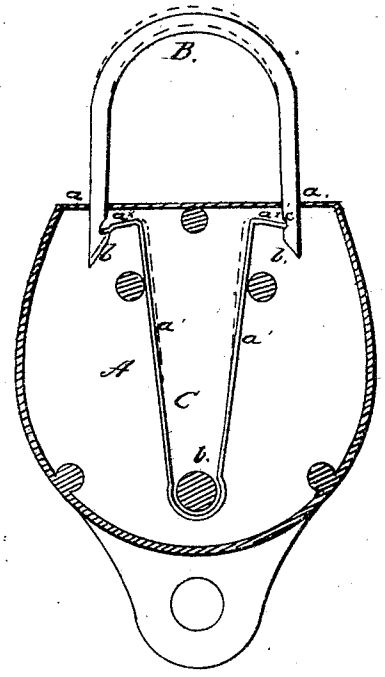
G. W. Stevens.

Safety-Padlock for Railroad-Cars.

No. 73133 Patented Jan. 7, 1868



Witnesses:
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GEORGE W. STEVENS, OF ALBANY, NEW YORK.

Letters Patent No. 73,133, *dated January* 7, 1868.

IMPROVEMENT IN SAFETY-PADLOCK FOR RAILROAD-CARS.

The Schedule referred to in these Letters Patent and making part of the same.

TO ALL WHOM IT MAY CONCERN:

Be it known that I, GEORGE W. STEVENS, of Albany, in the county of Albany, and State of New York, have invented a new and useful Improvement in Locks for Railroad-Cars; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawing, making a portion of this specification, which is a longitudinal section of a lock constructed according to my invention.

This invention is designed to be applied to the doors of railway-cars to prevent the opening thereof, without detection, between or at the stations, and it consists in a lock constructed with neither key nor key-hole, and in such manner that its removal can only be effected by severing the yoke thereof, any tampering therewith being thus rendered certain of detection.

To enable others to understand the nature and construction of my invention, I will proceed to describe it with reference to the drawings.

A represents the shell or body of the lock, made in any suitable form, and provided at its upper side or end with two openings *a*, through which are thrust the two ends of the bow B, when the lock is in use as presently herein set forth. Placed within the shell A is a spring, C, the central part of which is bent around a stud or pin, *b*, fixed within the shell, and the two lateral parts *a'* of which are prevented from spreading laterally too far by stops *c*. The upper ends *a** of the spring C are bent outward at right angles to the two lateral portions *a'* thereof, which, with their outwardly-bent ends just mentioned, constitute, as it were, spring-catches, the purposes of which will presently be herein explained. The yoke B has its two side or lateral portions brought nearly parallel with each other, as shown in the drawings, and its two extremities are bevelled or made inclined at their inner sides, as indicated at *b*, and formed above the said inclined or bevelled portions are angular notches *c'*. The yoke B being passed through the staple of the hasp, employed upon the door to be fastened, has its ends thrust through the openings *a* in the shell, and being forced inward, the inclined or bevelled surfaces thereof force inward the two side portions *a* of the spring C, until the outwardly-bent ends thereof spring into the angular notches *c'*, and thus firmly hold the yoke to the shell. Inasmuch as there is no key-hole in the shell, and no key can be employed to detach the spring C from its hold upon the yoke, it follows that the lock can only be separated or detached from the staple, or, in other words, from the door, by cutting the yoke entirely in two, which, if done illicitly, would lead to immediate detection by the attendants of the cars.

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

The lock composed of the shell A, yoke B, and springs or spring-catches C, combined and operating in such manner that the lock may be detached only by severing the yoke, substantially as herein set forth.

GEORGE W. STEVENS.

Witnesses:

GEO. W. HOXSIE,

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