(No Model.)

C. D. MILLER.

SEAL LOCK.

No. 266,867. Patented Oct. 31, 1882.

Fig. 1

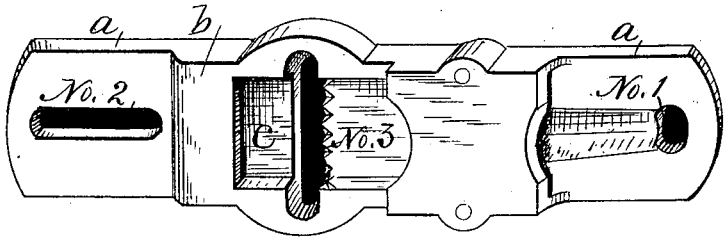


Fig. 2

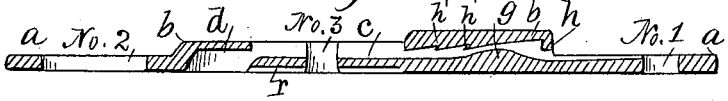


Fig. 3

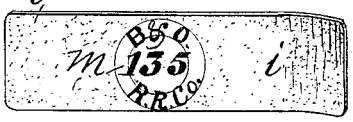


Fig. 4

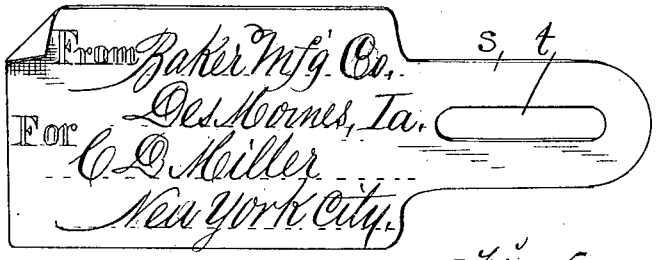
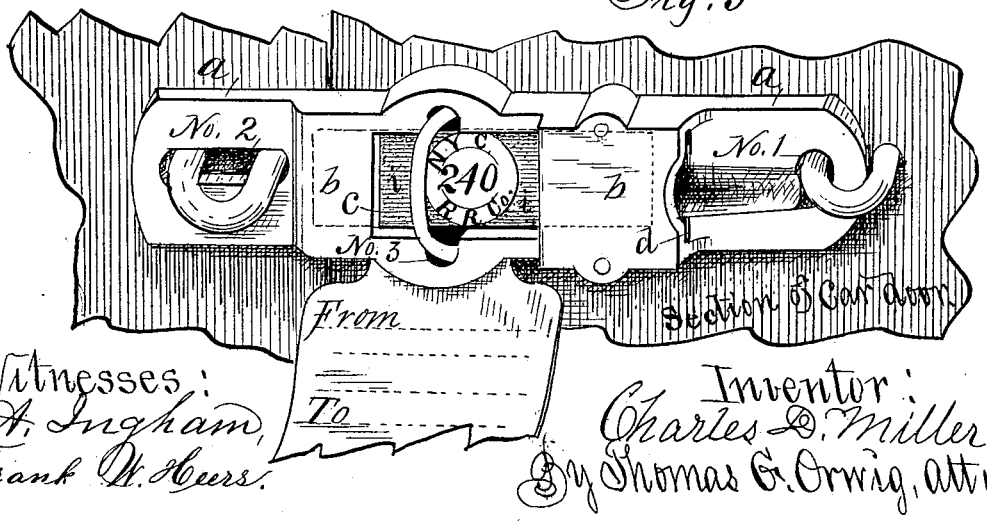


Fig. 5



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UNITED STATES PATENT OFFICE.

CHARLES D. MILLER, OF DES MOINES, IOWA, ASSIGNOR OF THREE-FOURTHS TO THOMAS G. ORWIG AND H. S. BUTLER, BOTH OF SAME PLACE.

SEAL-LOCK.

SPECIFICATION forming part of Letters Patent No. 266,867, dated October 31, 1882.

Application filed January 27, 1882. (No model.)

To all whom it may concern:

Be it known that I, CHARLES D. MILLER, of Des Moines, in the county of Polk and State of Iowa, have invented an Improved Hasp, Seal, and Tag, and method of sealing cars, boxes, mail-bags, &c., therewith, of which the following is a specification.

The object of my invention is to deter crime and protect property in cars, boxes, bags, or other receptacles that can be locked by means of a hasp adapted to be flexibly connected with such a receptacle at one of its ends, and fastened thereto at its opposite end by means of a staple in the manner that hasps are commonly applied and used on buildings, cars, &c.

Heretofore seals have been inserted in various forms of locks and bolts, and a hasp having a cap to cover a seal and lock has been used, in combination with a fixed lock, to inclose and protect a seal; but in no instance has a complete seal-box been made an immovable and permanent part of a hasp to adapt the hasp to be used for all the common purposes for which hasps can be applied, and also used independently of a lock, bolt, or other extraneous device, for the purpose of receiving, retaining, and protecting a seal that will be ruptured and destroyed by the removal of the hasp from a fixed staple, and also for the purpose of retaining and sealing a shipping-tag, as contemplated by my invention, and as hereinafter fully set forth.

Figure 1 of my accompanying drawings is a perspective view of my improved hasp. Fig. 2 is a longitudinal section thereof. Fig. 3 is a perspective view of my sealing-strip. Fig. 4 is a view of my shipping-tag. Fig. 5 is a perspective view, showing my invention in practical use on a car. Jointly considered, these figures clearly illustrate the construction, application, and operation of my complete invention.

a a represent a bar and hasp that has a flat under side, a perforation, No. 1, at one end, through which to pass a screw, staple, rivet, or other suitable device for pivoting or hinging it fast to a door, and a slot, No. 2, at its opposite end, adapted to admit a fixed staple.

b b represent a seal-box on the top side of the bar and hasp, formed integral therewith in a mold, or fixed thereto in any suitable way.

c is a recess or panel that extends transversely from the lower side of the seal-box and hasp to near the opposite edge in such a manner as to provide an open space through which a seal in the box will be plainly visible when in use. The bottom is open at the front end of this panel to prevent dirt, water, snow, and ice from accumulating therein.

No. 3 is a transverse slot formed through the bar and hasp *a a* to intersect the panel *c* in the seal-box. The edges of this slot may be serrated or toothed, as shown in Fig. 1, to aid in destroying the seal when the hasp is moved relatively to a staple in the slot.

d d is a longitudinal cavity in the seal-box *b b*, adapted to receive my sealing-strip. This cavity is open at one end and closed at the other, and intersects the panel *c* in such a manner that the sealing-strip inserted therein will extend across the panel or uncovered space *c*.

g represents an inclined plane or swell formed on or fixed to the floor of the seal-box at some distance from the mouth of the cavity *d d*.

h represents a shoulder or stop on the roof of the seal-box, that is adapted to retain and conceal the end of a sealing-strip, so that the seal cannot be withdrawn through the mouth of the cavity where it was introduced. The same result may be accomplished by transposing the positions of the swell *g* and stop or shoulder *h*.

h' h' are shoulders or stops formed on the under side of the roof of the seal-box to obstruct the insertion of a wire for the purpose of picking the seal out of the seal-box.

i i represent my sealing-strip. It corresponds in length and width with the cavity *d d* in the seal-box, and may vary in size and shape, as required, to fit hasps of various forms and dimensions. It is made of paper-board, sheet metal, or any suitable flexible material that is readily broken when tampered with while in use.

m represents a distinguishing-mark fixed upon the sealing-strip in any style of art desired, by printing or embossing direct thereon by means of types, dies, and a press, or by attaching wax, wafers, or other adhesive seal or private mark that will indicate ownership and identify property.

In the practical operation of my hasp and seal I fix a hasp to a building, car, box, or bag

in a common way, and then fix staples to the same object in such positions relative to each other and the slots in the bar and hasp that when the hasp is adjusted to fasten and lock the receptacle the fixed staples will project through the said slots and my sealing-strip passed through the staple then visible in the panel *c*; and when the hasp is thus adjusted, fastened, and locked, as shown in Fig. 5, I seal the car, box, or bag, or other receptacle to which it is attached, by simply inserting my flexible sealing strip *i i* in the mouth of the cavity *d d* of the sealing-box *b b* and push it in out of sight. As the rear portion of the strip passes the inclined plane or swell *g* on the floor of the cavity it is thereby bent and sprung up to engage the stop or shoulder *h* at the mouth of the cavity in such a manner as to be restricted from any retrograde movement and escape; and when the strip and seal is thus introduced and secured in the hasp it will be concealed, excepting that portion that extends through the panel *c* and contains the insignia or private mark *m*, and as long as that part of the seal remains intact the receptacle and its contents are practically sealed, and when the seal is removed or ruptured it is an indication that the hasp has been loosened or tampered with. Persons familiar with my device and intrusted with property sealed therewith will therefore be deterred from any attempt to commit a theft through fear of being detected, because they cannot replace a private seal, and the inconvenience and dangers incident to making and using counterfeit seals would afford still further security to the owner of the seal and the property sealed therewith, and will also be additional cause to prevent the consummation of burglary and theft.

By forming an opening or slot, *r*, in the side of the hasp to intersect the opening or panel *c*, and providing a shipping-tag with a neck, *s*, and slot *t*, as shown in Fig. 4, I can readily combine a shipping-tag with my hasp and sealing-strip and seal the tag simultaneously with the car, box, or bag by means of one and the same seal.

To use my hasp and seal on a door that does not slide, but is hinged to swing, I simply hang the hasp to the stationary door frame or facing and fix a staple in the door so as to enter the hasp through the slot No. 3.

The slot No. 2 may be dispensed with and a bolt, padlock, or other fastening inserted in the staple that projects through the slot No. 3 and the panel or uncovered portion *c* of the sealing-box.

In place of forming the slot No. 3 in a transverse position relative to the hasp, it may run lengthwise thereto, and the sealing-box and cavity put in a transverse position, so that the seal can be inserted and moved at right angles to the hasp.

I claim as my invention—

1. An improved hasp having a complete seal cavity or box adapted to engage a fixed eye or staple, and to receive and retain a seal independently of any lock, bolt, or other extraneous device, and to rupture and destroy the seal by removing the hasp from the staple, substantially as set forth, for the purposes specified.

2. In combination with a hasp, *a a*, having a slot, No. 3, the sealing-box *b b*, having a cavity, *d d*, with an inclined plane or swell, *g*, and a stop or shoulder, *h*, substantially as shown and described, for the purposes specified.

3. The hasp *a a*, having a slot, No. 3, a seal-cavity, *d d*, and an intersecting opening, *r*, and thereby adapted to simultaneously and jointly seal a car, box, or bag, and a shipping-tag, substantially as and for the purposes specified.

CHARLES D. MILLER.

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