

J. S. BROWN.
Seal-Lock.

No. 165,915.

Patented July 27, 1875.

Fig. 1

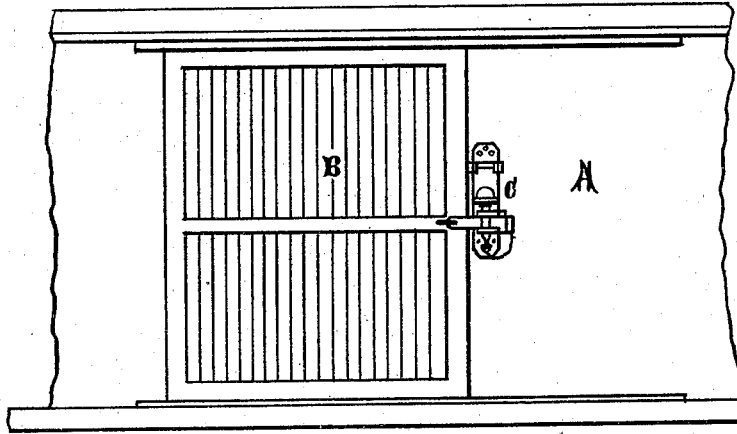


Fig. 6

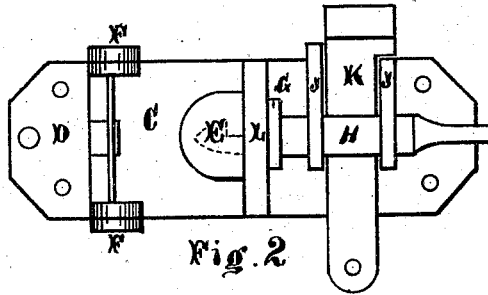
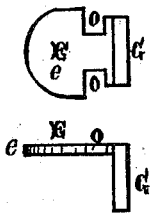


Fig. 2

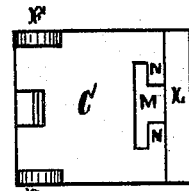


Fig. 5

Fig. 3

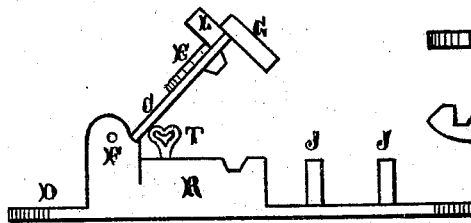
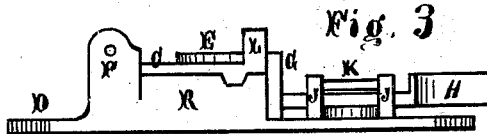


Fig. 4

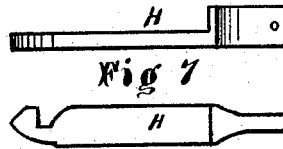


Fig. 7

Witnesses;
R. W. Fitzgerald
J. F. Matthews.

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John S. Brown.

UNITED STATES PATENT OFFICE.

JOHN S. BROWN, OF INDIANAPOLIS, INDIANA.

IMPROVEMENT IN SEAL-LOCKS.

Specification forming part of Letters Patent No. **165,915**, dated July 27, 1875; application filed February 24, 1875.

To all whom it may concern:

Be it known that I, JOHN S. BROWN, of Indianapolis, Marion county, State of Indiana, have invented an Improvement in Car-Locks and Seals, of which the following is a specification:

The object of my invention is to construct a lock with proper tumblers, with a key to operate them. The locking device and key-hole are to be covered up with a hinged cover, and a seal is to be inserted in the front of the cover, so that when the cover is let down over the key-hole the seal shall project downward and over the bolt-hole in front of the body of the lock. The bolt is provided with a notch on one side, and passes through guides, and the hole in the projecting part of the seal, into the front of the lock, forcing the tumblers back until the notch in the end of the bolt has passed them, when they close up in the notch and hold it securely fastened, so that it cannot be opened until the seal is broken, so as to allow the cover to be raised and the key inserted, and press the tumblers back, when the notched bolt can be removed and the car is unlocked.

Figure 1 represents my improved lock and seal in its position on a car. Fig. 2 is a top view of my improved lock and seal. Fig. 3 is a side elevation of the same. Fig. 4 is a side elevation of the same, with the cover turned up, and the seal inserted in the front end; also shows the key in position. Fig. 5 is a top view of the key-hole cover detached from the lock. Fig. 6 represents a top, side, and end view of the seal. Fig. 7 is a side and top view of the notched bolt.

A represents the side of a box-car. B is the door. C represents the key-hole cover of the lock. D represents the base-plate of the lock-case, with the shell R, hinges F, and lugs J J cast thereon. Inside of the shell R

of the lock are arranged tumblers, of any number, formed with hooks on the ends, so as to engage with the notch in the end of the bolt H. These tumblers are operated by a key, T, which is inserted in the top of the lock and under the cover C, as shown in Fig. 4. E represents the seal, made of iron, or any other material, so that it is brittle, and has a form of a right angle. The part marked e, Fig. 6, is inserted into the hole M of the cover C, Fig. 5, and the notches O O slide over the projections N N when inserted, and the cover C is then ready to close down, as in Fig. 3, after the key has been removed. When closed down, as in Figs. 2 and 3, that part of the seal marked G projects downward in front of the lock, until the hole P comes opposite the bolt-hole in the front of the lock; then the hasp or bar K is placed between the lugs J J, and bolt H is inserted into the holes in the lugs J J, over the bar K, and the notched end is forced through the hole P in the seal into the lock, thus closing up all communication with the key-hole of the lock until the seal E is broken, when the cover C can be raised and the key T inserted, the tumblers moved back, and the bolt H withdrawn, and the car is unlocked.

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

The combination of the lock D R, hinged key-hole cover C, having the opening M, with the L-shaped seal E, having the opening P, notched bolt H, and bar K, constructed and operated substantially as described.

In testimony whereof I have signed my name to this specification in presence of two subscribing witnesses.

JOHN S. BROWN.

Witnesses:

P. H. FITZGERALD,
J. F. MATHEWS.