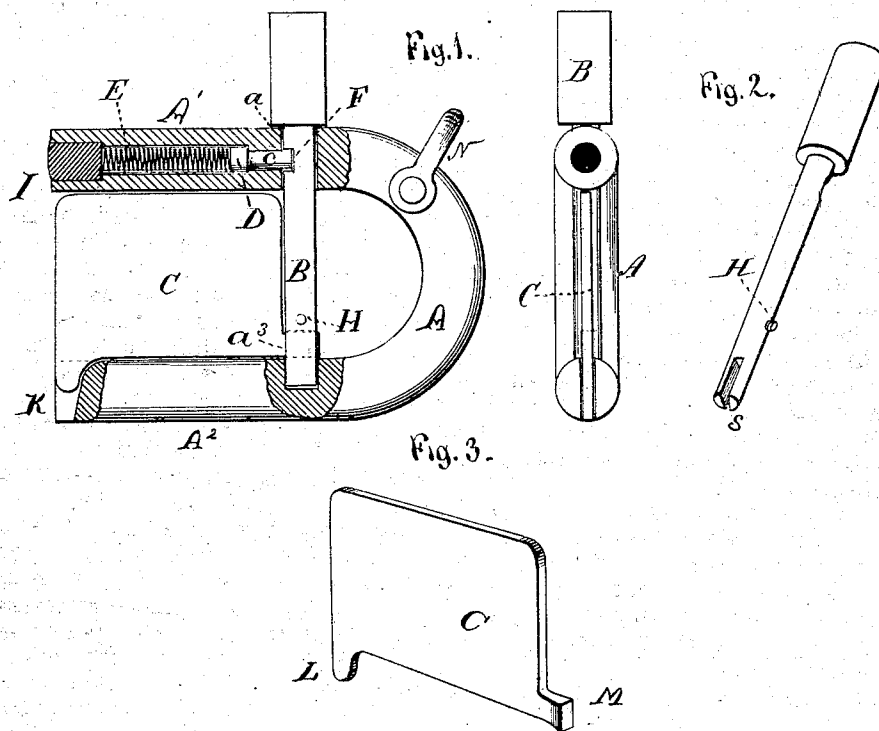


T. M. FOOTE & C. A. RANDALL.

Seal-Locks.

No. 153,819.

Patented Aug. 4, 1874.



Attest:
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Atty.

UNITED STATES PATENT OFFICE.

THEODORE M. FOOTE AND CHARLES A. RANDALL, OF NEW YORK, N. Y.,
ASSIGNORS OF ONE-THIRD THEIR RIGHT TO ROBERT F. WILLIAMS,
OF SAME PLACE.

IMPROVEMENT IN SEAL-LOCKS.

Specification forming part of Letters Patent No. **153,819**, dated August 4, 1874; application filed
June 23, 1874.

CASE A.

To all whom it may concern:

Be it known that we, THEODORE M. FOOTE and CHARLES A. RANDALL, of New York, in the county of New York and State of New York, have invented certain new and useful Improvements in Seal-Locks, of which the following is a specification:

Our invention relates to a new and improved seal-lock for various articles, although it is intended to be used principally for securing car-doors, mail-bags, safes, and the like during transportation, which cannot be opened or unlocked without destroying the seal, thus preventing any fraudulent access to the interior of the article secured, as will be hereinafter fully set forth.

This invention consists of a U-shaped frame, one of the arms of which is provided with a spring-impelled locking-pin for securing a cross-bolt in position, said cross-bolt having a slotted lower end, which embraces a projection on the seal or tag, which is thus confined in the space between the two arms of the U-shaped frame, as hereinafter described.

In the drawings, Figure 1 represents a side elevation, partly in section, of our seal-lock. Fig. 2 represents the bolt or bar. Fig. 3 represents the tag or seal.

In the accompanying drawings, the letter A represents the U-shaped frame. The arm A¹ is bored longitudinally from the end to the aperture *a*, through which the bolt passes, and the lock-pin D inserted, a spiral spring, E, being placed behind it, and the end of the bore closed by a plug, I, as shown, causing said pin to be pushed toward the bolt B. The bolt B is recessed, as at F, and is provided with a pin, H, near the end, to prevent it from being entirely withdrawn from the aperture *a*. The lower end of the bolt B is slotted, as shown, and sets into a recess, *a*³, in the arm A² of the frame, directly opposite the aperture *a* in the arm A¹. The extreme end of the arm A² is also provided with a V-shaped recess, K, for the purpose to be hereinafter explained. C represents the tag or seal, consisting of a plate of fragile metal, rubber, or other material, with a V-shaped projection, L, on the lower edge of one corner,

and a dovetailed projection, M, at the other corner of the lower edge. N is a link, by which the lock may be chained to the car, cage, or other article, to prevent it from being lost or mislaid.

The tag C may be marked with any desired figures or other characters.

The lock is secured to the staple by passing the frame A through it, and setting the tag C between the arms, as shown, so that the projection L will fall into the recess K. The dovetailed projection M will then fall over the recess *a*³ in the arm A², and as the bolt B is pushed down into said recess the slot on its end will pass over said dovetailed projection, thereby holding the tag, the end of the bolt entering the recess *a*³, and the lock-pin will be pushed forward into the recess F in the bolt, securely fastening the same.

It will be evident from the above description that the lock cannot be unfastened without destroying the tag C, as the dovetailed projection cannot be withdrawn from the slot, and prevents the bolt B from being turned. As the bolt B can only be released from the lock-pin by a partial revolution, so as to force said lock-pin back against the spring, it will be perceived that the lock is absolutely secured, and the unlocking thereof can only be accomplished by severing the tag or seal.

A hard-rubber tag of suitable construction could be secured by means of a locking-bolt in a similar manner.

What we claim as our invention, and desire to secure by Letters Patent, is—

The frame A, having the arms A¹ A², the former of which is provided with the spring-impelled locking-pin D, in combination with the cross-bolt B, having the slotted end, and the whole constructed to confine the tag or seal in the space between the arms A¹ A², in the manner herein shown and described.

In testimony that we claim the foregoing we have hereunto set our hands.

THEODORE M. FOOTE.
CHARLES A. RANDALL.

Witnesses:

JAMES L. NORRIS,
J. W. HAMILTON JOHNSON.