

(No Model.)

O. C. PRATT.

SEAL LOCK.

No. 384,542.

Patented June 12, 1888.

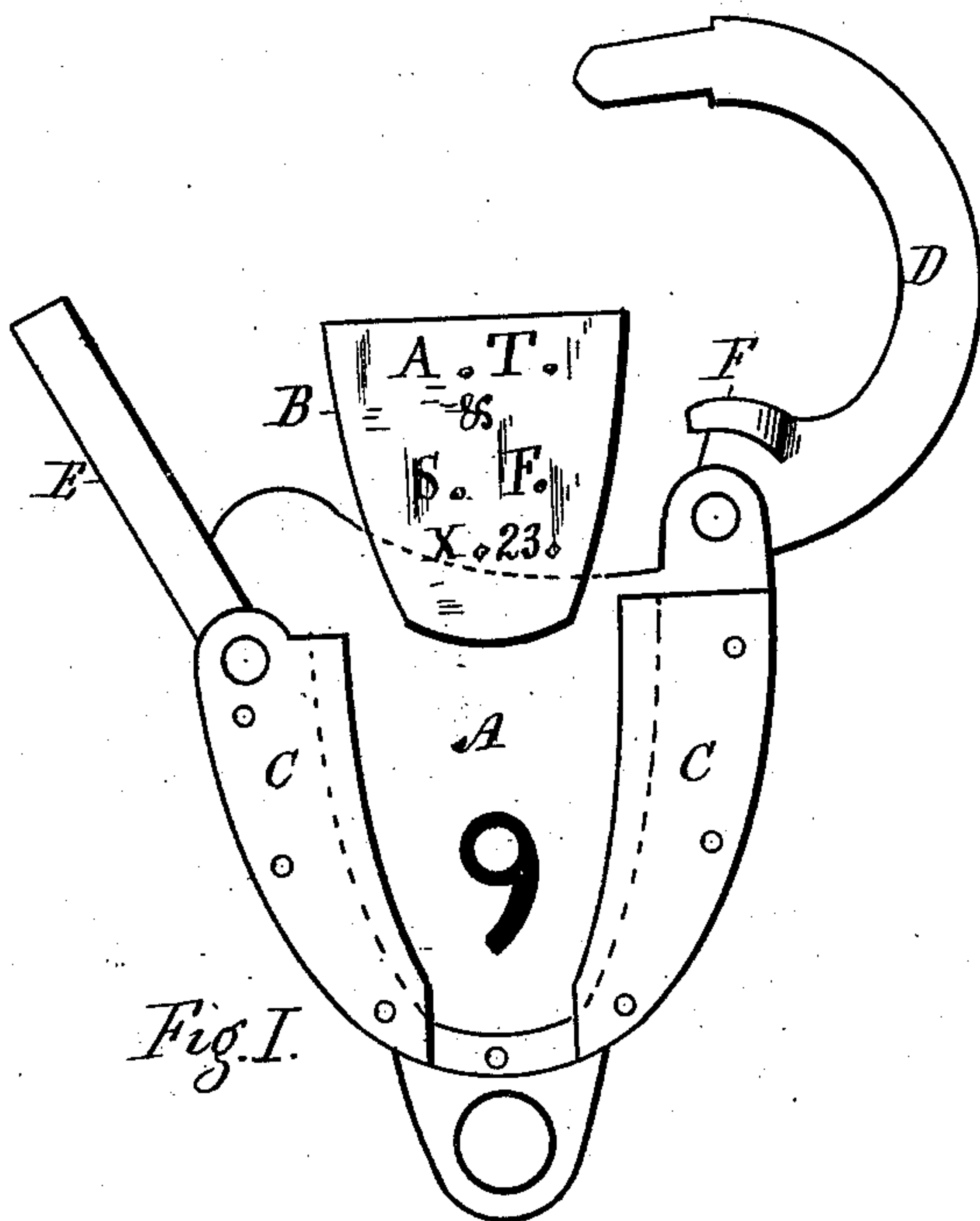


Fig. I.

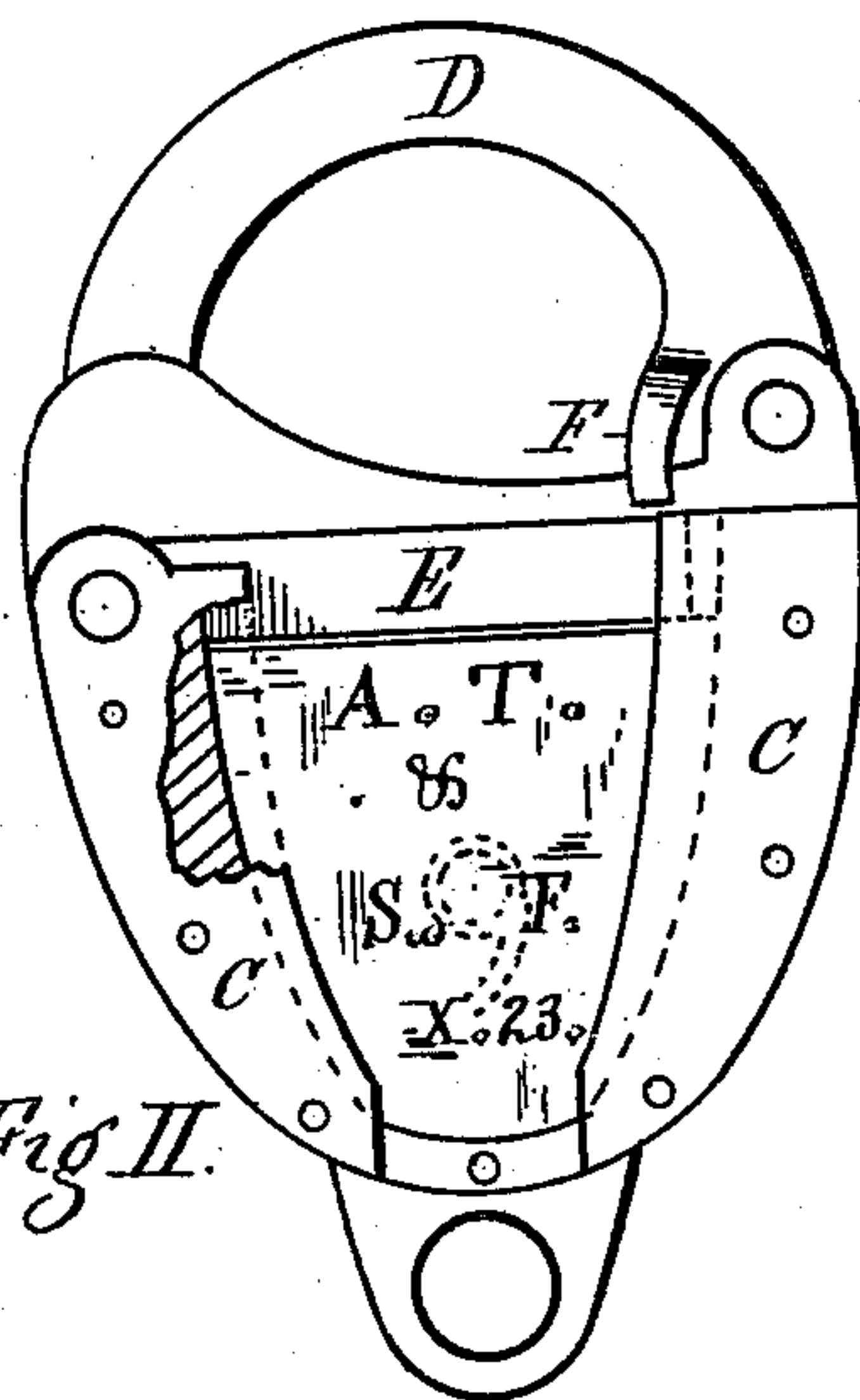


Fig. II.

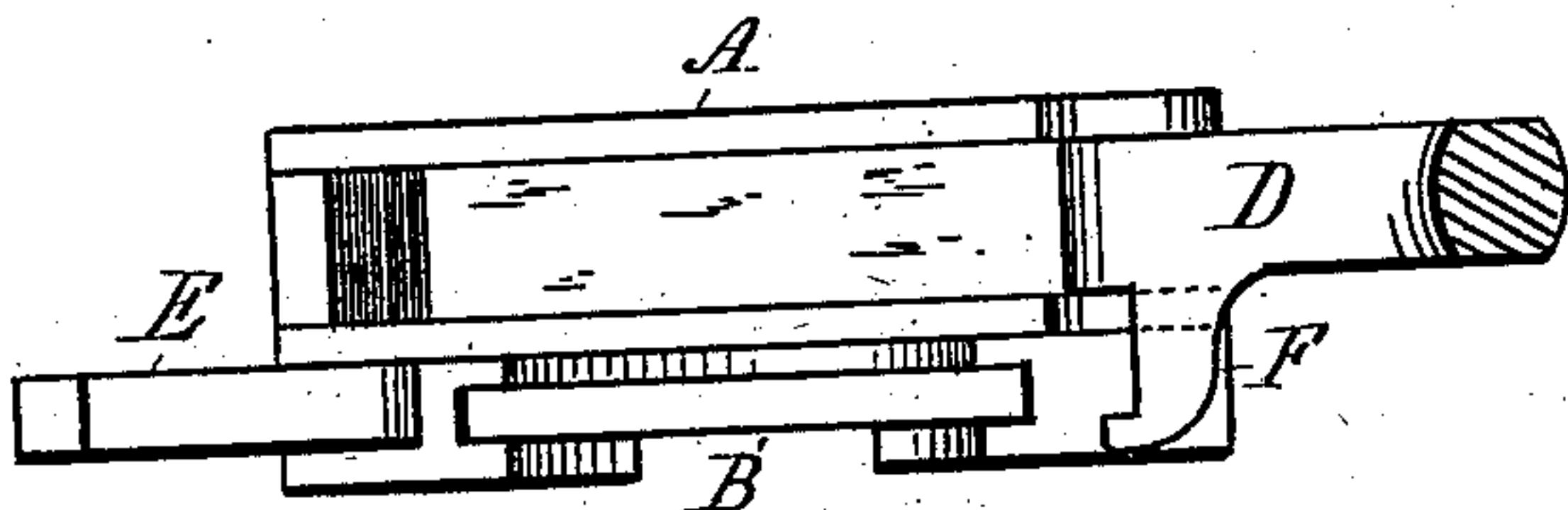


Fig. III.

WITNESSES:

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OSCAR C. PRATT, OF SAN RAFAEL, CALIFORNIA.

SEAL-LOCK.

SPECIFICATION forming part of Letters Patent No. 384,542, dated June 12, 1888.

Application filed September 6, 1887. Serial No. 248,951. (No model.)

To all whom it may concern:

Be it known that I, OSCAR C. PRATT, of San Rafael, in the county of Marin and State of California, have invented a new and useful
5 Improvement in Seal-Locks, which improvement is fully set forth in the following specification and accompanying drawings, in which—

Figure I is a front view of an open seal-lock; Fig. II, a front view of the lock when closed
10 with the seal in position, and Fig. III a top view of the same.

The object of my invention is to provide an improved seal-lock which is simple, inexpensive, and reliable. This seal can be readily
15 adapted, if desired, to the car-locks in ordinary use or applied to such as are constructed for the purpose. A lock provided with this seal cannot be opened by a key without first destroying the seal, and not otherwise, except
20 by mutilating some part of the lock. The seal is so disposed as to cover the key-hole, and is secured in its proper position by the action of closing the lock. If the seal should be broken, a duplicate cannot be substituted without first
25 opening the lock. A double security is thus provided, as it will be obvious that not only a key but a duplicate seal would be required to enable a thief or other unauthorized person to open a car-door without leaving evidence of
30 such action.

The device consists of a plate of glass, earthenware, or other suitable material, which may be stamped with letters, figures, or other characters to indicate the road to which the car
35 belongs or the station to which it may be con-

signed. This plate is fitted to grooved jaws, which are attached to the outside front of the lock-plate, and is so shaped that it readily finds its appropriate place, and is secured therein by a lever, which in turn is secured in
40 place by a spur on the shackle of the lock when the same is closed.

Referring to the accompanying drawings, A designates a car-lock of the usual form; B, the seal to be inserted in the grooved jaws C C.
45 These jaws may be integral with the lock-plate or made separately and riveted thereto. D is the shackle, having the bent spur F at its heel; E, a locking arm or lever, one end of which is pivoted between one of the grooved jaws C
50 and the lock-plate proper. When the seal is in place, this lever is thrown over it, as in Fig. 2, and locked by the spur F on the shackle D.

What I claim as new is—

The within-described seal-lock A, having
55 secured on one side the grooved jaws C, the seal B, fitting in the said jaws, the locking-lever E, pivoted between one of the grooved jaws and the lock-plate proper, and the shackle
60 D, having near its heel the spur F, all combined in the manner and for the purposes set forth.

In testimony that I claim the foregoing I have hereunto set my hand, this 5th day of
65 August, 1887, in the presence of witnesses.

OSCAR C. PRATT.

Witnesses:

ARTHUR ADAMS,
H. G. PRESCOTT.