

No. 620,846.

Patented Mar. 7, 1899.

J. F. HILTY.

SEAL LOCK.

(Application filed Mar. 14, 1898.)

(No Model.)

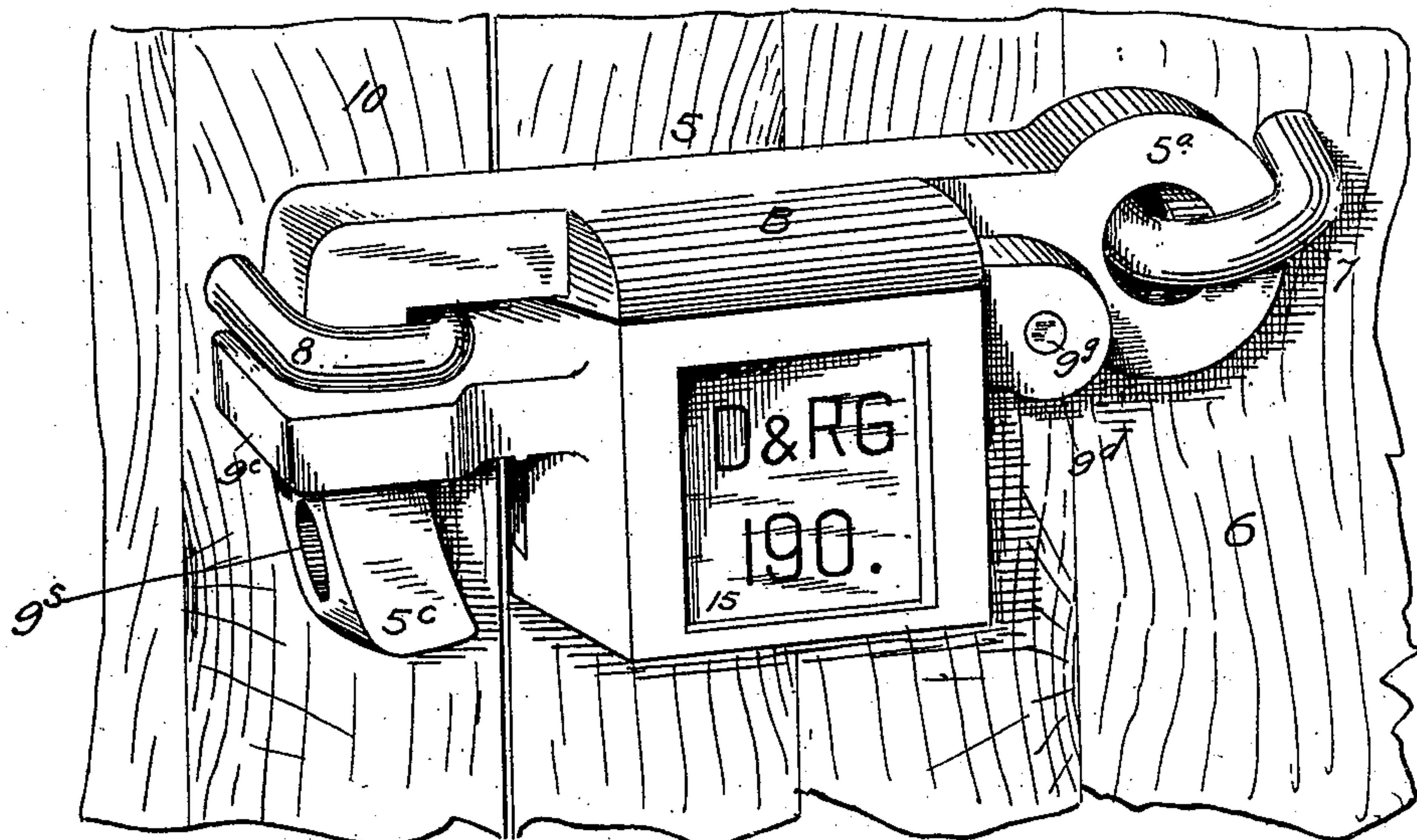


FIG. 1

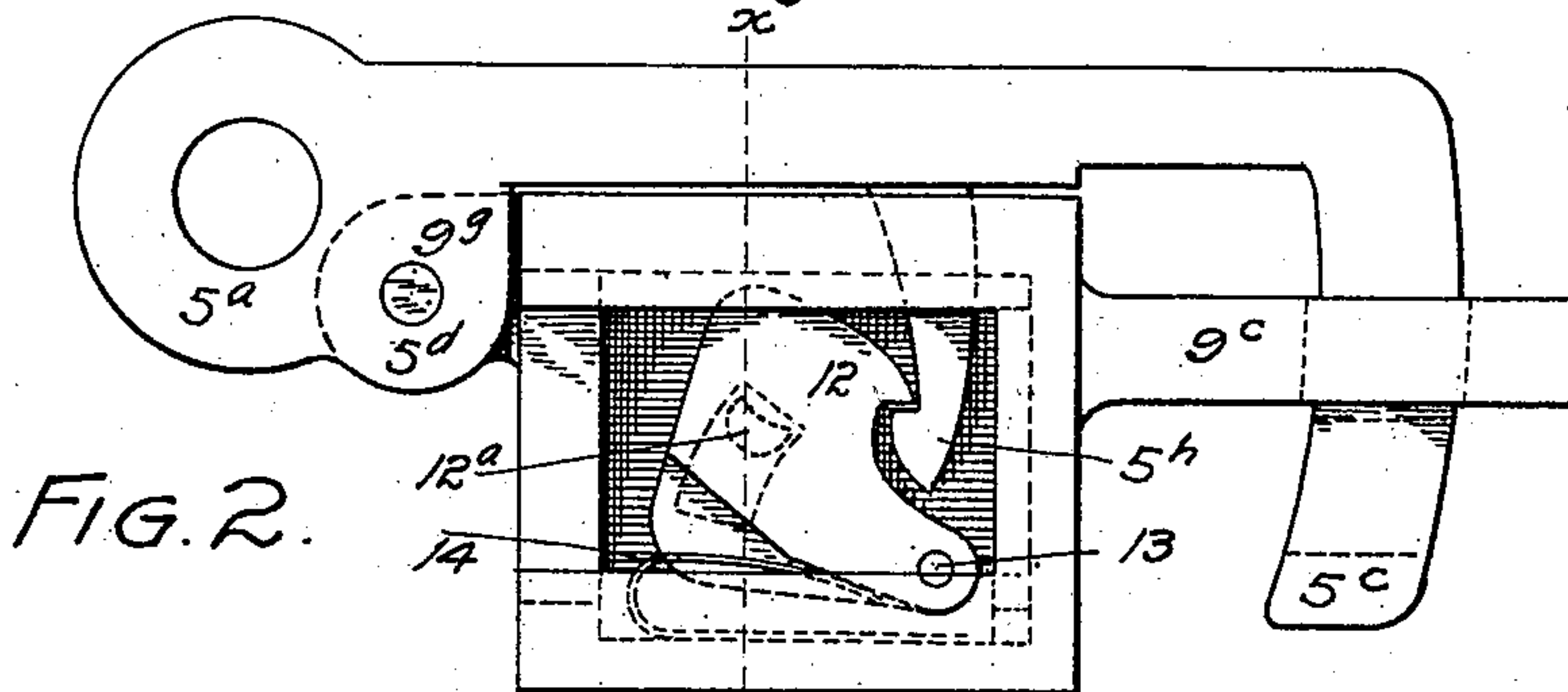


FIG. 2.

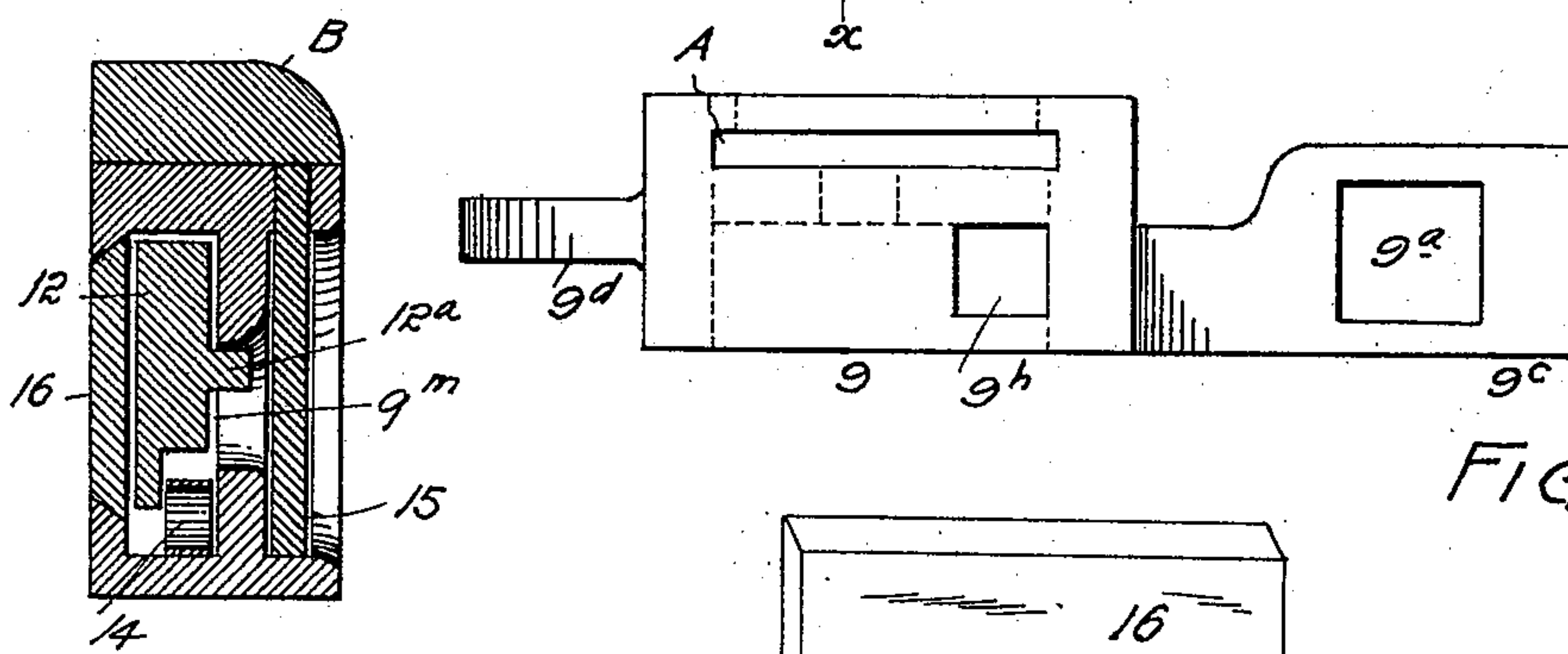


FIG. 3.

FIG. 4.

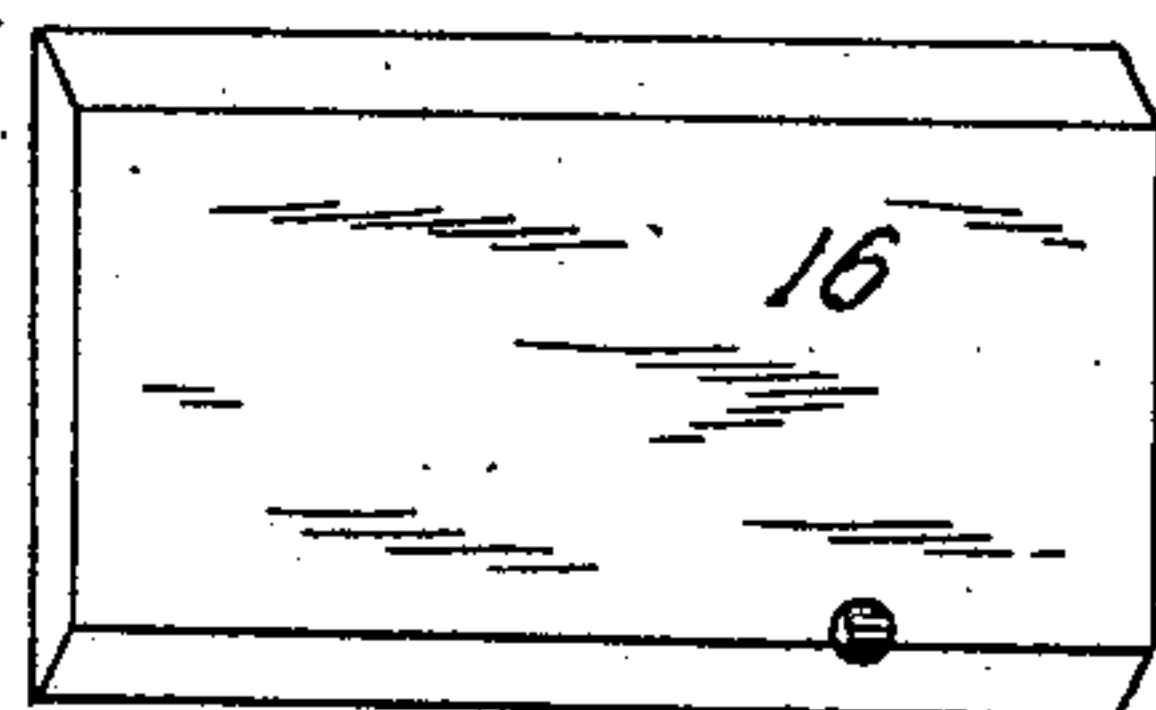


FIG. 5.

Witnesses
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UNITED STATES PATENT OFFICE.

JOHN F. HILTY, OF DENVER, COLORADO, ASSIGNOR TO THE NATIONAL CAR SEAL AND LOCK COMPANY, OF SAME PLACE.

SEAL-LOCK.

SPECIFICATION forming part of Letters Patent No. 620,846, dated March 7, 1899.

Application filed March 14, 1898. Serial No. 673,764. (No model.)

To all whom it may concern:

Be it known that I, JOHN F. HILTY, a citizen of the United States of America, residing at Denver, in the county of Arapahoe and State of Colorado, 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 figures of reference marked thereon, which form a part of this specification.

My invention relates to improvements in seal-locks, my object being to provide a device of this class which shall be simple in construction, economical in cost, reliable, durable, and efficient in use; and to these ends the invention consists of the features, arrangements, and combinations hereinafter described and claimed, all of which will be fully understood by reference to the accompanying drawings, in which is illustrated an embodiment thereof.

In the drawings, Figure 1 is a perspective view of my improved seal-lock in use. Fig. 2 is a side elevation of the device viewed from the opposite side, the slide being removed from the lock-case to expose the mechanism within. Fig. 3 is a top view of the device with the hasp-arm detached. Fig. 4 is a section taken on the line *xx*, Fig. 2. Fig. 5 is a perspective view in detail of the slide closing one side of the lock-case.

Similar reference characters indicating corresponding parts in these views, let the numeral 5 designate what will be called in this specification the "hasp-arm," which is provided at one extremity with an eye 5^a, through which a staple 7 is passed for the purpose of securing it to the car-door 6 or other object. The opposite extremity of the arm 5 is provided with a hook or depending projection 5^c, adapted to pass through a staple 8, made fast to the side of the car 10, adjacent the door 6. This hook 5^c also passes through an opening 9^a, formed in a projection 9^c of the lock-casing 9. When the lock is applied, the staple 8 on the car is located between the projection 9^c of the lock-case and the hasp-arm 5. (See Fig. 1.)

The lock-case is provided with a projection

9^d, formed on the side opposite the projection 9^c. This projection is apertured to register with an opening formed in a lug 5^d on the hasp-arm 5. The lock-case is pivotally connected with the hasp-arm by passing a rivet or pin 9^e through the registering apertures of the projection 9^d and the lug 5^d. Within this case is located a dog 12, pivoted thereon, as shown at 13, and supported by a leaf-spring 14. This dog is adapted to engage a hook-shaped jaw 5^h, rigidly attached to the hasp-arm and passing through an opening 9^h, formed in the top of the case.

The lock-case is slotted on one side, as shown at 9^m. Through this slot protrudes a lug 12^a, formed on the dog 12. When this lug is exposed, the dog 12 may be unlocked from the jaw 5^h by pulling downwardly on the lug. When the parts of the mechanism are assembled, the dog can only be disengaged from the hasp-jaw through the instrumentality of this lug, which is concealed by the breakable seal 15, carrying the number or other desired designation of the car or other object to which the lock is applied. This seal is inserted in vertical grooves or ways A, formed in the sides of the case, and occupies a position in a vertical plane just outside of the lug 12^a of the dog 12. The grooves A are open at the top to allow the seal to enter and closed at the bottom to prevent it from dropping out. When the lock-case and hasp-arm are connected by the engagement of the dog 12 and the jaw 5^h, the upper edge of the seal 15 is concealed by a flange B, formed on the hasp-arm, which flange overlaps the top of the lock-case and prevents the removal of the seal. The lock-case is open on the seal side, whereby the number or other designation of the car or other object formed on the seal is exposed. The opposite side of the lock-case is closed by a slide 16, whose edges are dovetailed to engage counterpart grooves formed in the lock-case. The slide is inserted from the left-hand side, (see Fig. 2,) the grooves being open on this side for the purpose. The slide is put in place before the hasp-arm and lock-case are connected by the pivot-pin 9^e, since after these parts are assembled the lug 5^d on the hasp-arm is located immediately in front of the slide and prevents its removal, the lug being curved to conform to the arc in

which the case moves when the jaw 5^h is disengaged from the dog 12. This slide closes the lock-case on the inside or the side opposite the exposed seal side and protects the operating parts.

In using the device, assuming that the parts are assembled in operative relation, the seal being absent, the hasp-arm is first fastened to the door by the staple 7. The dog 12 is then disengaged from the jaw 5^h by pressing downwardly on the lug 12^a, allowing the lock-case and hasp-arm to separate, the case turning on the pivot-pin 9^s. The seal 15 is then inserted, the hook 5^c passed through the staple 8, and the lock-case raised until its projection 9^c engages the hook 5^c of the hasp-arm and the dog 12 engages the jaw 5^h. It is evident that when the parts are in this position the door can only be unlocked by breaking the seal and gaining access to the lug 12^a. The pivot-pin 13 passes through the slide 16 and holds the latter securely in place. The projection 5^c of the hasp-arm is provided with an opening 9^s for locking or sealing by other means, as hooks, wires, tin seals, padlocks, or other devices.

Having thus described my invention, what I claim is—

1. The combination of the hasp-arm having a jaw, a lock-case pivoted on the hasp-arm, a spring-held dog located in the said case and adapted to engage the jaw on the hasp-arm, a slide inserted in the lock-case and concealing the dog from the inside, the hasp-arm being provided with a lug located in front of

the slide when the parts are assembled and curved to conform to the arc in which the case moves, thus preventing the removal of the slide, a suitable seal inserted in the case outside of the dog and protecting the latter from external access as long as the seal remains intact, the hasp-arm being provided with a flange adapted to close the seal-entrance in the lock-case.

2. The combination of the hasp-arm having an angular projection and a rigid jaw, a lock-case pivoted on the hasp-arm and provided with an apertured projection through which the angular projection of the hasp-arm passes, a spring-held dog located in the lock-case adapted to engage the jaw on the hasp-arm, a slide mounted on the lock-case and concealing the dog from the inside, the hasp-arm being provided with a lug located in front of the slide when the parts are assembled and curved to conform to the arc in which the case moves as it swings on its pivot away from the hasp, thus preventing the removal of the slide, a suitable seal inserted in the lock-case outside of the dog and protecting the latter from external access as long as the seal remains intact, the hasp-arm being provided with a flange adapted to close the seal-entrance in the lock-case.

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

JOHN F. HILTY.

Witnesses:

JOHN T. REES,
ISHAM R. HOWZE.