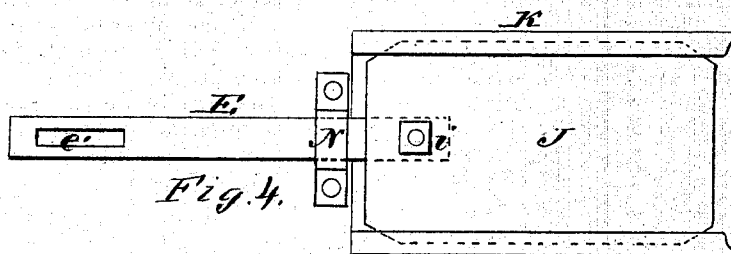
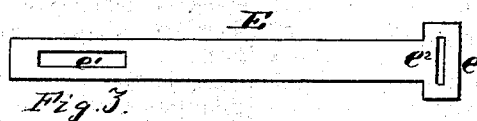
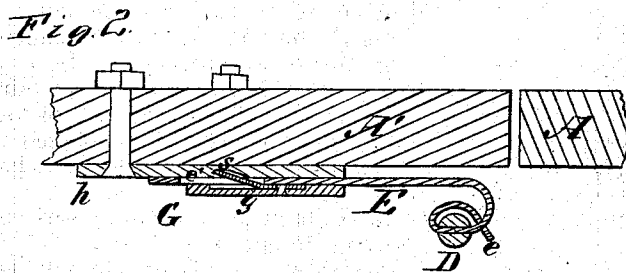
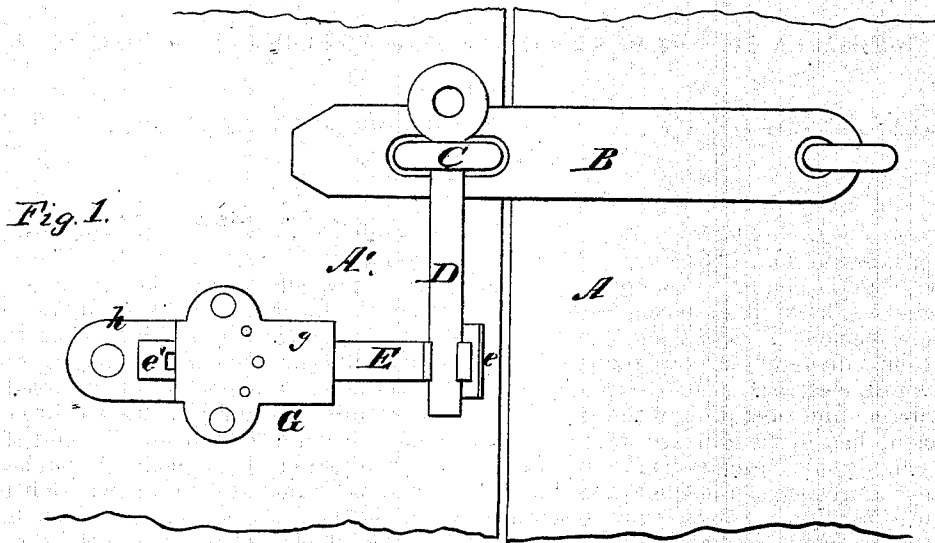


J. C. WANDS.

Seal-Locks for Freight-Car Doors, &c.

No. 146,296.

Patented Jan. 6, 1874.



WITNESSES

E. H. Bates.
George E. Updegrave.

By

INVENTOR

John C. Wands.
Chipman Hasmer & Co.

ATTORNEYS.

UNITED STATES PATENT OFFICE.

JOHN C. WANDS, OF NASHVILLE, TENNESSEE.

IMPROVEMENT IN SEAL-LOCKS FOR FREIGHT-CAR DOORS, &c.

Specification forming part of Letters Patent No. 146,296, dated January 6, 1874; application filed November 15, 1873.

To all whom it may concern:

Be it known that I, JOHN C. WANDS, of Nashville, in the county of Davidson and State of Tennessee, have invented a new and valuable Improvement in Seal-Locks for Freight-Cars; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a representation of a plan view of my seal-lock. Fig. 2 is a sectional view of the same. Figs. 3 and 4 are detail views of the same.

This invention has relation to seal-locks for the doors of freight-cars and for other purposes. It consists, first, in a thin metal strip or tag having a slot through one end and a slotted head formed on the other end, and adapted for use in combination with a spring-catch, which is applied in a passage between two fixed plates; second, in the combination, with a tag having a slot at each end, of a slotted connecting-pin, and a spring-catch box, as will be hereinafter more fully described.

The following is a description of my improvements.

In the annexed drawings, A represents the door of a freight-car, and A' the door-jamb. B represents a hasp; C, a staple; D, a connecting-pin, and E a sealing-tag, which is fastened to a lock, G. The tag E is a thin flexible strip of metal, having a slot, e^1 , through one end, and a T-shaped head, e , formed on the opposite end, through which is a slot, e^2 . The slot e^1 is in line with the length of the tag, and the slot e^2 is at right angles thereto, and is of such length as will allow the end of the strip to be passed through it, as shown in Fig. 2. G represents a catch or lock box composed of two plates, g h , secured together, and constructed with a passage between them for the reception of that end of the tag E having the slot e^1

through it. In this passage is applied a spring-catch, s , which, when the tag is slipped into the box G, will spring through the slot e^1 , and prevent the tag from being drawn out of its passage in the same direction it was introduced into it. When the hasp B is adjusted over the staple, and the pin D is passed through this staple, the tag E is passed through a slot made through the pin, and the end of this tag is then carried through the slotted head e , and introduced into the box G, where it is caught and held by the spring s . When the tag is thus applied, the pin D cannot be withdrawn from its staple without first cutting the tag and removing its head from the pin.

The head on the tag may be omitted, and in lieu thereof a card, J, may be riveted to the strip, on which card any proper directions may be printed. This card will be held by a case, K, and the tag will be passed through a staple, N, and secured by a catch, s , in a box, G.

What I claim as new, and desire to secure by Letters Patent, is—

1. A seal-lock tag, E, of thin flexible metal, having a T-shaped slotted head, e , and a slot, e^1 , through its tongue, as and for the purposes described.

2. A tag having a slot, e^1 , through one end, in combination with a box, G, having a passage through it, and a spring-catch in this passage, as and for the purposes described.

3. In combination with a tag, E, having slots e^1 e^2 at the ends thereof, the slotted connecting-pin D, and spring-catch box G, as and for the purpose described.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

JOHN C. WANDS.

Witnesses:

HARRY A. MACEY,
R. F. HODGE.