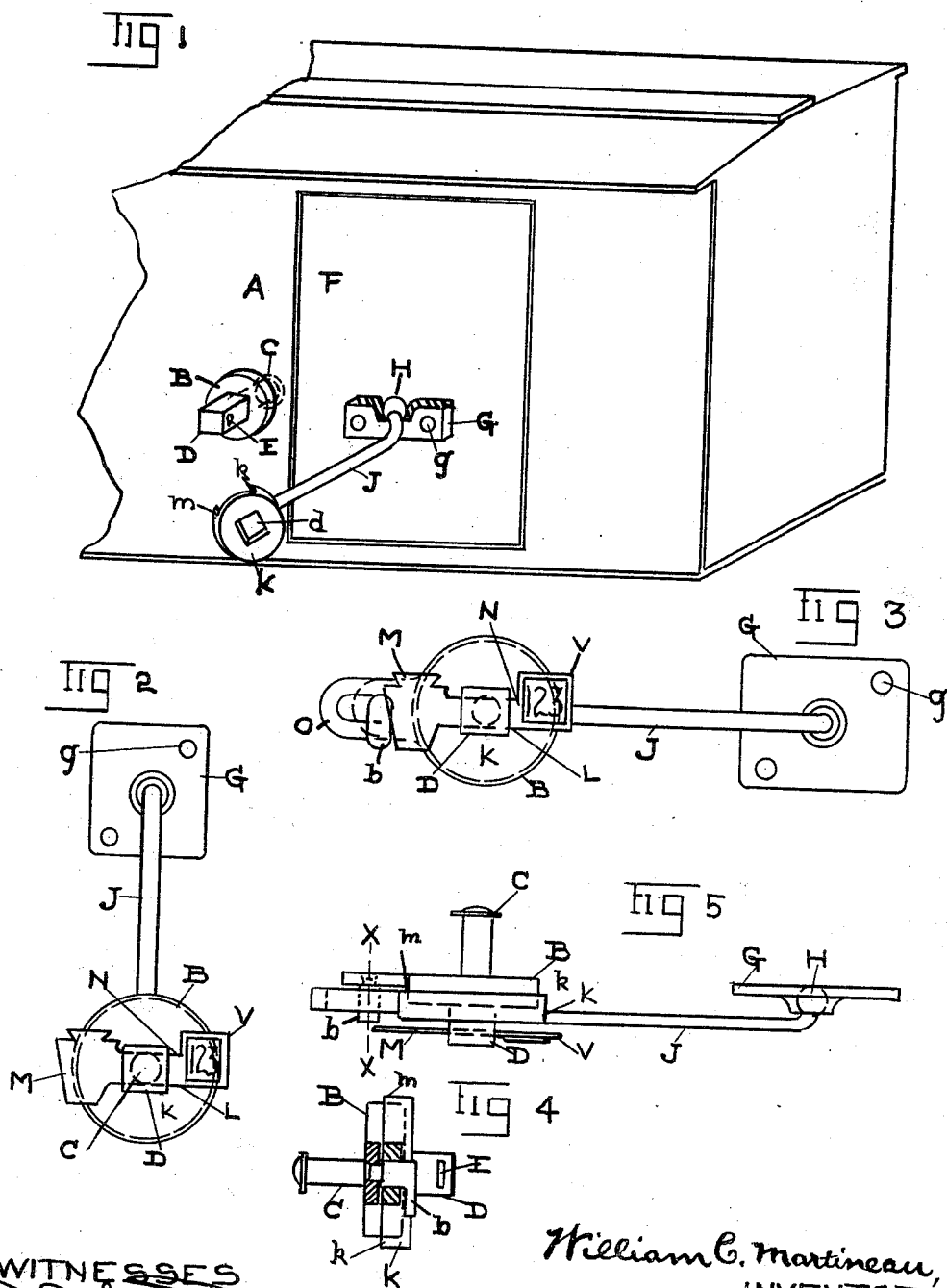


W. C. MARTINEAU.
SEAL LOCK FOR SLIDING DOORS.
APPLICATION FILED MAR. 4, 1910.

1,049,381.

Patented Jan. 7, 1913.



WITNESSES

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UNITED STATES PATENT OFFICE.

WILLIAM C. MARTINEAU, OF ALBANY, NEW YORK, ASSIGNOR, BY DIRECT AND MESNE ASSIGNMENTS, TO UNIVERSAL CAR SEAL & APPLIANCE CO., OF ALBANY, NEW YORK, A CORPORATION OF NEW YORK.

SEAL-LOCK FOR SLIDING DOORS.

1,049,381.

Specification of Letters Patent.

Patented Jan. 7, 1913.

Application filed March 4, 1910. Serial No. 547,199.

To all whom it may concern:

Be it known that I, WILLIAM C. MARTINEAU, a citizen of the United States, residing at Albany, in the county of Albany and State of New York, have invented certain new and useful Improvements in Seal-Locks for Sliding Doors, of which the following is a specification.

My invention relates to apparatus for locking railway car doors so that they cannot be opened without destroying or mutilating the lock, together with such elements and combinations as are hereinafter more particularly set forth and claimed. I accomplish these objects by means of the mechanism illustrated in the accompanying drawing, in which:

Figure 1 is a perspective. Fig. 2 a front elevation. Fig. 3 a front elevation of a modified form. Fig. 4 a section along the line X—X on Fig. 5. Fig. 5, a plan view.

Similar letters refer to similar parts throughout the several views.

Attached to the door jamb, A, in a car or other apartment is the keeper plate, B, which may be secured by the bolt, C, passing through the door jamb and which has projecting above the keeper plate, B, a post, D, provided with a slot, E, therethrough. Secured to the door, F, by means of the plate, G, fastened by bolts passing through the opening, *g*, or in any suitable manner is the ball, H, on one end of the curved hasp bar, J, to the other end of which is attached the plate, K, provided with the flanges, *k* and *m*, adapted to fit around the circumference of the keeper plate, B, the post, D, extending through the opening, *d*. The ball, H, in an opening therefor in the plate, G, admits of the movement of the plate, K, to and from the keeper plate, B, and also a lateral motion in reference to the post, D, whereby the plate, K, may be brought in contact with the keeper plate, B, when the door has been closed, the post, D, extending above the plate, K. In order to hold the plate, K, in contact with the keeper plate, B, I place a seal, L, provided with an enlarged portion, M, at one end and a portion, V, at the other, which may be folded over upon itself permitting the end, V, to pass through the slot, E, until the shank, N, of the seal is in the slot, E, when the folded-over portion of, V, may be straightened out

and cupped, and preferably embossed with a number, as "123," indicating the number of a station, or other convenient designation, which cannot be folded over again without breaking the seal or mutilating it so that it would be noticeable to an inspector examining the lock.

I have shown in Fig. 3 a modified form of my invention in which I attach to the keeper plate, B, a pivoted hook, *b*, and onto the plate, K, the slotted tongue, O, so arranged that the tongue, O, will permit the hook, *b*, when it is turned on its pivot to pass through the slot in the tongue and after passing therethrough will by gravity assume the position shown in Fig. 3, engaging the side of the tongue and retaining the plate, K, in contact with the keeper plate, B. This arrangement of the hook and tongue provides for holding the car door closed when the seal or key is not used, the car perhaps being empty. This arrangement also relieves the seal or key from the wear and strain of holding the plates together.

I do not want to limit myself to the use of the keeper plate, B, nor to the manner of attaching the hasp bar, J, nor to the form of hasp, that is, hasp bar, J, and plate, K, since any manner of connecting up a hasp so that it may be placed over a post and a key inserted through the post constructed so that it cannot be withdrawn without destroying or mutilating the seal so that it would be observed, would come within the scope of my invention.

What I claim as my invention and desire to secure by Letters Patent, is:

1. A means for fastening a railway car door, comprising a keeper plate; a bolt secured thereto and adapted to pass through the door jamb; a post projecting from said keeper plate and provided with a slot therethrough; a curved hasp bar; a ball on the end of said bar; a plate adapted to be secured to the door provided with an opening for the retention of said ball; a locking plate attached to one end of said curved hasp bar provided with an opening through which said post will project when the locking plate is brought in contact with the keeper plate; flanges on the locking plate adapted to envelop the keeper plate; a seal adapted to be placed through the slot in said post after the locking plate has been

brought in contact with the keeper plate; a means connected with said seal for preventing it from being again withdrawn.

2. A means for fastening a railway car door, comprising a keeper plate; a bolt adapted to secure said plate to the door jamb; a post projecting from said keeper plate provided with a slot therethrough; a hook pivoted to and projecting from said keeper plate; a curved hasp bar; a universal joint means for connecting said bar with the door; a locking plate attached to one end of said curved hasp bar having an opening through which said post may pass; flanges on the locking plate adapted to envelop the

keeper plate; a slotted tongue connected with said locking plate through which said hook will pass and with which it will engage; a seal adapted to be placed through the slot in said post after the locking plate has been brought in contact with the keeper plate; a means connected with said seal for preventing it from being again withdrawn.

In testimony whereof I have affixed my signature in presence of two witnesses.

WILLIAM C. MARTINEAU.

Witnesses:

FREDERICK W. CAMERON,
CHAS. H. BISSIKUMMER.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."