

F. W. BROOKS.
Seals for Locks.

No. 150,817.

Patented May 12, 1874.

FIG. 1.

NEW YORK CENTRAL		S. E. W.		HUDSON RIVER R.R.	
N. E.		S. W.			
No. of Car		Per Train,			
Car Contains		Consigned to			
NEW YORK		DAY.		Month.	
To Station		1 11 21		1 7	
1 6 20 70		2 12 22		2 8	
2 7 30 80		3 13 23		3 9	
3 8 40 90		4 14 24		4 10	
4 9 50 100		5 15 25		5 11	
5 10 60 200		6 16 26		6 12	
		7 17 27			
		8 18 28			
		9 19 29			
		10 20 30			
		11 21 31			
		12 22 31			
No. of Seal.					
12349					

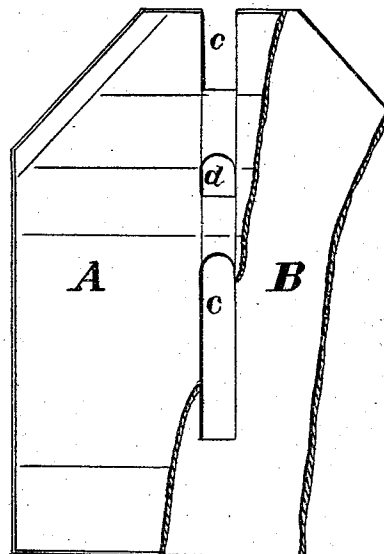
FIG. 2.

New York Central		T. C.		Hudson River R.R.	
NEW YORK		N. E.		ALBANY.	
S. W.		E. W.			
MONTH.		DAY.			
1 4 7 10		1 9 17			
2 5 8 11		2 10 18 25			
3 6 9 12		3 11 19 26			
		4 12 20 27			
		5 13 21 28			
		6 14 22 29			
		7 15 23 30			
		8 16 24 31			
No. of Seal.					
79610					

FIG. 3.

NEW YORK CENTRAL		HUDSON RIVER R.R.	
New York		Buffalo.	
No. of Seal.		Car Contains	
45678			
No. of Car	Per Train	DAY	MONTH
		1 7 13 19 25	1 7
		2 8 14 20 26	2 8
		3 9 15 21 27	3 9
		4 10 16 22 28	4 10
		5 11 17 23 29	5 11
		6 12 18 24 30	6 12
N. S. E. W.			
Consigned to			

FIG. 4.



WITNESSES.

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UNITED STATES PATENT OFFICE.

FRANKLIN W. BROOKS, OF NEW YORK, N. Y..

IMPROVEMENT IN SEALS FOR LOCKS.

Specification forming part of Letters Patent No. **150,817**, dated May 12, 1874; application filed September 15, 1873.

To all whom it may concern:

Be it known that I, FRANKLIN W. BROOKS, of the city, county, and State of New York, have invented an Improvement in Seals for Locks, of which the following is a specification:

The subject of this invention is a compound seal with a back or internal part of metal to afford strength, and a face of paper or other material adapted for printing cemented to the metal.

In the accompanying drawings, Figures 1, 2, and 3 are face views of seals under various modifications, illustrating my invention. Fig. 4 is a view, partly in section, illustrating the mode of combining two materials in the manufacture of seals, one for strength and the other for facility of marking.

A represents the front or face of the seal, made of paper or other suitable material adapted for printing, or otherwise applying thereupon numbers, names, letters, or other characters or distinguishing marks, some of which are shown for the purpose of illustration. B represents a plate of cast or sheet metal, to which the front portion A is secured by any suitable cement which will prevent its separation in use, or by the effect of moisture.

In practice, the seals are made of various colors to designate particular roads, or for other purposes of distinction. The paper being printed with suitable characters for all needed particulars and cemented to the metal,

apertures *d* or notches *c c* of any necessary number, form, and size, to adapt the seal to be attached to a lock or other fastening, are punched or cut in the seal. The seal being applied to a car-door, a railway-punch is employed to punch out the date of shipment, number of station for which it is destined, or any other indication desired.

In the illustration shown in Fig. 1, the seal is arranged to have the numbers of the car and train, the contents of the car, and the name of the consignee written upon it, and the number of station and date of shipment punched out.

In Figs. 2 and 3 are shown seals prepared for special routes between specified stations, with numbers arranged for the punching out of the date.

These illustrations will suggest numerous other modes of using my invention without departing from its essential characteristics.

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

The compound seal herein described, constructed of metal and paper securely cemented together, with printed numbers or characters for designation of date or destination, and with openings *c a*, arranged as represented, to adapt it for application to a lock, as explained.

FRANKLIN W. BROOKS.

Witnesses:

OCTAVIUS KNIGHT,
WALTER ALLEN.