(No Model.)

J. W. BURD, Jr.

CAR SEAL.

No. 305,789. Patented Sept. 30, 1884.

A

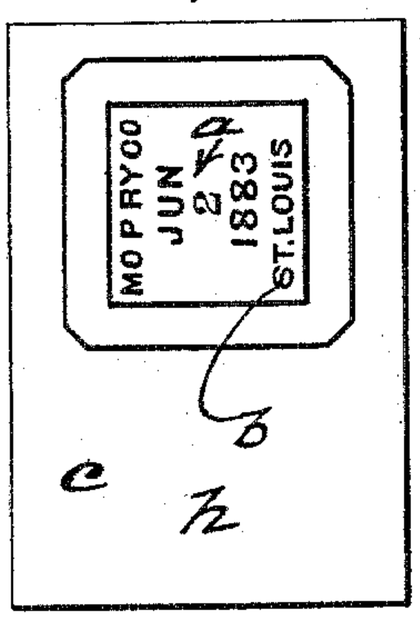

Fig. 1

Fig. 2.

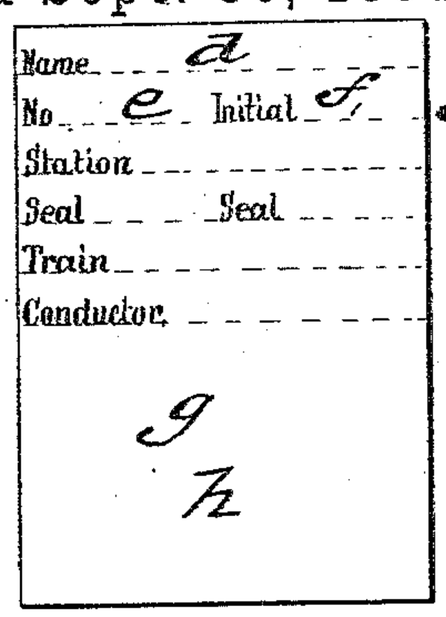

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Fig. 6

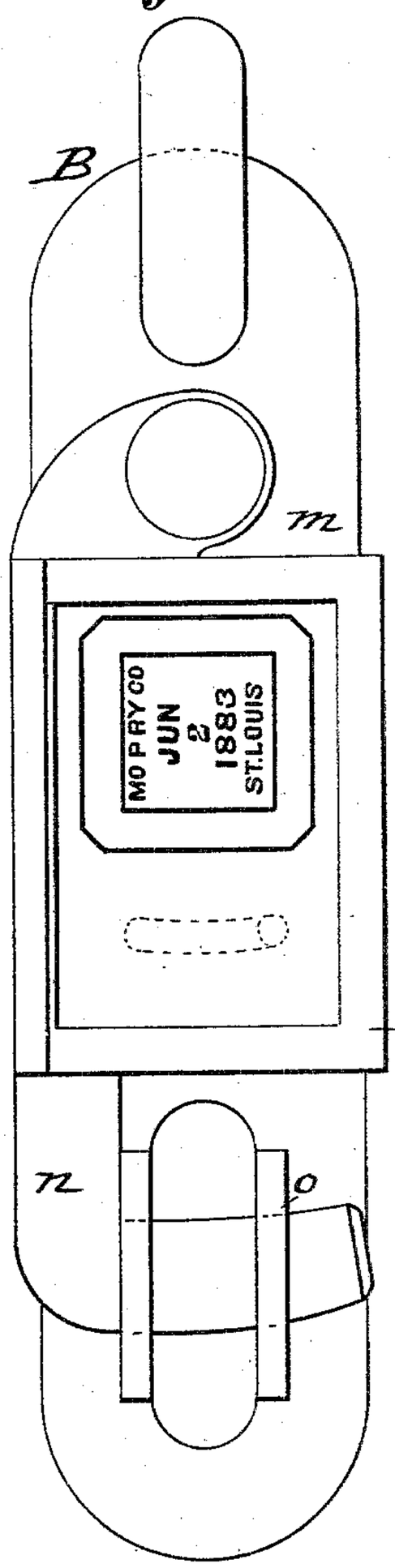


Fig. 3.

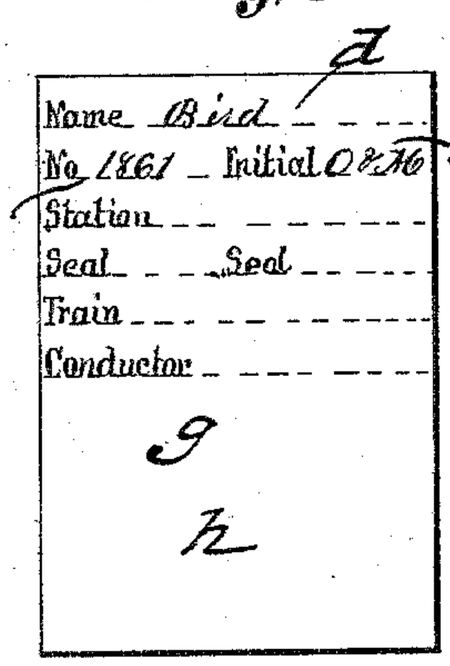


Fig. 4.

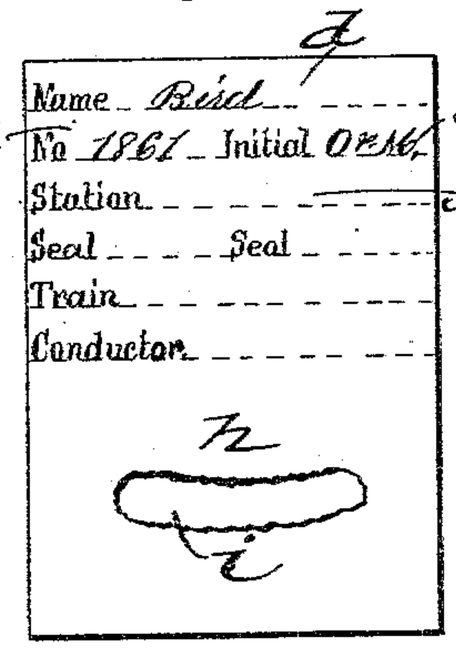
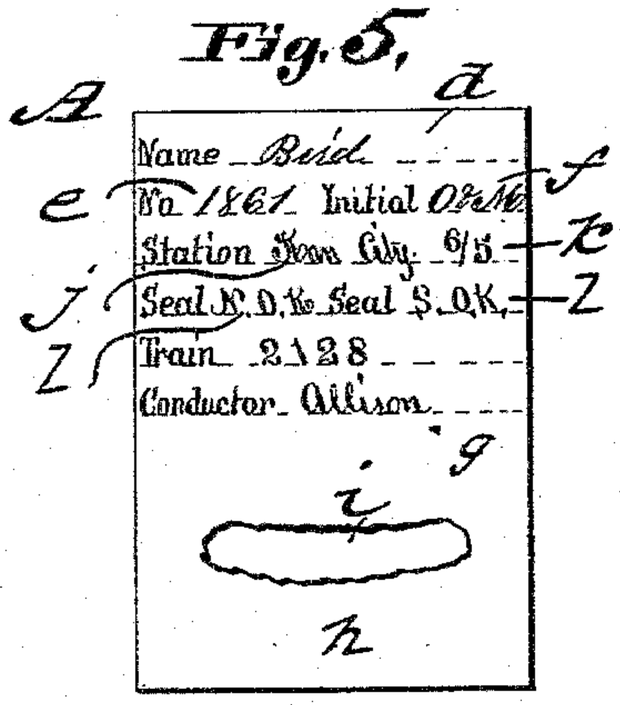


Fig. 5.



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UNITED STATES PATENT OFFICE.

JOHN W. BURD, JR., OF ST. LOUIS, MISSOURI.

CAR-SEAL.

SPECIFICATION forming part of Letters Patent No. 305,789, dated September 30, 1884.

Application filed June 11, 1883. (No model.)

To all whom it may concern:

Be it known that I, JOHN W. BURD, Jr., of St. Louis, Missouri, have made a new and useful Improvement in Car-Seals, of which the following is a full, clear, and exact description, reference being had to the annexed drawings, making part of this specification, in which—

Figure 1 is a front elevation of the improvement; Fig. 2, a rear elevation; Fig. 3, a rear elevation, the record being partly filled, as by the party sealing the car; Fig. 4, a view similar to that of Fig. 3, the seal being broken; Fig. 5, a view similar to that of Fig. 4, the record being completed; and Fig. 6, a view showing the seal in the lock.

The same letters of reference denote the same parts.

This seal is used, in connection with a seal-lock, in such manner as to cause the seal, in opening the lock, to be disfigured. The peculiarity of this seal is its having a space or spaces for receiving a record of data connected with the shipping of the car, (or whatever package the seal may be used upon,) such as the times of sending and receiving the car, the place from which the car is sent, where received, name of party sealing the car, number of car, or other items which can be succinctly stated and of use in giving a history of the trip of the car. The seal may also have a space or part in or upon which cuts, punctures, rents, indentations, or marks can be made for the purpose of indicating interference with the seal. It is desirable, also, for the seal to be of such form and character as to make it convenient to handle, send by mail or express, or readily carry in a compact package. To these ends, and to carry out the improvement in the most desirable way, the seal A is made of paper or card-board, substantially as shown. The party sealing the car stamps or affixes the date, *a*, and the name of the station, *b*, upon the seal, and preferably upon the face *c* of the seal. He also enters his own name at *d* upon the seal, the number of the car at *e*, and the initial at *f*, which last-named entries are preferably upon the reverse, *g*, of the seal. The seal is then placed in a seal-lock—such as B, Fig. 6—and the car is shipped. The consignee, or party receiving the car, in opening the lock, causes the part *h* of the seal to be rent at *i*. The disfigured seal is then withdrawn from the lock and other data affixed. For instance, the name, *j*, of the place where the car is opened, the date, *k*, when opened, the condition, *l*, of the seal when opened, and any other items—such as the number of the train, the name of the conductor—are recorded upon the seal, and preferably upon the side *g*. The seal in this form is then transmitted to the officer of the company having charge of the freight, and by him retained for the purpose of keeping a record of the trip of the car. A proper check can thus be kept upon those parties immediately in charge of the car, and as the above-named data can be readily put upon the seal and the seal easily returned by the consignee to the freight-office, the officer in charge thereof is promptly informed of whatever he should be apprised of.

It is obvious the seal can be varied in form, and it can be employed in various forms of seal-locks. The lock B is considered a desirable form of lock for this purpose. It is fully described in a pending application of mine for Letters Patent. It consists, generally speaking, of a hasp, *m*, hasp-latch *n*, and staple *o*, the hasp having a frame, *p*, for holding the seal, and also having a locking-plate (not here shown) with which a projection upon the latch engages, which plate and projection cannot be disengaged and the lock opened, save by pressing against the face of the seal sufficiently to puncture it, substantially as shown.

In case cars having these seals are taken charge of anywhere along the route by the second conductor, who finds a seal broken, this second conductor leaves the original broken seal in the lock and inserts a new seal beside it. This serves to locate the division of the road where the lock was opened.

I claim—

A car-seal having its address, direction, or like data on one part of the face, while the other portion is blank, in combination with a lock provided with devices for mutilating the same in the blank portion in the act of opening, thus leaving the address or other data uninjured, substantially as described.

JOHN W. BURD, JR.

Witnesses:
C. D. MOODY,
J. W. SPENCER.