

W. C. MARTINEAU.
SEAL LOCK.
APPLICATION FILED FEB. 15, 1910.

1,049,380.

Patented Jan. 7, 1913.

Fig. 1.

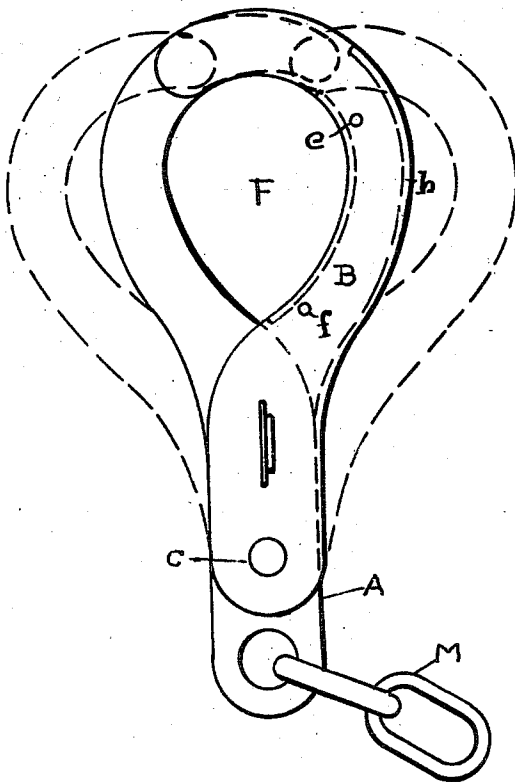


Fig 2

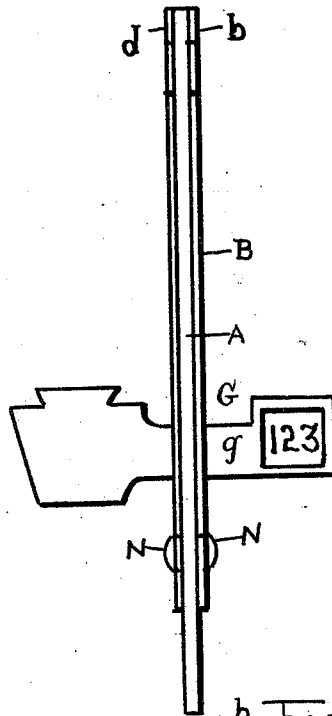


Fig. 5

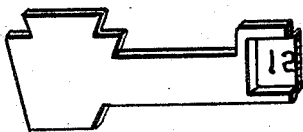


Fig 4

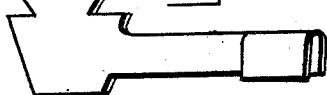
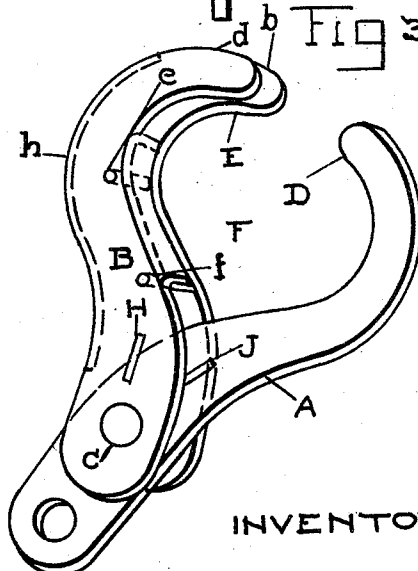


Fig 3



WITNESSES

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INVENTOR

William C. Martineau
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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.

1,049,380.

Specification of Letters Patent.

Patented Jan. 7, 1913.

Application filed February 15, 1910. Serial No. 544,091.

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, of which the following is a specification.

My invention relates to car appliances and sealing devices, and the object of my invention is to provide a means for locking the door of a car and sealing the lock so that it cannot be opened without destroying or defacing the sealing member, together with such elements and combinations as are hereinafter more particularly set forth and claimed. I attain these objects by means of the mechanism illustrated in the accompanying drawing, in which:

Figure 1 is a plan. Fig. 2 an end elevation. Fig. 3 a perspective. Fig. 4 a plan of the seal before being placed in the lock. Fig. 5 a plan of the seal showing its form after having been placed in the lock.

Similar letters refer to similar parts throughout the several views.

My lock consists of two members, A and B, hinged together at C, and curved in such a manner that when moved on their pivot or hinge, their ends respectively, D and E, will approach and ultimately engage each other, leaving a space, F, between the two members adjacent to their engaging ends whereby the ends, E and D, may pass through a staple (not shown) upon which it is secured by the engaging of the said ends of the lock.

For the purpose of preventing the unlocking or disengagement of the ends, D and E, I place a seal or key, which passes through the slots, H and J, in the members B and A, respectively, and which slots register when the ends of the jaws or members are brought together. One of the members, B, of the lock is preferably composed of two parts, *b* and *d*, slightly separated from each other along the edge toward which the opposing member, A, is placed and preferably provided with rivets, *e* and *f*, for holding the two parts, A and B, in position in reference to each other and which may also if desired act as a stop for the member, A, in closing with the member, B.

The portions of the parts, *b* and *d*,

along their outside edges, that is, their edges farthest from the member, A, are usually united, the two portions, *b* and *d*, being formed from one piece of metal bent upon itself and separated along the inner edges as already described, but having a turned-over wall shown by dotted lines, *h*, in Fig. 3. I do not, however, wish to limit myself to this manner of constructing the member, B, of the lock. As shown the end, D, of the member, A, is between the portion, *b* and portion, *d*, of the member, B, near their ends, E, the stops, *f* and *e*, determining the degree of insertion which the end, D, will make between the portions, *b* and *d*, and which will be sufficient to cause the slot, J, to register with the slot, H.

By means of a suitable connection, shown in Fig. 1, by the links of a chain, M, one of the members, A, is united with a car (not shown).

The member, A, is preferably provided with projecting teats, N, which will enter the openings, C, in the member B, and which may be fastened in and around said openings, C, whereby the member, A, may move about the teats, N, in the openings, C, as on a pivot. The advantage of this manner of fastening the member, A, to the member, B, is that we do away with the use of any rivet. I do not, however, wish to limit myself to the particular manner of connecting up my appliance, nor to the form or manner of its construction.

I do not wish to limit myself to the curved members, A and B, nor to any particular form of the various parts.

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

1. A lock adapted for use in railway cars, comprising two slotted curved swinging members; one of said members provided with slightly separated jaws; a means for pivoting one of said members between the said jaws of the other member, whereby the extreme curved ends of the members may be engaged by the insertion of the one between the jaws of the other, or separated, depending upon the direction of the movement on the said pivoted connection; a seal adapted to pass through slots in said members; a means on said seal for preventing it from

withdrawal after passing therethrough; means in said two-part member for limiting the degree of insertion of the other member.

2. A lock adapted for use in railway cars,
5 comprising two swinging members; a means for pivoting said members together; one of said members comprising a shell formed by bending a piece upon itself with the edges extending along one side slightly separated,
10 the opposite member adapted to engage and enter said shell; a means for insertion

through said swinging members when the one has entered the shell of the other; a means on said inserted member for preventing its removal after having been projected 15 through the members.

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."