

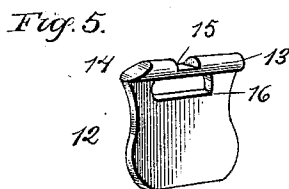
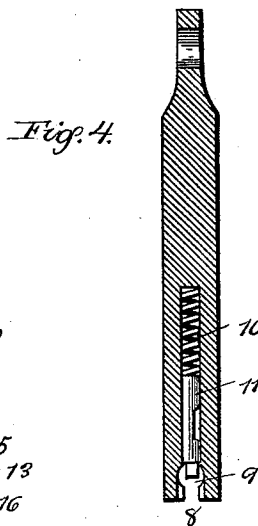
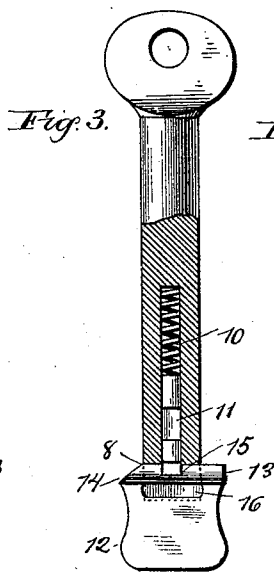
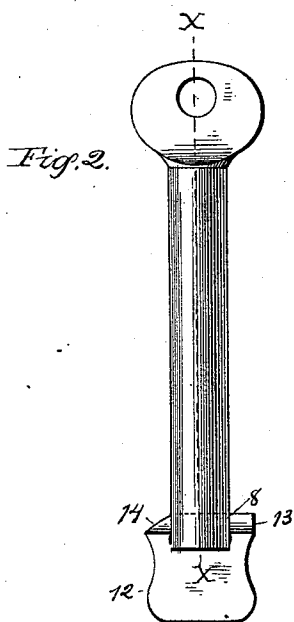
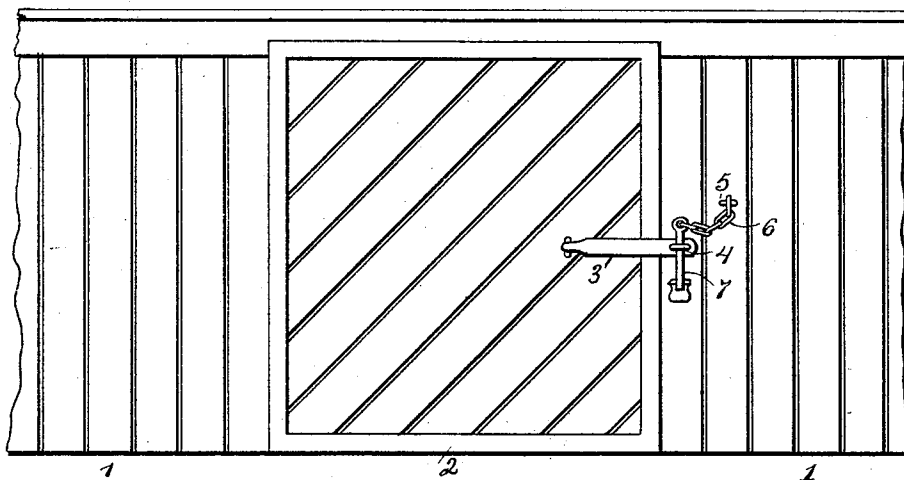
(No Model.)

P. H. CONGER.
SEAL LOCK.

No. 536,682.

Patented Apr. 2, 1895.

Fig. 1.



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UNITED STATES PATENT OFFICE.

PATRICK H. CONGER, OF WATERLOO, IOWA.

SEAL-LOCK.

SPECIFICATION forming part of Letters Patent No. 536,682, dated April 2, 1895.

Application filed January 8, 1895. Serial No. 534,245. (No model.)

To all whom it may concern:

Be it known that I, PATRICK H. CONGER, a citizen of the United States, residing at Waterloo, in the county of Black Hawk and State of Iowa, 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 appertains to make and use the same.

My invention relates to improvements in locks, and particularly to improvements in that class thereof known as seal locks, that is, those which are adapted for locking and sealing the doors of freight cars, warehouses, refrigerators, and the like, and it consists in an improved seal lock, the construction and arrangement of the parts of which will be hereinafter fully described and particularly pointed out in the claims.

Seal locks have been in general use for many years, and many kinds of them are now upon the market. A great number of these locks operate upon the principle of the ordinary padlock, and have pivoted locking bars such as are used in the same. A number of other seal locks are made of fusible material, so that when once applied they can only be removed by the application of heat. Still another class of seal locks is that which consists of a bolt provided with some automatic locking or sealing device, which is to be applied after the bolt has been put in position, and will then serve to prevent the bolt from being withdrawn until the locking or sealing device has been broken, or otherwise destroyed. It is to this latter class of seal locks that my present invention belongs.

The objects of my invention are to provide a seal lock which will be simpler in construction, more easily and cheaply manufactured, more readily applied, and occasion less loss through the breaking of the parts naturally destroyed in its use, than any lock now upon the market, while at the same time affording a secure fastening to the door or other object on which it is placed.

In accomplishing the objects of my invention I use a locking bolt having a slot extending entirely across one end of the same, said slot being rounded at its inner end so as to form an undercut surface. Through the

bottom of this slot projects the end of a spring pressed bolt. The seal used is a piece of metal, cast, fusible, or otherwise, which has a rounded upper end adapted to be inserted into the rounded undercut portion of the slot in the locking bolt, and also has a notch cut in its rounded upper end which is adapted to be engaged by the spring pressed latch above mentioned. When the seal is to be applied to the lock, it is inserted into the slotted lower end of the bolt, and pressed forward through the same until the spring-pressed bolt, which has been forced up to a level with the upper surface of the slot at the entrance of the seal, springs downward and engages with the notch at the top of the seal, when the seal is securely locked in position. The bolt can now only be removed by destroying the seal, as by breakage.

My invention is fully illustrated in the drawings which accompany and form a part of this application, in which the same reference numerals refer to the same or corresponding parts, and in which—

Figure 1 represents a side elevation of a portion of a freight car, showing the door of the same closed and locked with my improved seal lock. Fig. 2 is an enlarged elevation of my improved lock, the retaining chain being removed therefrom. Fig. 3 is a section of the same on the line X—X, Fig. 2, showing the location and operation of the spring-pressed locking latch. Fig. 4 is a section of the bolt with the seal removed. Fig. 5 is a detail view of the seal.

Referring to the drawings, 1 represents the side of a freight car, in which is hinged the door 2, which is shown as closed.

3 is an ordinary hasp attached to the door, and is shown as passed over the staple 4, secured in the side of the car in the usual manner.

5 is a staple placed on the side of the car, in which is held one end of the retaining chain 6, the other end of which passes through an aperture in the enlarged upper end of the locking bolt 7, thus securely holding said bolt, and preventing it from falling away from the car when it is not in use.

The locking bolt 7 is formed at its lower end with the transverse slot 8, the lower portion of which slot is rounded, as shown at 9.

This slot is for the reception of the seal, and may be of any depth desired. Its form may also be modified in accordance with the form used for the seal, and I do not restrict myself to the form shown. A longitudinal central hole 10 is bored in the lower end of the bolt, in which is seated the spring-pressed latch 11, which latch is held by the spring in such a manner that its end protrudes slightly into the rounded lower end of slot 8.

The seal 12, which is shown in Fig. 5, is a thin piece of metal provided with a rounded upper end 13, one face of which is inclined, as shown at 14. In this rounded upper end is formed a notch 15, adapted to receive the spring-pressed latch 11, and immediately below the upper end there is formed an aperture 16. This aperture is used for the sake of lightness in construction, and because it facilitates the ready breaking of the seal when it is desired to remove the bolt. The seal itself is preferably made of cast iron, and removed by breakage, but it may also be made of fusible metal, if desired. Its size is sufficient to enable any desired lettering to be used on its surface. I do not limit myself to the form of seal shown, though I have found that form very convenient.

In operation, the bolt 7 is passed through the end of the staple, after the hasp has been put over the same, and the seal is then inserted into the slot 8 formed on the lower end of the bolt. The inclined face 14 of the seal pushes up the spring-pressed locking latch 11, at the entrance of the seal, and the same is held up by the passage of the seal through the slot 8, until the notch 15 arrives in position below the spring-pressed latch, when the latch will fall and engage with the said notch, and prevent the seal being removed

without being destroyed. This is usually accomplished by breaking the same, but in case the seal is made of fusible metal, by the application of heat.

It will be seen that my lock is of the simplest construction possible, and that in its use there is but little loss, as the only loss occasioned by its use is that of the seal, and this being made of cast metal, and being of a simple form so that it can be easily made, is very slight.

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

1. In a seal lock, the combination with a bolt having a slot extending across its end, said slot being rounded at its inner end so as to form an under-cut surface, of a spring pressed locking latch seated in the bottom of the slot, and a seal having a notched rounded upper end, adapted to be inserted in said slot and locked in position therein, substantially as described.

2. In a seal lock, the combination with a bolt 7, having a slot 8 extending across its end, said slot being rounded at its inner end 9 so as to form an under-cut surface, of a spring pressed locking latch 10, seated in the bottom of the slot, and a seal 12 having a rounded upper end, one face 14 of which is inclined, and in which the notch 15 is cut, adapted to be inserted in said slot and locked in position therein, substantially as described.

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

PATRICK H. CONGER.

Witnesses:

J. W. LOGAN,

R. K. ODELL.