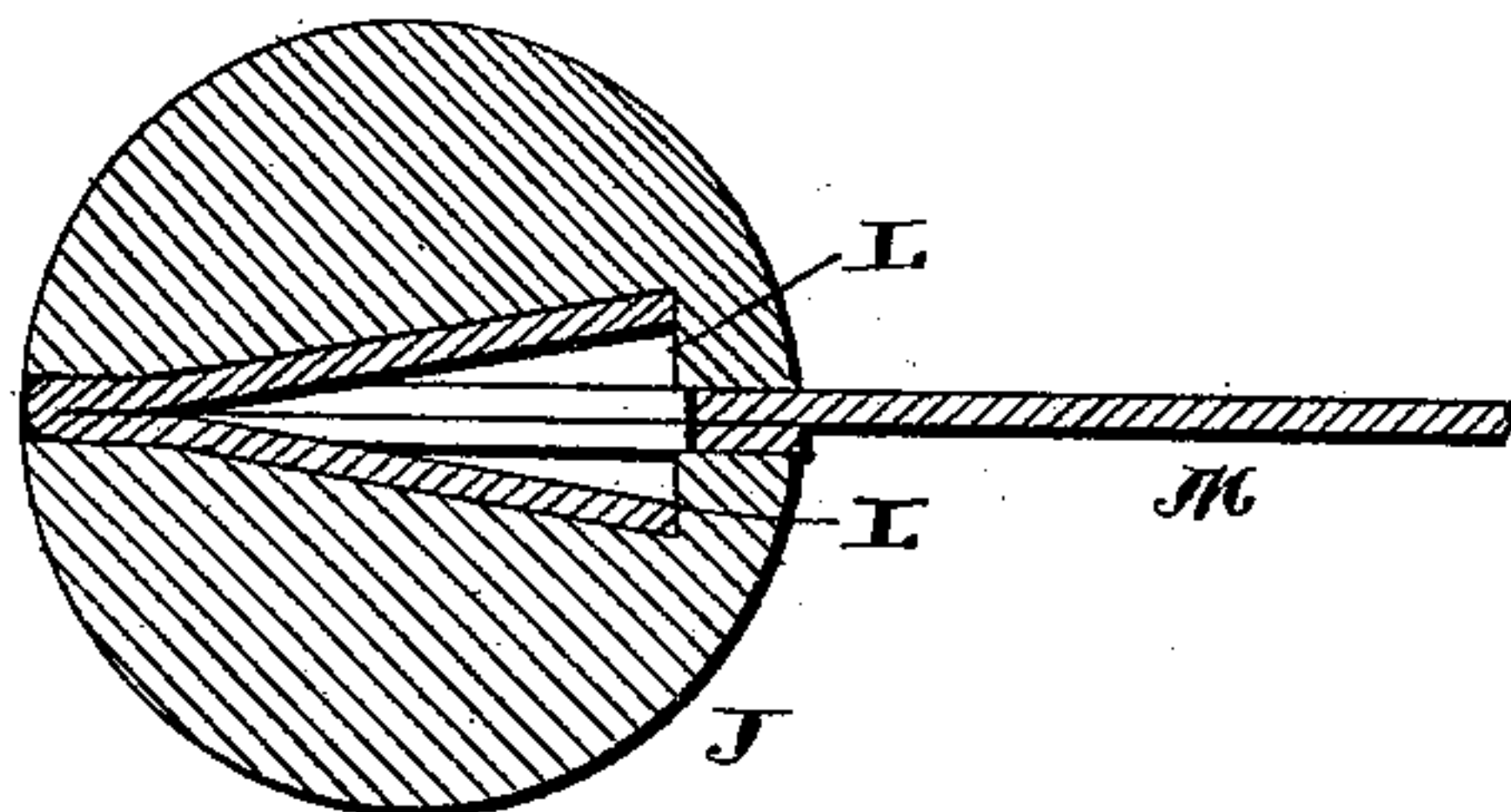


Fig. 7.

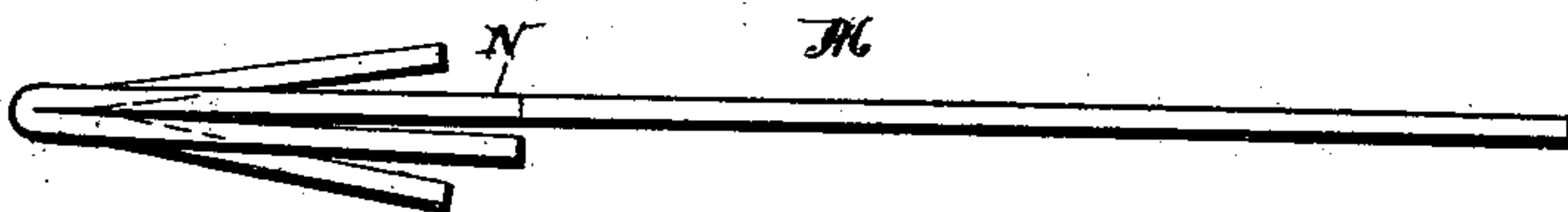


Fig. 8.

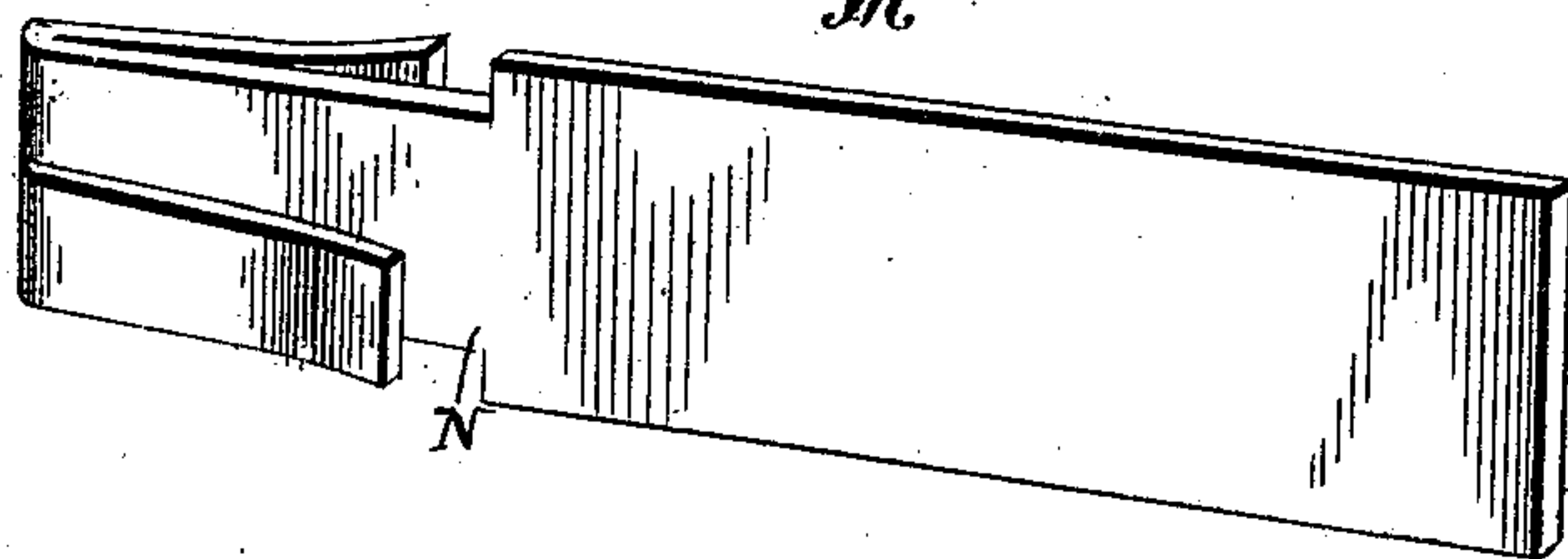
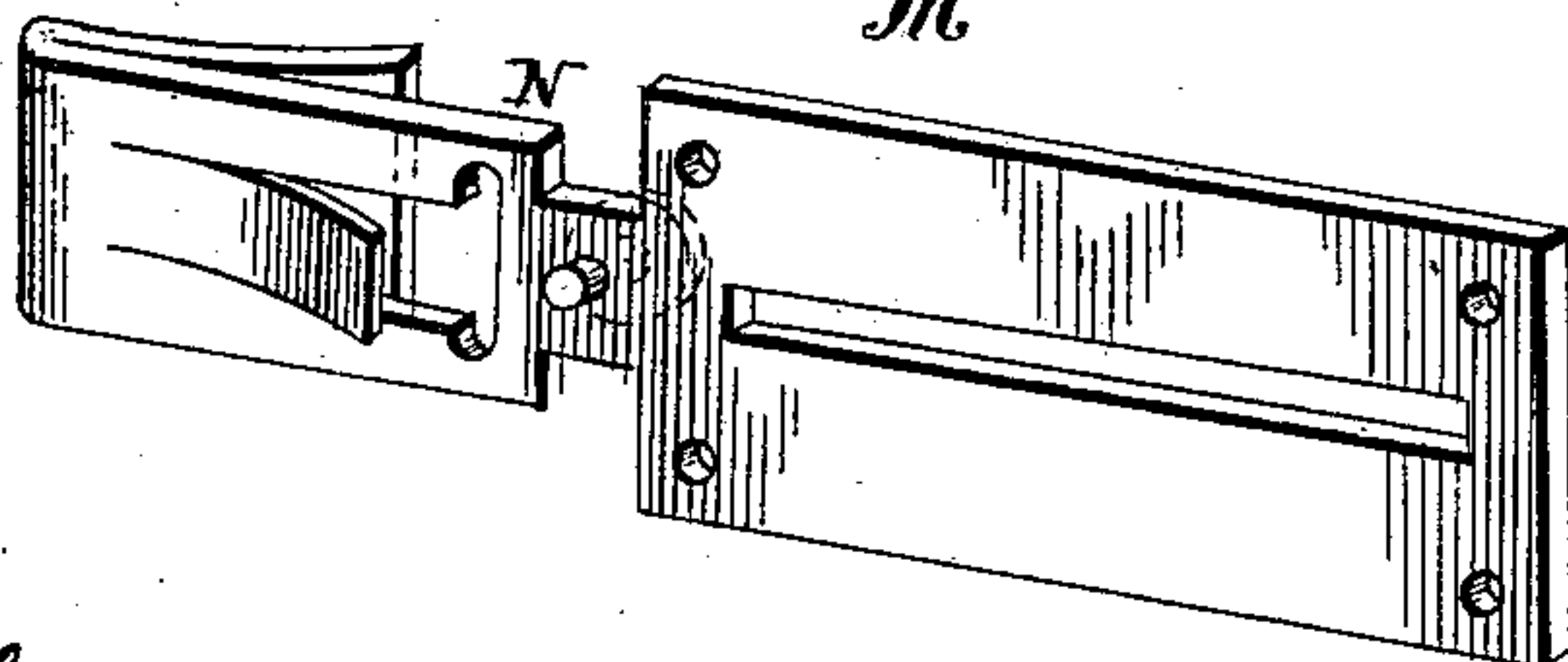


Fig. 9.



Witnesses:

Geo. C. Fitch,

James W. Berardo

Inventor.

B. H. Tyson
by *Patterson & Nesbit*
Attorneys

UNITED STATES PATENT OFFICE.

BENJAMIN H. TYSON, OF RALEIGH, NORTH CAROLINA.

SEAL-LOCK.

SPECIFICATION forming part of Letters Patent No. 555,412, dated February 25, 1896.

Application filed April 27, 1895. Serial No. 547,386. (No model.)

To all whom it may concern:

Be it known that I, BENJAMIN H. TYSON, of Raleigh, in the county of Wake and State of North Carolina, 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 pertains to make and use it, reference being had to the accompanying drawings, which form part of this specification.

My invention relates to improvements in seal-locks, and it is especially adapted for use in connection with freight-cars, which will be fully described hereinafter, and particularly pointed out in the claims.

The object of my invention is to provide a simple and cheap seal which is absolutely safe against being picked or tampered with without leaving some outward evidence that it has been opened or tampered with.

Figure 1 is a perspective view of my lock complete. Fig. 2 is a detached view of the hasp. Fig. 3 is a detached view of the eyebolt through which the seal portion of the hasp passes. Fig. 4 is a similar view of the eyebolt for holding the opposite end of the hasp. Fig. 5 is a view showing the interior locking-shoulders of the hasp projection. Fig. 6 is a detached view of the seal. Fig. 7 is an edge view of the seal. Fig. 8 is a perspective view of the same. Fig. 9 is a perspective view of the seal, showing a modified form thereof.

Referring now to the drawings, A indicates a hasp having a vertical portion B, and at one end a vertical oblong opening C through which the eyebolt D passes. This eyebolt D consists of a hook having a base portion E upon the inwardly-extending portion F, which is screw-threaded to receive a nut G. The opposite end of the hook enters into the door a slight distance, and the hook being made of cast-iron it cannot be removed by bending the same and therefore necessitates its breaking so as to indicate that it has been tampered with.

The opposite end of the hasp A is provided with an outwardly-extending lip I at its upper end from which extends downward a bolt or extension portion J, preferably round in cross-section. This portion J is provided

with a transverse slit K through which the seal passes. Inside of this portion J are the shoulders L formed by recesses with which the lips of the seal (M shown in Fig. 6) engage, as will be readily understood. This seal has the reduced portion N, which is provided with the said lips, so that the seal can only be forced within the portion J to the proper distance.

The eyebolt O, through which the portion J of the hasp passes, consists of an outward or horizontal portion provided with a perforation P for the said projection J of the hasp. The arm Q has an enlargement *a*, provided at its outer edge with the flanges R, forming an inwardly-extending recess below and inside of the perforation P, said recess having preferably an open lower end, as shown. The object of this opening formed by the lips or flanges is to prevent the seal from being tampered with from the under side. This eyebolt is provided with an inwardly-extending screw-threaded arm Q receiving a nut S, so that it cannot be removed from the door, as will be readily understood.

In operation the seal has its reduced portion passed into the slit K of the projection J of the hasp, and the spring-lip of the seal immediately catch the shoulders or projections therein so that it cannot be removed. When it is desired to open the car it is only necessary to work the seal back and forth, when it will break off at the shoulder or reduced portion, permitting the car to be opened. When another seal is placed into position the placing thereof removes the broken part of the seal which is within the projection and forces it between the flanges heretofore described.

From the above description it will be seen that I have produced a strong seal which it is impossible to tamper with without some outward evidence which would be discovered by the inspector.

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

1. A hasp having at its outer end a downwardly-projecting pin adapted to pass through an eyebolt or staple, said pin having a slit entirely through it which extends inward and transverse the hasp to prevent access to its inner end, the slit having one or

more internal recesses, and a seal having outwardly-projecting spring fins or arms adapted to enter the slit and engage the recesses, substantially as shown and described.

- 5 2. The combination with an eyebolt having an opening or recess for the purpose described, of a hasp having a depending pin adapted to enter said eyebolt and provided with an inwardly-projecting slit, and a seal adapted to
10 enter said slit, and when broken be forced through the pin into said recess, substantially as described.

3. An eyebolt for seal-locks having a horizontal outwardly-projecting portion provided with a vertical opening and parallel flanges depending beneath said horizontal portion for the purpose described. 15

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

B. H. TYSON.

Witnesses:

BEVERLY B. BOWED,
S. P. RAILEY.