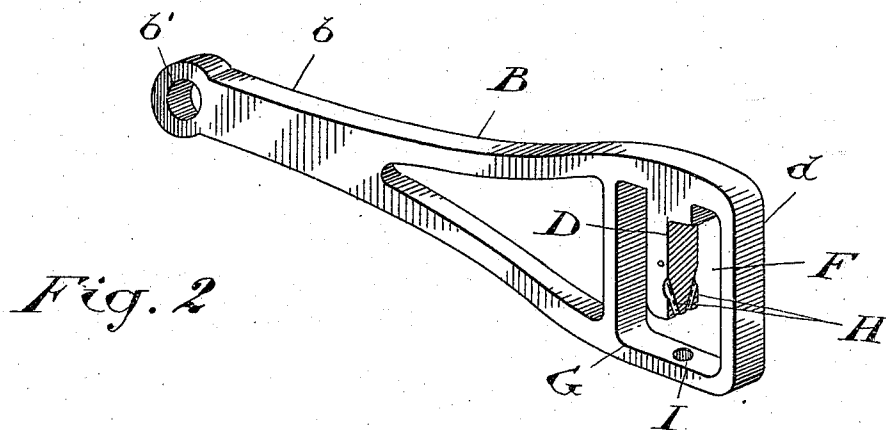
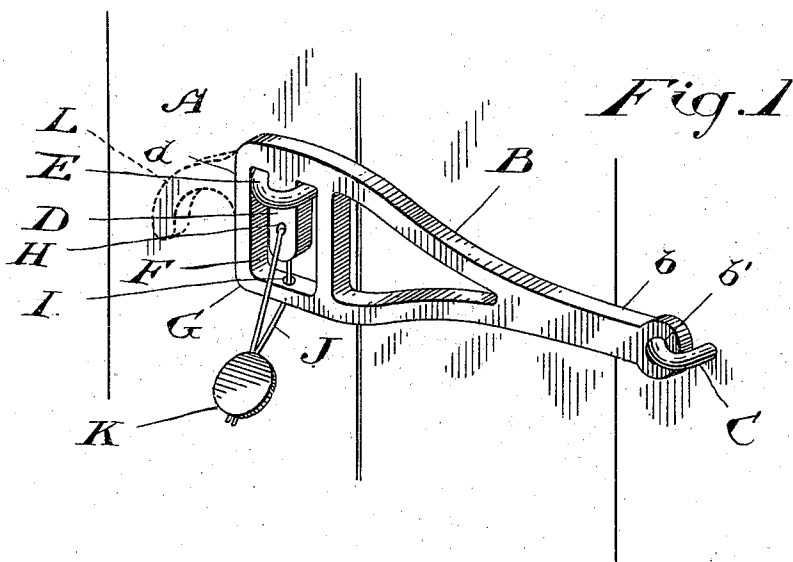


(No Model.)

T. MOUNCE.
SEAL LOCK.

No. 550,634.

Patented Dec. 3, 1895.



Witnesses

Fred Clarke

J. M. Huff

Inventor

Thomas Mounce
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UNITED STATES PATENT OFFICE.

THOMAS MOUNCE, OF TORONTO, CANADA.

SEAL-LOCK.

SPECIFICATION forming part of Letters Patent No. 550,634, dated December 3, 1895.

Application filed July 10, 1895. Serial No. 555,506. (No model.)

To all whom it may concern:

Be it known that I, THOMAS MOUNCE, of the city of Toronto, in the county of York and Province of Ontario, Canada, have invented
5 a certain new and Improved Seal-Lock, of which the following is a specification.

The object of my invention is to provide a seal-lock which is specially adapted for the sliding doors of railway-cars and other vehicles and which can readily be placed in position so as to lock the door in such a manner as to render it impossible to tamper with the lock or open the door without detection; and it consists, essentially, of a hasp pivoted to
10 the door and provided at its swinging end with an enlargement, in which is formed a tongue adapted to engage as a gravity-latch with a staple in the frame or side of the car, a U-shaped opening being cut out of this enlargement around the tongue, so as to leave a guard for the same, the end of the tongue and one of the sides of the guard being pierced with holes to receive a wire or flexible link, the ends of which may be sealed in the usual
20 manner, so as to prevent the detachment of the hasp-tongue from the staple without breaking the wire or the seal, as hereinafter particularly described.

Figure 1 is a side view of a box-car, showing the seal-lock in position closing the door. Fig. 2 is a perspective detail of the seal-lock.

In the drawings like letters of reference indicate corresponding parts in both figures.

A is the side of a box-car, and B is a hasp with a link *b* and pivotally connected at *b'* to the staple C in the sliding door in the usual manner.

d is an enlargement at the swinging end of the hasp, and D is a tongue formed therein
40 by cutting out the U-shaped opening F, which surrounds the tongue and leaves a continuous guard G around the same.

E is a staple in the door-frame or the side of the car. When the lower end of the U-shaped opening is passed over the staple E, the hasp acts as a gravity-latch, so that the upper ends of the U-shaped opening are seated on the staple.

H are holes in the lower end of the tongue, and I is a hole in one of the sides or, preferably, the bottom of the continuous guard G, the holes being so located as to be below the staple E when the tongue is engaged therein

and the upper end of the U-shaped opening seated thereon.

J is a wire or flexible link which is passed through the holes H and I when the tongue is engaged with the staple, the ends of the wire being brought together and sealed with the leaden seal K in the usual manner, or otherwise, as may be desired. L is a projection (shown in dotted lines in Fig. 1) by which the hasp is raised from the staple.

The continuous guard G is a great protection to the hasp-lock, as it protects the tongue and obviates any bending or drawing out of the parts and affords means, also, for the attachment of the wire when the hasp is being sealed and also prevents the turning over of the hasp, so as to be able to open the door when the staple E is withdrawn from the door.

The holes in the end of the tongue are preferably diagonal, so as to facilitate the threading of the wire, and there is a hole in each side of the tongue for adaptation to either a right or left hand hasp, the hole in the guard being made sufficiently large to permit the wire to pass through it from either of the diagonal holes in the tongue.

In Fig. 1 is shown in dotted lines a hook or handle L to facilitate the raising of the hasp. This is not shown in the detail.

What I claim as my invention is—

A seal lock comprising the following elements:—a hasp B having the end of its shank *b*, pivotally connected to the door and provided with an enlargement *d* at its swinging end; a U-shaped opening formed therein around a tongue D, which latter is adapted to engage with a staple in the door frame; a continuous guard G; diagonal holes H in the end of the tongue, and a hole I in a side of the guard, the holes being so located as to be below the staple when the upper end of the U-shaped opening is seated thereon; the wire J passing through said diagonal holes H and said hole I of the guard and the seal K, substantially as described and for the purpose specified.

Toronto, July 4, 1895.

THOMAS MOUNCE.

In presence of—

GEO. H. KELMIR,
FRED. H. CARTAN.