

J. SWEENEY.
Seal-Locks.

No. 154,354.

Patented Aug. 25, 1874.

Fig. 1

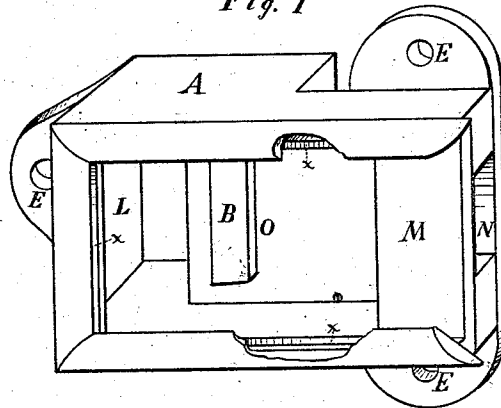
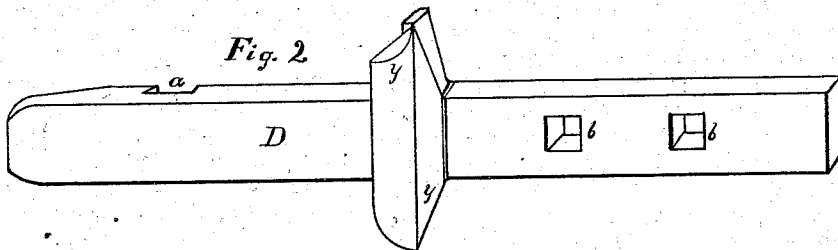


Fig. 2



WITNESSES

Roger M. Sherman
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UNITED STATES PATENT OFFICE.

JOHN SWEENEY, OF NEW HAVEN, CONNECTICUT, ASSIGNOR OF ONE-HALF
HIS RIGHT TO MARTIN C. PARKER, OF SAME PLACE.

IMPROVEMENT IN SEAL-LOCKS.

Specification forming part of Letters Patent No. **154,354**, dated August 25, 1874; application filed
June 23, 1874.

To all whom it may concern:

Be it known that I, JOHN SWEENEY, of the city and county of New Haven, State of Connecticut, have invented certain Improvements in Seal-Locks, of which the following, with the accompanying drawing, is a specification:

My invention relates to that class of seal-locks which are provided with seals of glass, and consists in the construction and arrangement of parts hereinafter more fully set forth and claimed.

The object of the invention is more particularly to furnish a secure fastening to the doors of railroad-cars, but it can be used elsewhere.

My improved lock is most easily described in two parts, of which the case or shell A, spring-catch B, and seal of glass form the first part, and the hasp D, with its enlargement *y y*, forms the second part. The case A, Figure 1, is made of cast-iron, and is formed to fit two sides of the door-post and the side of the car. It is provided with the rectangular slot or socket O, which extends about half-way through the deeper part of the case. A circular hole, extending nearly to the bottom of the case, is formed in the bottom of the socket O. Into this socket and hole the spring-catch B is inserted. One end of the case A is open, and the opening is partially filled up with an elevation, M, having the slot N, which serves as a guide to the hasp D. The case A is also provided with the groove *x x x*, extending around the inside and near the front edge of the case, in which the seal of glass is inserted. In the drawing, Fig. 1, the front edge of the case is cut away in places to show the groove more distinctly. The deeper end of the case A is extended beyond the requirements of the lock, and forms the unoccupied space L. This space is intended for letters. The case can be made without this extension and vacant space. The case A also has the projecting parts E E E, with holes, through which bolts pass to fasten the lock to the side and door-post of the car. The rectangular socket O, with the hole at its bottom, the groove *x x x*, and the slot N are cored out in the usual manner, and the entire case A is cast in one piece. The spring-catch B is formed to fit, for one-third of its length, the rectangular socket O. The remainder of the catch is rounded to fit the hole at the

bottom of the socket O. A spiral spring is slipped onto the rounded part, and forces the catch outward against a stop. The front end is beveled, and the catch is shown in position in Fig. 1.

The seal is cut from ordinary glass of the right size for insertion in the groove *x x x*, and on its inside may be pasted a paper having numbers, letters, or words, to show date and place, when and where the seal was attached, the destination of the car, or other information.

The numbers, letters, or words may refer to corresponding numbers, letters, or words in the way-bill, in which fuller and more private information may be found.

The hasp D, Fig. 2, is also made of cast-iron, with a notch, *a*, formed in it to receive the spring-catch B, with the holes *b b*, through which bolts pass to fasten it to the door of the car, and with a tapering end to pass more readily through the slot N in the case A, and press down the spring-catch B. It is also provided with an enlargement, *y y*, formed to fit and close up the open end of the case A, and make both its ends look alike.

The operation of my improved seal-lock is very simple. When the lock is attached to the car, with the door of the car open, and the door is shoved to on its rollers, the tapering end of the hasp D passes through the slot N, presses down the spring-catch B until the notch *a* liberates it, when it is forced into the notch *a*, and locks the hasp. At the same time the enlargement on the hasp closes up the open end of the case and secures the seal in its place. Thus surrounded, the spring-catch cannot be got at, pressed down, and the hasp liberated until the glass is broken.

Without the seal my improved lock is a cheap and substantial latch for the doors of cars.

Having thus described my improved seal-lock, I claim as my invention—

The case A of a seal-lock, with its deeper end extended beyond the requirements of the lock, and forming the unoccupied space L, for the purpose specified, and having the elevation M, in which is the slot N, as set forth.

Witnesses: JOHN SWEENEY.

GEORGE TERRY,
HENRY G. NEWTON.