

(No Model.)

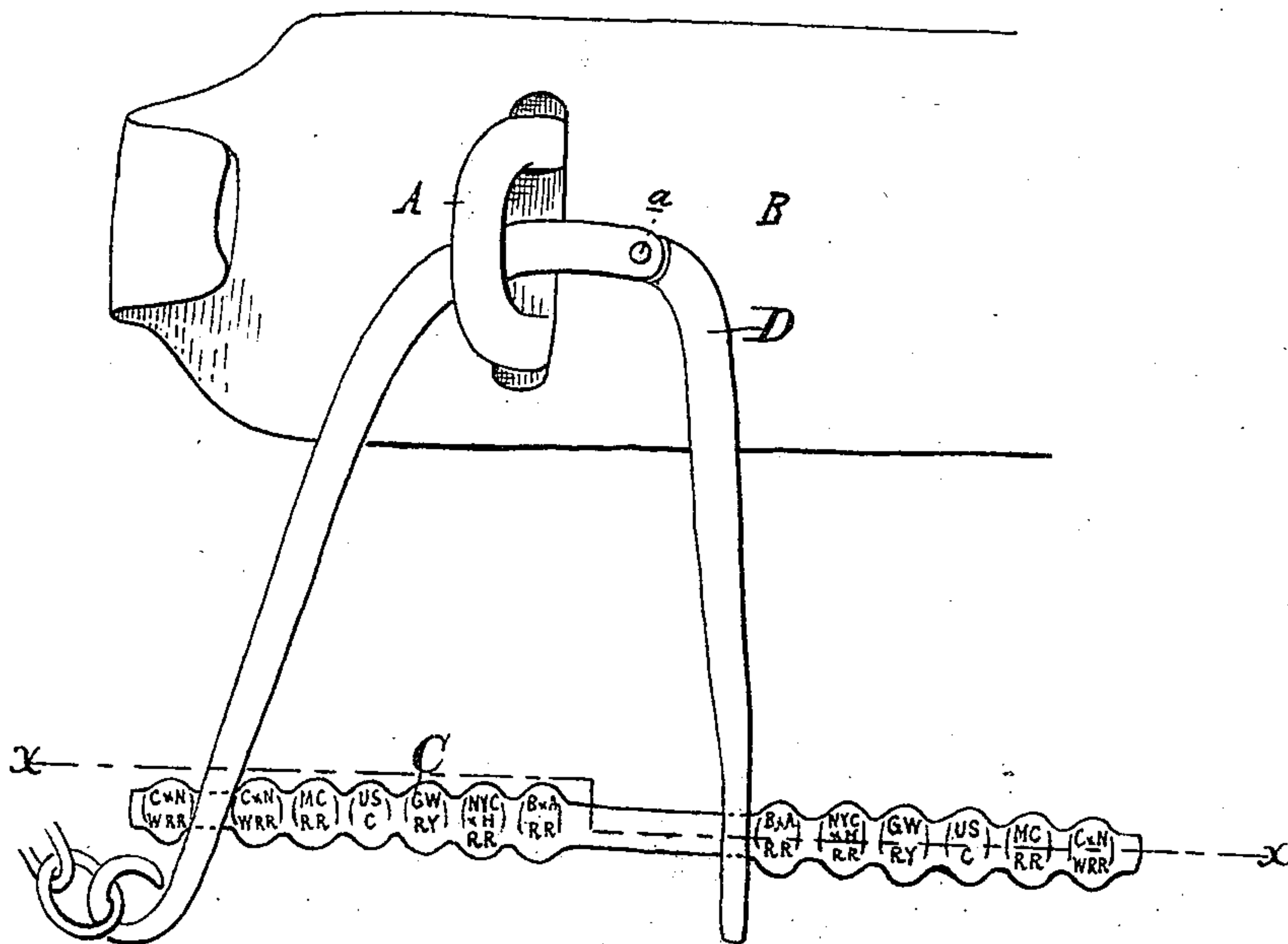
C. CLARKE.

SEAL LOCK.

No. 271,684.

Patented Feb. 6, 1883.

*Fig. 1.*



*Fig. 2.*



*Attest:*

*A. Barthel*  
*Notary*

*Inventor:*

*Chas. Clarke*  
*By Wm. L. Sprague*  
*Atty*

# UNITED STATES PATENT OFFICE.

CHARLES CLARKE, OF OVID, ASSIGNOR OF ONE-HALF TO THOMAS TANDY,  
OF DETROIT, MICHIGAN.

## SEAL-LOCK.

SPECIFICATION forming part of Letters Patent No. 271,684, dated February 6, 1883.

Application filed July 12, 1882. (No model.)

*To all whom it may concern:*

Be it known that I, CHARLES CLARKE, of Ovid, in the county of Clinton and State of Michigan, have invented new and useful Improvements in Seal-Locks; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, which form a part of this specification.

The nature of this invention relates to certain new and useful improvements in that class of seal-locks usually employed in securing railway-car doors. It is usual to do this by means of lead seals of various descriptions, such seals being adapted, in the process of locking, to receive an impress of some symbol or figure, by means of which the starting-point of the car or other information is obtained.

My improvement consists, in combination with a proper seal-shackle, of a plain, straight, and thin bar of lead, which is designed to pass through proper slots, one in each leg of the shackle, and immediately opposite each other, and adapted to receive the impress of a series of impressions, one after the other, as the circumstances of the case may require. For instance, a car is loaded at Omaha for Boston via Detroit, and in its transit must pass over the Chicago & Northwestern, the Michigan Central, the Great Western, the New York Central, and Boston & Albany railroads, and pass the customs officers on entering and leaving Canada. At Omaha the car is locked by inserting the shackle of my device in the staple of the car which holds the car-hasps in position. Then the sealer inserts the thin straight bar of lead through the slots in each leg of the shackle, and with his hand-press he imprints at one end of the bar the initial or other symbol that is required, and in such imprinting he flattens the bar so that it cannot be drawn through the slots. This forms, so to speak, a head to the bar, such head being utilized to exhibit one of the whole number of seals to be employed. Then the press is again used to enlarge the bar outside the opposite leg of the shackle, and in doing this imprints the date of loading the car or any other desired information that it may be desirable to convey. The projecting end of the bar is folded

back upon itself and outside the shackle. On the arrival of the car at Chicago the sealer unfolds the bar, and with his hand-seal press imprints the date of the arrival of the car or other desired symbol. When the car is received by the Michigan Central road its sealer in like manner imprints the date of such receipt of the car upon the bar, just below the last before-made seal. When the car passes into Canada from the last-named road the Canadian customs officer will use his press to indicate the date, and the same thing is done again as the car passes out of Canada and is delivered to the New York Central road, and the latter again seals when it delivers the car to the Boston & Albany road, each of these successive sealings being *seriatim*, one beside the other on the bar, so that upon the arrival of the car at Boston the bar contains a perfect history of its course and whereabouts since leaving its point of departure. After each successive sealing the bar is folded upon itself, as originally described.

Figure 1 is a front view of a hasp and staple with the shackle and sealing-bar in position. Fig. 2 is a sectional view taken on the line *x x*, Fig. 1.

In the accompanying drawings, A represents the staple, and B the hasp, of an ordinary car-fastening; and C represents my sealing-bar, and D is the shackle in which it is secured.

Upon the arrival of the car at its destination the sealing-bar can be readily removed to unlock the car by cutting off the head which has been made by the first impress of the hand-press, as hereinbefore described. As the sealing-bar is more than twice as long as the distance from outside to outside between the legs of the hasp, it will be seen that in many instances the entire sealing-bar would not be impressed with successive seals as would be the case in long trips such as have been described, and it would not be necessary when one part of the bar has been thus impressed to throw the whole away, as the impressed part may be cut off and the balance employed for sealing cars upon shorter trips, where a less number of seals is required to give the history of its travel.

The shackle D may be provided with a joint,



as shown at *a*, by means of which the legs thereof may be spread, thereby giving room for successive sealings in the bar between the legs, if desired, for local business, while the sealings at the ends of the bar will prevent the latter from being accidentally withdrawn; or the shackle may be made without the joint, if preferred.

What I claim as my invention is—

1. The combination, with a suitable fastening device, of a two-pronged seal-shackle and a sealing-bar, one of the prongs of the shackle being constructed to be passed through the fastening, and each prong having an aperture

constructed to receive an end of the sealing-bar, substantially as described. 15

2. The combination, with a two-pronged shackle, each prong having an opening constructed to receive an end of the sealing-bar, and a suitable hasp and staple, of the sealing-bar C, formed with two or more sealing-heads, and adapted to receive and carry a number of impressions or symbols, substantially as shown and described. 20

CHAS. CLARKE.

Witnesses:

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E. SCULLY.