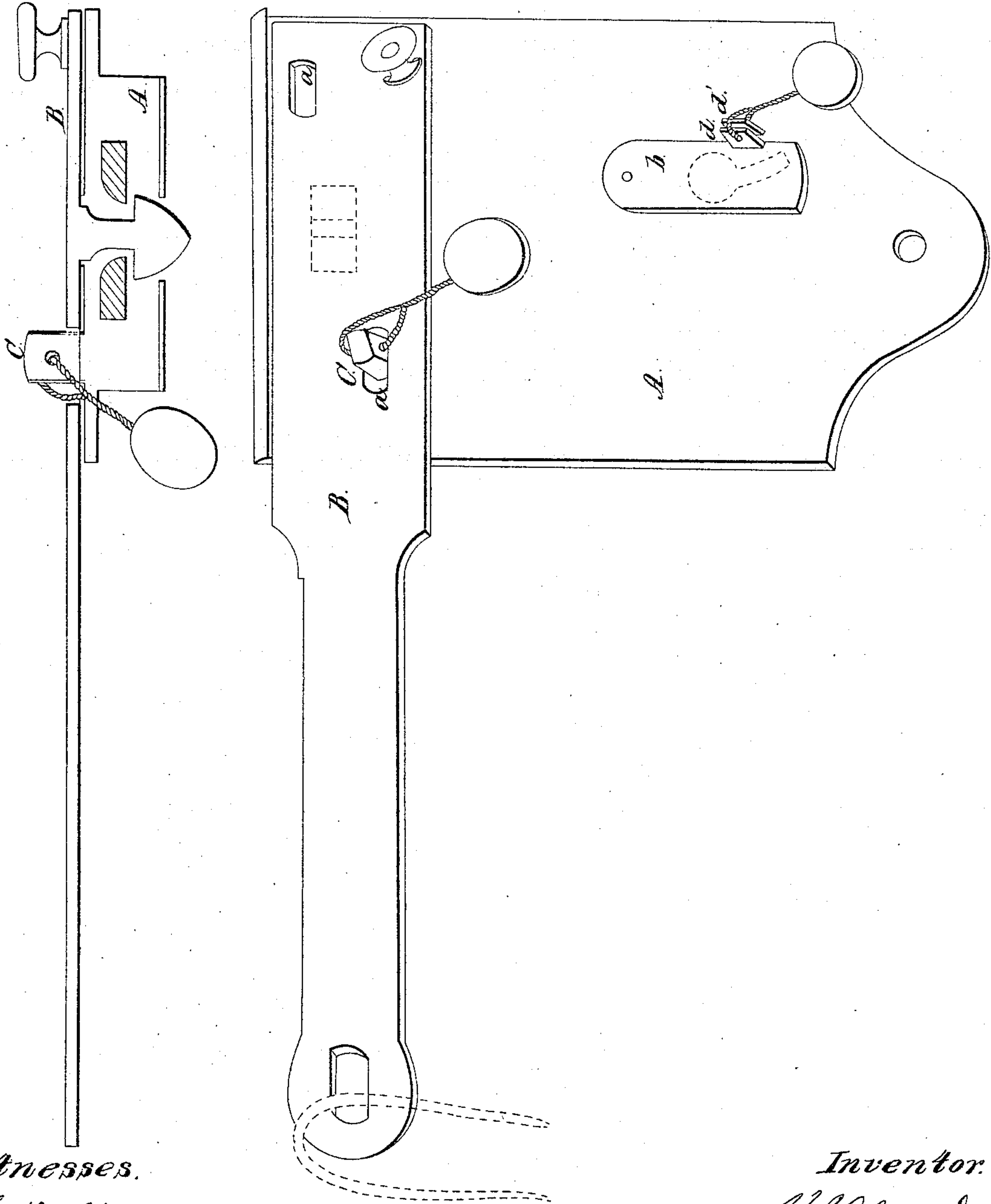


*J. Clark,*  
*Seal Lock.*

*N<sup>o</sup> 27,524.*

*Patented Mar. 20, 1860.*



*Witnesses.*

*John F. Clark*

*Alford Macen*

*Inventor.*

*J. Clark*

# UNITED STATES PATENT OFFICE.

JAMES CLARK, OF BALTIMORE, MARYLAND.

## SEALING-LOCK FOR RAILWAY-CARS.

Specification of Letters Patent No. 27,524, dated March 20, 1860.

*To all whom it may concern:*

Be it known that I, JAS. CLARK, of the city and county of Baltimore and State of Maryland, have invented certain new and  
5 useful Improvements in Sealing-Locks for Railroad Cars, &c.; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings, making a  
10 part of this specification.

This improvement relates more particularly to that class of fastenings known as flush locks, in which the lock is fastened to the door and the latch or hasp to the door  
15 jamb or to a leaf made stationary by bolts.

It consists in providing the lock with a projecting stud, perforated with a hole, and a latch having an opening that allows the stud projecting through it, so that a seal-  
20 ing wire or other substitute for it may be passed through the perforation of the stud, after the latch is in its place on the lock.

The drawing represents the face of the lock with the latch or hasp in its place, and  
25 a wire and seal securing the latch.

A is the lock denominated a spring lock; B a swinging latch or hasp.

C, is a stud projecting from and attached to the face of the lock. In the latch a suitable opening is made to admit of the stud  
30 passing through it, and with the object of making a right or left hand lock, there is a second opening (*a*) in the latch, so as to admit of the reversal thereof.

35 The escutcheon (*b*) for covering the key hole is swung on a pivot, and is furnished with a spring to throw it in place on the withdrawal of the key: (*d*) is a lip attached to the escutcheon and (*d'*) a corresponding

one attached to the lock. Lips like these may be used on the latch, but the advantage of the stud giving strength to the lock and releasing the catch, I deem sufficient to give it the preference, indeed should the lock be out of order, the latch when sealed would  
40 secure the car. It will be obvious that in dispensing with the sealing, that the lock may be used.

The stud *c* having its perforation above the thickness of the latch (shown in the sectional drawing) will allow the sealing wire  
50 to be passed through it, the end of which being twisted and passed through the lead seal (or plomb), secures the wire from removal and opening the latch without previous cutting of the wire. The sealing of  
55 the escutcheon is an additional security to the lock, and it is conducted in the same manner.

I am aware of a patent having been  
60 granted to Thomas Haight Sept. 23d 1856 in which the arrangement of parts differs materially from that which I employ; but

Having described my improvement what I claim as my invention and desire to secure by Letters Patent as a new article of  
65 manufacture in sealing locks for rail road cars is—

The perforated stud *c* rising from the lock plate as described when employed with  
70 a swing latch and wire for sealing the lock, the whole constructed as herein specified.

In testimony whereof I have signed my name before two subscribing witnesses.

JAS. CLARK.

Witnesses:

JOHN F. CLARK,  
EDM. F. BROWN.