(No Model.)

J. G. BARRON.

SEAL LOCK.

No. 590,716. Patented Sept. 28, 1897.

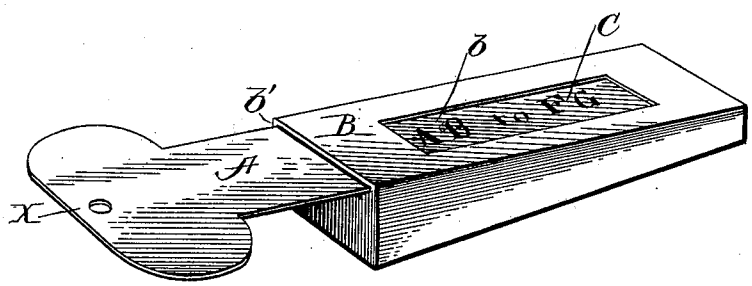

Fig. 1.

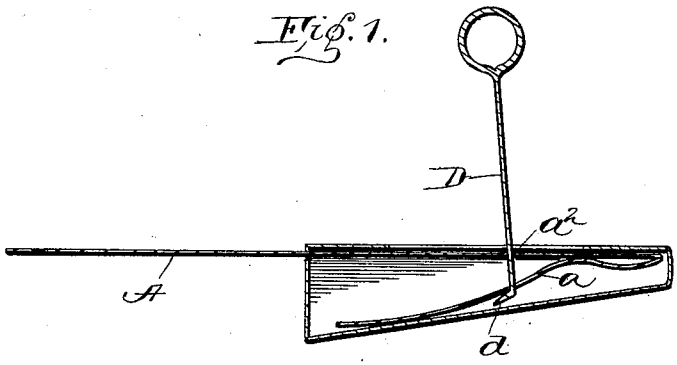

Fig. 2.

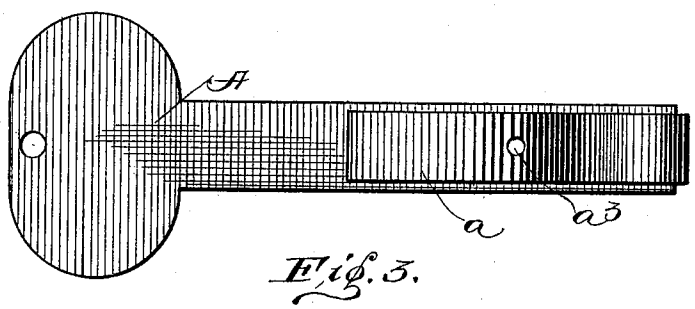

Fig. 3.

Witnesses:
M. C. Stevens
J. M. Fowler Jr.

Inventor:
Joseph G. Barron
By John S. Hyer
ans. Attorney.

THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

JOSEPH G. BARRON, OF EAST BERKELEY, CALIFORNIA.

SEAL-LOCK.

SPECIFICATION forming part of Letters Patent No. 590,716, dated September 28, 1897.

Application filed February 3, 1897. Serial No. 621,900. (No model.)

To all whom it may concern:

Be it known that I, JOSEPH G. BARRON, a citizen of the United States, residing at East Berkeley, in the county of Alameda and State of California, have invented certain new and useful Improvements in Freight-Car Locks; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to that class of devices known as "seal-locks."

The object of my invention is not to provide a fastening which will offer any great resistance to the forcible entry of the car to which it is applied, but which is so constructed and used that in case the seal is broken or tamperd with the same may be readily discovered; and the invention consists in certain novel features of construction and combination of parts, as will be hereinafter described, and pointed out in the claims.

In the accompanying drawings, Figure 1 is a perspective view of my device. Fig. 2 is a central vertical section of the same, and Fig. 3 is an inverted plan view of the latch.

A is the latch, formed of resilient material and bent upon itself forming the spring-tongue, or the tongue may be a separate piece properly secured to the latch A. This latch is also provided with the holes or perforations x a^2 a^3, for the purpose hereinafter set forth.

B is the box or casing for containing the latch, and is provided with the rectangular aperture b in its upper face and transverse aperture or slot b' in its forward end. This casing may be made square, oblong, or any other shape desired or of any material desired.

C is the seal or label that is placed beneath the aperture b and held there by the latch, and it has any suitable arbitrary or identifying marks.

D is the key or hook, provided with the angular attenuated end or projection d.

When in position the latch is attached to the car-door by means of a chain held in the opening x, and the box or casing is attached to the car by any suitable means—such as screws passing through the ends of the casing, lugs attached thereto, or otherwise.

It is obvious, of course, that the relative positions of the two parts may be changed, if desired, and the latch placed on the door and the casing or box on the car proper.

The operation of my device is as follows: When it is desired to seal the car, the tongue a of the latch is depressed to a plane parallel with the main part of the latch. The latter is then forced through the slot or aperture b' until the spring-tongue clears the forward end of the casing, when by reason of its resiliency it resumes its normal position and drops back behind the end plate of the casing. The seal or label is then passed in through the slot b' over the latch and beneath the opening b. When it is desired to separate the parts, or, in other words, break the seal, the point of the angular projection on the end of the key D is forced through the seal or label, which is of paper or analogous material, at a point coincident with the holes in the latch. The angular end of the key rests against the under side of the spring tongue or latch. By then drawing the key upward and slightly forward the tongue is pressed against the main part A of the latch, and it may then be readily removed through the slot b' of the casing.

The perforation made in the card or label defaces the same and breaks the seal.

Minor changes within the scope of the invention may be made without departing from the spirit or sacrificing any of the advantages thereof.

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

1. A lock for freight-cars, comprising a casing with a rectangular opening or aperture in its top face and a transverse slot in its front end, in combination with a latch having a spring-tongue, and a seal, card or label, with suitable marks, interposed between the top face of the latch and the under side of the top of the casing, and means for releasing the latch, substantially as set forth.

2. A lock for freight-cars, comprising a casing with a rectangular opening or aperture in

its top face and a transverse slot in its front end, in combination with a latch having a spring-tongue formed by being bent upon itself and provided with holes through the body of the latch and the spring-tongue; a seal, card or label with suitable marks, interposed between the top of the latch and the under side of the top of the casing, and a key or hook for defacing the seal, and engaging the tongue to release the latch, so that the latch and casing may be separated, substantially as set forth.

JOSEPH G. BARRON.

Witnesses:
LEE D. CRAIG,
FREDERICK A. WEISE.