C. T. Gibson,

Hasp Lock.

No. 49,101. Patented Aug. 1, 1865.

Fig. 1

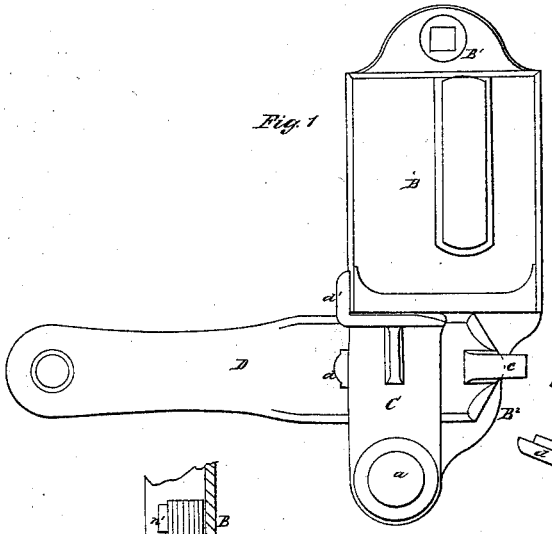


Fig. 2

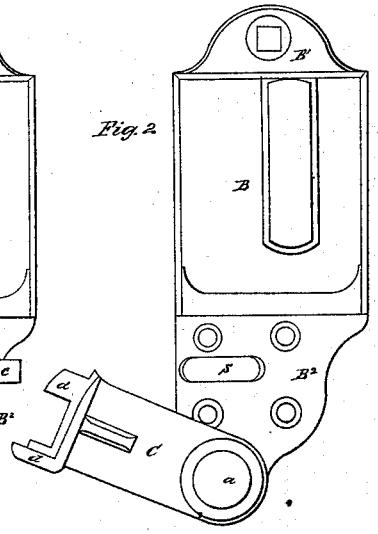


Fig. 5

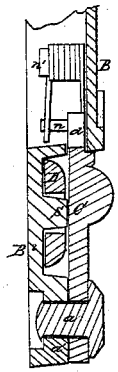
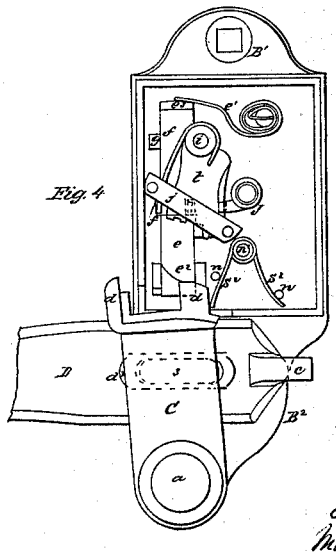


Fig. 3

Fig. 4



Witnesses,

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UNITED STATES PATENT OFFICE.

CHARLES T. GIBSON, OF BALTIMORE, MARYLAND.

IMPROVEMENT IN LOCKS.

Specification forming part of Letters Patent No. **49,101**, dated August 1, 1865.

To all whom it may concern:

Be it known that I, CHARLES T. GIBSON, of the city and county of Baltimore, State of Maryland, have invented a new and Improved Lock; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, making a part of this specification, in which—

Figure 1 is a front view of my improved lock, showing a hasp applied to it and locked in place. Fig. 2 is a front view of the lock, showing the sealing-bar thrown open. Fig. 3 is a view similar to Fig. 1, but showing the interior of the lock. Fig. 4 shows the sealing-bar in the act of being locked. Fig. 5 is a vertical cross-section taken through the parts indicated by red line *y*, Fig. 3.

Similar letters of reference indicate corresponding parts in the several figures.

Locks which have hitherto been employed on railroad freight-cars are very objectionable, principally on account of the impracticability of breaking open such locks without rendering them worthless—an operation which is often rendered necessary in consequence of carelessness on the part of employés.

The object of my invention is chiefly to obviate the above objection by providing for locking the hasp directly to the frame of the lock and outside of the mechanism contained within said frame, so that the hasp may be broken when fastened to the lock, without in any manner injuring said mechanism, as will be hereinafter described.

Another object of my invention is to dispense with the use of what are known as "padlocks," and to contrive a lock which can be permanently secured in its place to a door, shutter, or door-frame and locked or unlocked very readily, as will be hereinafter described.

To enable others skilled in the art to understand my invention, I will describe its construction and operation.

That portion of the frame of the lock which contains the lock mechanism is of a box form, with its back part left open to receive the lock-plate A. This box B is formed with a projection, B′, on one end, through which a bolt is passed for securing the lock to a door or the frame of a door, and on the other end a plate, B^2, is formed, which is also adapted for receiving bolts through it. The box B projects from the surface of the plate B^2 a suitable distance to admit of the use of a sealing-bar, C, which is pivoted by a pin, *a*, to the stud *a′* of the plate B^2, as shown clearly in Fig. 5; also, to admit between the sealing-bar and the outer face of the plate B^2 a hasp, D.

The hasp D may be constructed, like any ordinary hasp, with an oblong slot, d^3, through its head, and, if desirable, a thumb-piece, *c*, on one end, as shown in Figs. 1, 3, and 4, and to effect the connection of this hasp D with the frame of the lock I cast or otherwise apply an oblong tongue, *s*, on the plate B^2, to receive the slot which is through the hasp, as shown in Figs. 2, 3, 4, and 5. When the hasp is thus applied to the frame of the lock the bar C is swung around to the position represented in Figs. 1, 3, and 5, and locks or seals the hasp in place. The sealing-bar C has a tongue, *d*, formed on its free end, which is slightly beveled, also a lip, *d′*, between which latter and the tongue *d* is a recess for receiving the nose of the bolt *e*, as shown in Fig. 3. The lip *d′* abuts against the side of the lock-box when the parts are locked, and serves as a stop and also as a closer for the slot which is made through said box to receive the free end of the sealing-bar C.

The mechanism of the lock consists of a sliding bolt, *e*, which is acted upon by a spring, *e′*, and which is constructed with a nose, e^2, on one end and a stop, e^3, on its opposite end, as shown in Figs. 3 and 4. This bolt is partially covered by a flanged plate, *f*, which, together with the bolt, is guided between studs *g g* on the lock-plate A. A projection (not shown in the drawings) is formed on plate *f* to admit of its being moved by the key J, and when thus moved the bolt *e* will move with it, but the bolt *e* can be moved by the sealing-bar C independently of plate *f* when this bar is forced home in its recess *r* in the lock-box, as shown in Fig. 4.

I employ two or more tumblers, *t t*, which are pivoted at *i*, and constructed of different sizes, so as to require a key of a peculiar form to open the lock. These tumblers have notches *h* cut in their edges to receive a stump, *h′*, on the sliding-plate *f*, and when both notches are brought directly in a line with the stump *h′* the bolt *e* can be moved back, but not otherwise. The tumblers are acted upon by springs and held in place by means of a strip, *j*, which crosses them, as shown in Figs. 3 and 4. I con-

struct the lock in this manner for the purpose of preventing it from being easily picked, and also to make it self-locking. I employ a spring, s^2, inclosed within the lock-case for the purpose of throwing the sealing-bar out of the lock-case when it is released from the nose of bolt *e*. This spring is confined between the three studs, *n n' n*, which project from the lock-case, and do not interfere with the mechanism of the lock in any respect.

The hasp D is pivoted or hinged at one end in the usual manner of attaching a hasp, and when its opposite end is locked in place upon the plate B^2 by means of the tongue *s* and sealing-bar C it is evident that the hasp can be broken at an intermediate point between its ends without in any manner injuring the mechanism of the lock. By my invention, therefore, it will only be necessary to furnish new hasps, whereas with the common locks on freight-cars both the lock itself and also the hasp are broken and very often rendered useless when it is necessary to enter a car which is locked without the proper key.

My invention is not only applicable to the doors of freight-cars, but it will be found to answer a better purpose than the padlocks for other purposes.

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

1. A lock which is provided with a movable sealing-bar, C, and tongue *s*, adapted for securing a hasp or its equivalent upon the frame of the lock outside of the case thereof, substantially as described.

2. The swinging bar C, in combination with a tongue, *s*, and extension B^2 of the lock-case, substantially as described.

3. Constructing the laterally-swinging bar C with a tongue, *d*, and stop *d'* on its free end, in combination with a spring-bolt, *e*, substantially as described.

4. Applying the tongue *s* which receives the hasp D to the extension B^2 of the lock-frame, in combination with a bar, C, and latch or bolt *e*, substantially as described.

Witness my hand in matter of my application for a patent for improvement in locks.

CHARLES T. GIBSON.

Witnesses:
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E. SCHAFER.