

(No Model.)

H. A. HARRINGTON.
SEAL LOCK.

No. 579,977.

Patented Apr. 6, 1897.

Fig. 1.

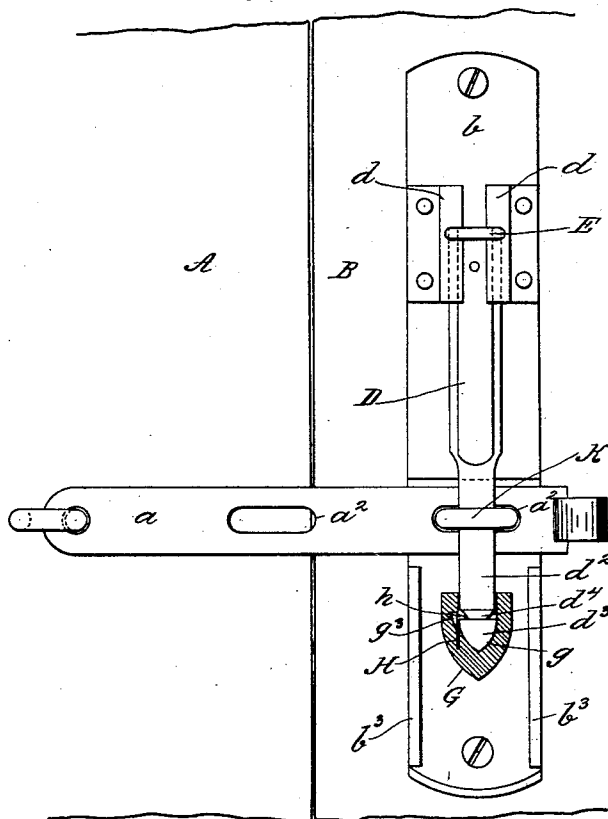


Fig. 2.

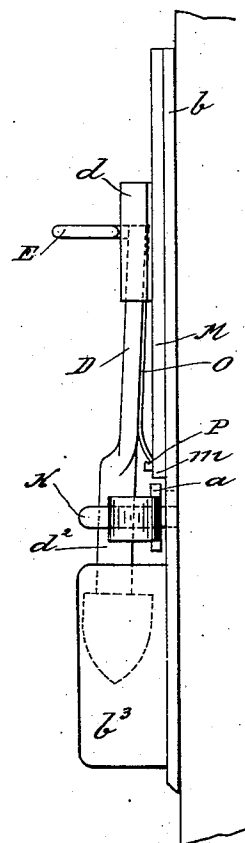
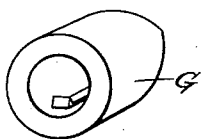


Fig. 3.



WITNESS:

C. Fordford
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INVENTOR
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BY
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UNITED STATES PATENT OFFICE.

HIRAM AUGUSTUS HARRINGTON, OF ANOKA, MINNESOTA, ASSIGNOR OF
ONE-HALF TO SILAS C. ROBBINS, OF SAME PLACE.

SEAL-LOCK.

SPECIFICATION forming part of Letters Patent No. 579,977, dated April 6, 1897.

Application filed May 1, 1896. Serial No. 589,902. (No model.)

To all whom it may concern:

Be it known that I, HIRAM AUGUSTUS HARRINGTON, a citizen of the United States, and a resident of Anoka, in the county of Anoka and State of Minnesota, have invented certain new and useful Improvements in Car-Seals, of which the following is a specification, reference being had to the accompanying drawings, forming a part thereof, in which
10 similar letters of reference indicate corresponding parts.

This invention relates to car-seals; and the object thereof is to provide an improved device for sealing freight and other cars which
15 is simple in construction and operation and which may be readily attached to any form of freight-car now in use.

The invention is fully disclosed in the following specification, of which the accompanying
20 drawings form a part, in which—

Figure 1 is a side view of a portion of the body of a car and also of a portion of the door, showing a fastening device for the door provided with my improved seal; Fig. 2, a side
25 view thereof, and Fig. 3 a perspective view of a detail of the construction.

In the drawings forming part of this specification, A represents a portion of the side of the body of a freight-car, and B a portion of a door, and in the practice of my invention I
30 secure to the car an ordinary hinge-hasp a , which is provided with longitudinal slots a^2 , and I also secure to the door a plate b , which is provided with a sliding bar D, the upper end of which is held in place by longitudinal
35 keepers d , secured to or formed on the plate b , and formed on or secured to the upper end of the bar D is an outwardly-directed loop or handle E, by means of which the bar D may
40 be raised or operated as desired.

The lower end of the bar D is preferably cylindrical in form, as shown at d^2 , and formed thereon is a conical head d^3 , which is separated from the main portion of the bar by an
45 annular groove or recess d^4 , and I also provide a conical cap G, which is hollow or provided with a conical cavity or recess g , and in one side of which is placed a spring H, having an inwardly-directed head or projection
50 h , and formed in the side wall of the cap G

is a notch or recess g^3 , into which the upper end of said spring is adapted to enter.

The lower end of the plate b is provided with outwardly-directed wings or flanges b^3 , which are adapted to serve as guards or protectors for the cap G, and said cap G is preferably made of clay or similar material, such as earthenware, glass, or other substances, and secured to the plate b is a staple or loop K, which is adapted to pass through one of
60 the slots a^2 in the hasp a , and the operation will be readily understood from the foregoing description when taken in connection with the accompanying drawings and the following statement thereof.

In order to seal a car, it is only necessary to close the door and to turn the hasp a into the position shown in Fig. 1, in which position the staple or loop K will pass through one of the slots a^2 , and the bar D is then moved
70 downwardly through said staple or loop, and the cap G is then passed over the lower end thereof, in which position the spring H engages with the annular groove or recess d^4 and securely holds said cap in position. In
75 order to open the car, the cap G must be broken, and this condition of the cap or the absence thereof will be proof that the car has been opened or the seal broken.

The upper end of the plate b is provided
80 with a supplemental longitudinal plate M, which is secured thereto or formed thereon, and which extends downwardly to a predetermined point m just above the staple or loop K, and which is practically of the same
85 thickness as the hasp a , and secured to the upper end of the sliding bar D, and to the inner side thereof, is a spring O, which is adapted to bear upon a lug or projection P, formed
90 on or secured to said plate, and which is designed to support the sliding bar D in a predetermined position.

It will be apparent that the position of the parts a and b may be reversed, and the plate b may be placed upon the car and the hasp a
95 upon the door, and other changes in and modifications of the construction herein described may be made without departing from the spirit of my invention or sacrificing its advantages, and I reserve the right to make all
100

such alterations in and modifications of the construction herein described as fairly come within the scope of the invention.

Having fully described my invention, I claim as new and desire to secure by Letters Patent—

1. In a seal for cars, the combination therewith, and with the door thereof, of a hasp and a plate which are adapted to be secured thereto, as herein described, said plate being provided with a sliding bar and with a staple or loop, and said hasp being provided with an oblong slot through which said staple or loop is adapted to be passed, and said bar being adapted to be passed through said staple or loop and being provided at its lower end with a conical head, and a cap composed of clay or similar material, which is adapted to be connected with said head, said cap being provided with a spring which is adapted to engage with an annular recess in the lower end of said bar, and said bar being also provided with means for supporting it at a predetermined position, substantially as shown and described.

2. In a seal for cars, the combination therewith, and with the door thereof, of a hasp and a plate which are adapted to be secured

thereto, as herein described, said plate being provided with a sliding bar and with a staple or loop, and said hasp being provided with an oblong slot through which said staple or loop is adapted to be passed, and said bar being adapted to be passed through said staple or loop and being provided at its lower end with a conical head, and a cap composed of clay or similar material, which is adapted to be connected with said head, said cap being provided with a spring which is adapted to engage with an annular recess in the lower end of said bar, and said bar being also provided with means for supporting it at a predetermined position, consisting of a spring which is connected therewith, and which operates in connection with a lug or projection which is formed on or connected with said plate, substantially as shown and described.

In testimony that I claim the foregoing as my invention I have signed my name, in presence of the subscribing witnesses, this 25th day of April, 1896.

HIRAM AUGUSTUS HARRINGTON.

Witnesses:

S. C. ROBBINS,
JOHN BELL.