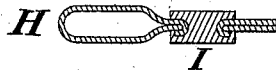


Seal-Lock.

Patented March 16, 1875.



A & Smith
H. James Weston }

Inventor:
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UNITED STATES PATENT OFFICE.

J. NOTTINGHAM SMITH, OF JERSEY CITY, NEW JERSEY.

IMPROVEMENT IN SEAL-LOCKS.

Specification forming part of Letters Patent No. **160,962**, dated March 16, 1875; application filed March 9, 1875.

To all whom it may concern:

Be it known that I, J. NOTTINGHAM SMITH, of Jersey City, Hudson county, New Jersey, have invented a Seal Lock or Fastening, especially designed for freight-cars on railroads, but equally applicable to the sealing or securing of express packages, and to many other purposes, of which the following is a specification:

The object of my invention is to provide a cheap and effective substitute for the expensive locks now in use, which locks are liable to be picked, opened with false keys, or disordered by the entrance of dust and dirt into their working parts.

My invention consists of a loop or band of metal, such as iron or hard brass, having points or tongues cut and punched up out of, but not detached from, it at one end thereof, leaving a hole where the metal forming such tongues was removed, and having also a hole in the other end thereof, through which said tongues are entered and riveted or headed down on the other side, and in combination therewith a seal of lead or other suitable metal or material placed in both of these holes, and headed upon both sides of the said band with the impression of a seal thereon, substantially as hereinafter set forth.

In the accompanying drawings, Figure 1 is a side elevation, showing a portion of the side of a car and its door with my fastening attached. Fig. 2 is a side view of the loop or band as it appears when first cut or stamped out before bending. Fig. 3 is an edge view of the same bent ready for use. Fig. 4 is a longitudinal section through the center of the loop after it has been sealed up. Fig. 5 is an end view of the hook, seen in Fig. 1, showing the slot formed in it near its point to receive the loop.

A is a portion of the door-post of the car, and B is a portion of the car-door. C is the hasp or clasp, secured to the door by the staple D, and having a hook, E, pivoted to it at F. The hasp C is passed over the staple G. The end of the hook is slotted, as seen in Fig. 5, and one end of the loop or band H is passed through this slot. The band H has a split eyelet formed

in one end of it by cutting and forcing up out of the body of the metal of which the band is composed triangular portions, leaving a circular hole, as seen at *a*. It has also a round hole formed in the other end of it, as seen at *b*. After one end of the band H is passed through the slot *c* the eyelet *a* is put through the hole *b* and headed or turned down, so as to lock the ends together. A plug or piece of lead, I, is then put through the holes *a* and *b*, and a head formed on each side of the band, as seen in Fig. 4. This leaden plug is headed up by a pair of tongs or pinchers having any desired design or seal formed on their faces. It is evident that without the use of the proper tongs or pinchers no car can be opened and resealed, and if improperly tampered with the evidence thereof will be at once perceived.

By means of this fastening the employes of a railroad company who are properly responsible for the contents of any car can be readily held to account. To accomplish this each one of such employes should be furnished with a pair of sealing-punches or pinchers differing as to the figure or design formed upon their sealing faces from all others.

It is evident that it is not necessary, in order to use my fastening, that it should in every case be passed through a slot in a hook, E, or that any of the particular devices and forms of parts shown in the drawings should be strictly adhered to or employed, as many other forms of the loop H and seal I, and devices for attaching them to property of various kinds, will readily suggest themselves to skilled mechanics.

I claim as my invention—

The sealed fastening described, consisting of the band H, having a hole at each end, and a rivet or tongues, *a*, formed out of the body of the band itself, which are passed through and riveted in the hole *b*, leaving an opening in the center, through which the seal I is entered, and headed down at both sides with any suitable impression, substantially as set forth.

J. NOTTINGHAM SMITH.

Witnesses:

N. E. SMITH,
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