

(No Model.)

3 Sheets—Sheet 1.

M. S. MILLARD.
SEAL LOCK.

No. 512,657.

Patented Jan. 9, 1894.

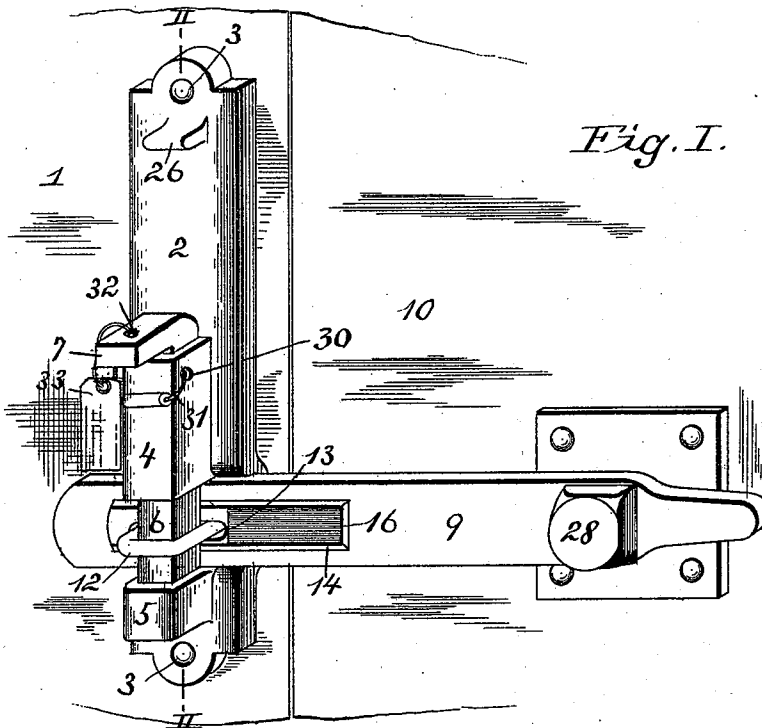


Fig. I.

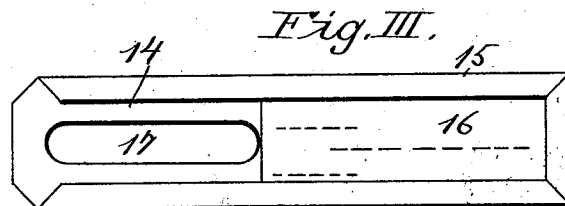


Fig. III.

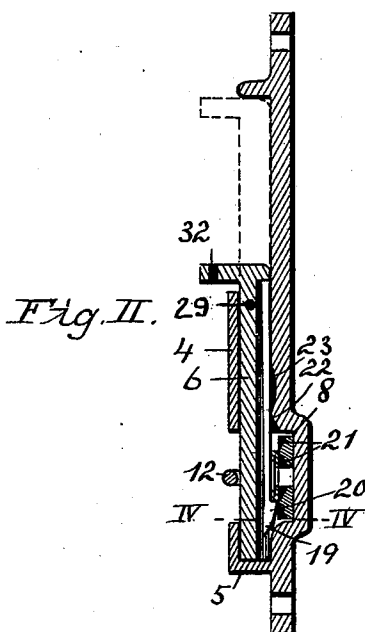


Fig. II.

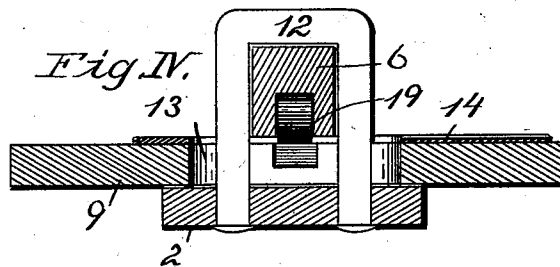


Fig. IV.

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Fig. V.

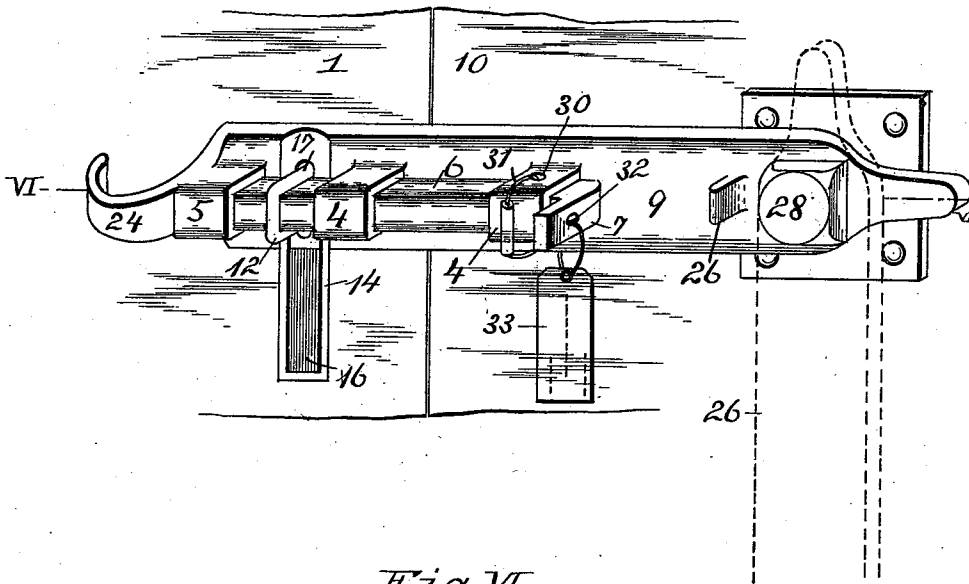


Fig. VI.

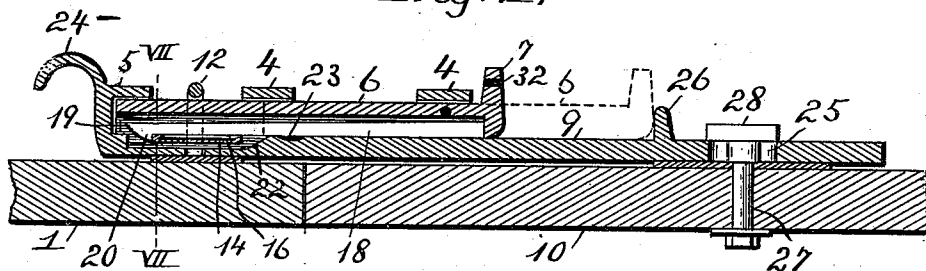
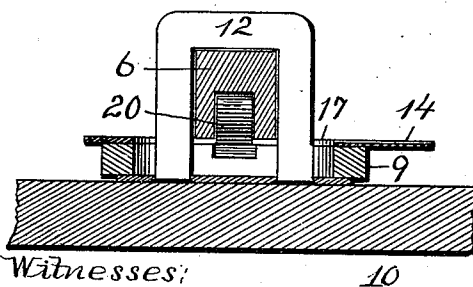


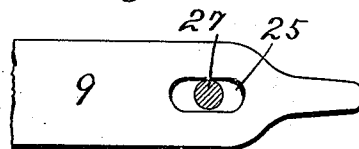
Fig. VII.



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Fig. VIII.



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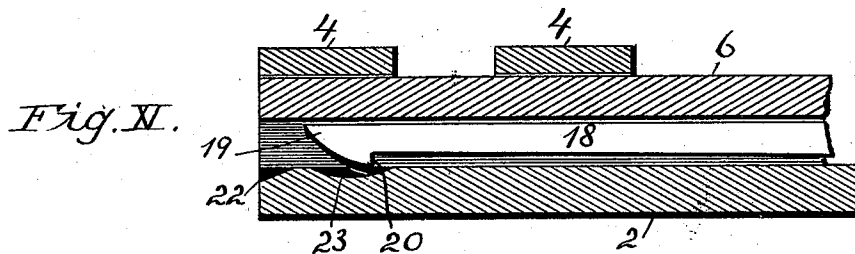
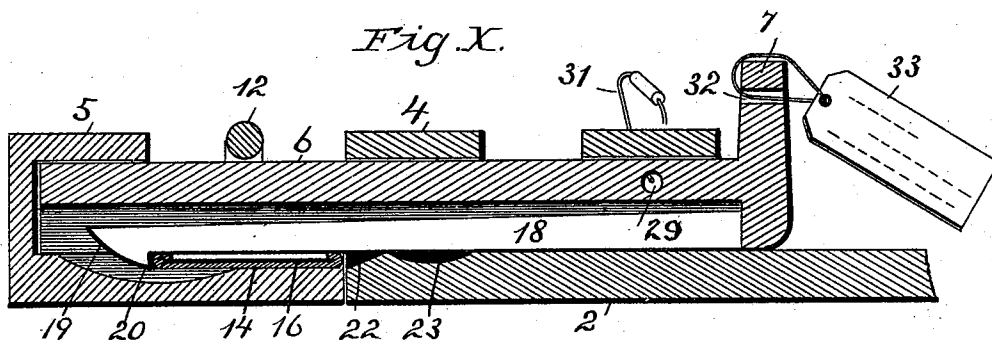
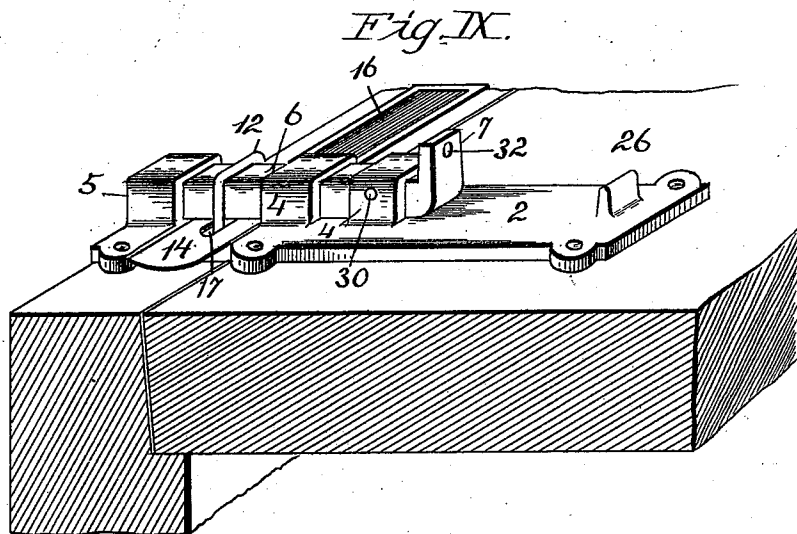
(No Model.)

3 Sheets—Sheet 3.

M. S. MILLARD.
SEAL LOCK.

No. 512,657.

Patented Jan. 9, 1894.



Witnesses:

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UNITED STATES PATENT OFFICE.

MARTIN S. MILLARD, OF KANSAS CITY, MISSOURI, ASSIGNOR OF ONE-HALF
TO CHARLES KNAPP, OF SAME PLACE.

SEAL-LOCK.

SPECIFICATION forming part of Letters Patent No. 512,657, dated January 9, 1894.

Application filed November 8, 1892. Serial No. 451,361. (No model.)

To all whom it may concern:

Be it known that I, MARTIN S. MILLARD, of Kansas City, in the county of Jackson and State of Missouri, have invented certain new and useful Improvements in a Combined Car Seal and Lock, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, which form a part of this specification.

My invention relates to certain new and useful improvements in a combined lock and seal, intended more especially for a lock for car doors, but which may be used on boxes and various other devices; and my invention consists in certain features of novelty hereinafter pointed out and described in the claims.

Figure I, is a perspective of my improved lock and seal secured to a car. Fig. II, is a longitudinal section of the same taken on line II, II, Fig. I. Fig. III, is a plan view of the seal. Fig. IV, is a transverse section taken on line IV, IV, Fig. II. Fig. V, represents a modification in which the bolt is attached to the hasp instead of to a separate plate. Fig. VI, is a longitudinal section taken on line VI, VI, Fig. V. Fig. VII, is a transverse vertical section taken on line VII, VII, Fig. VI. Fig. VIII, is an enlarged detail section showing the slot in the hasp through which the bolt is inserted to secure the same. Fig. IX, is a detail perspective showing the lock applied to a box. Fig. X, is a longitudinal, vertical section of the bolt and spring catch. Fig. XI, is a longitudinal, vertical section showing the bolt and spring catch forced backward to their extreme limit.

Referring to the drawings: 1, represents the body of a car to which a plate 2, is suitably secured either by screws, as shown at 3, or by other suitable means. The plate 2, has keepers 4, 5, integral with the same in which works the vertically operating bolt 6, the rear portion of said bolt having an outwardly bent thumb-piece 7, by which the operator may slide the bolt back and forth. The plate 2, is provided with a depression 8, into which fits the hasp 9, the hasp 9, being secured to the door 10, of the car by means of a suitable bolt, as shown in Fig. I.

12, represents a staple on the plate 2, centrally located of the depression 8.

13, represents a slot in the hasp 9, which fits down over said staple when the car door has been closed and the hasp placed in position to lock the same.

14, represents a seal having in-turned flanges 15, for the retention of a tag 16, and having at its opposite end a longitudinal slot 17, which permits of the seal 14, being placed over the staple 12, on top of the hasp 9, after the hasp has been placed in position over said staple, and resting in the depression 8, of the plate 2. After the hasp and seal have been placed in position, then the bolt 6, is pushed downward, its forward end passing through the staple 12, and engaging in the keeper 5, where it is securely held by means of a spring bar 18, secured to the rear end of the bolt 6, said spring bar having a pointed convex forward end 19, and a shoulder 20. As the bolt is shot home the shoulder 20, of the spring bar 18, will pass over the seal 14, and rest firmly against the same. The shoulder coming in contact with the seal will prevent the withdrawal of the bolt until the seal has been broken and removed; thus readily showing whether or not the lock has been tampered with. The hasp 9, where it co-incides with the depression 8, is beveled, as shown at 21, so as not to interfere with the action of the spring bar 18. The plate 2, is also beveled, as shown at 22, so that when the seal has been removed there will be no corner or edge on the plate that will prevent the withdrawal of the spring bar 18, and the bolt 6. When the bolt 6, has been raised to its extreme limit in order to permit the withdrawal of the hasp, the shoulder 20, on the spring bar 18, will rest in the depression 23, and thus prevent the bolt from falling downward until it is desired to use the same. It will thus be seen that when the seal is not placed on the staple the hasp and bolt can be used in order to fasten the door shut without locking the same, as when the seal is not in place there is no obstruction to the backward movement of the bolt 6.

In Fig. V, I have shown a modification in which the bolt 6, is secured to the hasp 9, instead of to a separate plate. For certain uses this may be found preferable to securing the bolt to a separate plate. 24, represents a

hook or hand-piece on the end of the hasp for the insertion of the hand in order to withdraw the same. The hasp 9, is slotted, as shown at 25, in order to adjust the same so as to fit over the staple in case of shrinkage or strain of the parts to which the hasp or staple is attached. 26, represents a lug which limits the backward movement of the bolt 6. 27, represents a bolt for securing the hasp to a door or other device, having an enlarged head 28, fitting over the slot 25. When the bolt has been withdrawn, the hasp is permitted to swing backward, as shown in dotted lines, Fig. V; but cannot swing outward, and thus avoids injury to any one with which it might come in contact.

In Fig. IX, I have shown my device as it can be attached to a box, the bolt 6, being secured to the plate 2, on the lid of the box, and having a staple 12, secured to the edge of the box. In case it is not desired to use my improved seal 14, or if the same is not handy, and it is desired to use the ordinary wire seal, I provide the bolt 6, with an opening 29, which registers with an opening 30, in the staple 4, through which the wire seal 31, may be inserted. I provide the hand-piece 7, with an opening or orifice 32, to which a tag 33, may be connected.

I claim as my invention—

1. The combination of a plate having a depression; a bolt secured to said plate; a spring bar carried by the bolt; a hasp; a staple and a seal placed on said staple over the said hasp to be engaged by the spring bar for locking the bolt; substantially as and for the purpose set forth.

2. The combination of a plate having be-

veled portion 22, and the depression 23; with a spring bolt; a hasp; a staple and a seal interposed between said hasp, and bolt; substantially as described and for the purpose set forth.

3. The combination of a plate having a depression; a bolt having a shoulder; a hasp fitting into the depression in said plate, and having beveled edges, and a seal resting on said hasp and over the staple; substantially as and for the purpose set forth.

4. In a combined car lock and seal, the combination of the staple, the hasp fitting over the staple, the seal formed with a pocket for the reception of the address card and a slot in its forward end for the passage of the staple, and a spring bolt engaging said staple and seal; the staple being adapted to engage the end of the address card and prevent its removal, as set forth.

5. The combination of a plate formed with a depression 23; a bolt sliding on said plate and a spring bar connected with said bolt and adapted to engage in said depression to hold said bolt at a fixed point; substantially as described and for the purpose set forth.

6. The combination of a hasp, having a rearwardly slotted end; a bolt for securing said hasp to a support, a locking bolt; a spring bar connected with said locking bolt having a shoulder; a seal formed of a strip and being slotted, and a staple on which said seal is placed; substantially as and for the purpose set forth.

MARTIN S. MILLARD.

Witnesses:

JAS. E. KNIGHT,
RUSH C. LAKE.