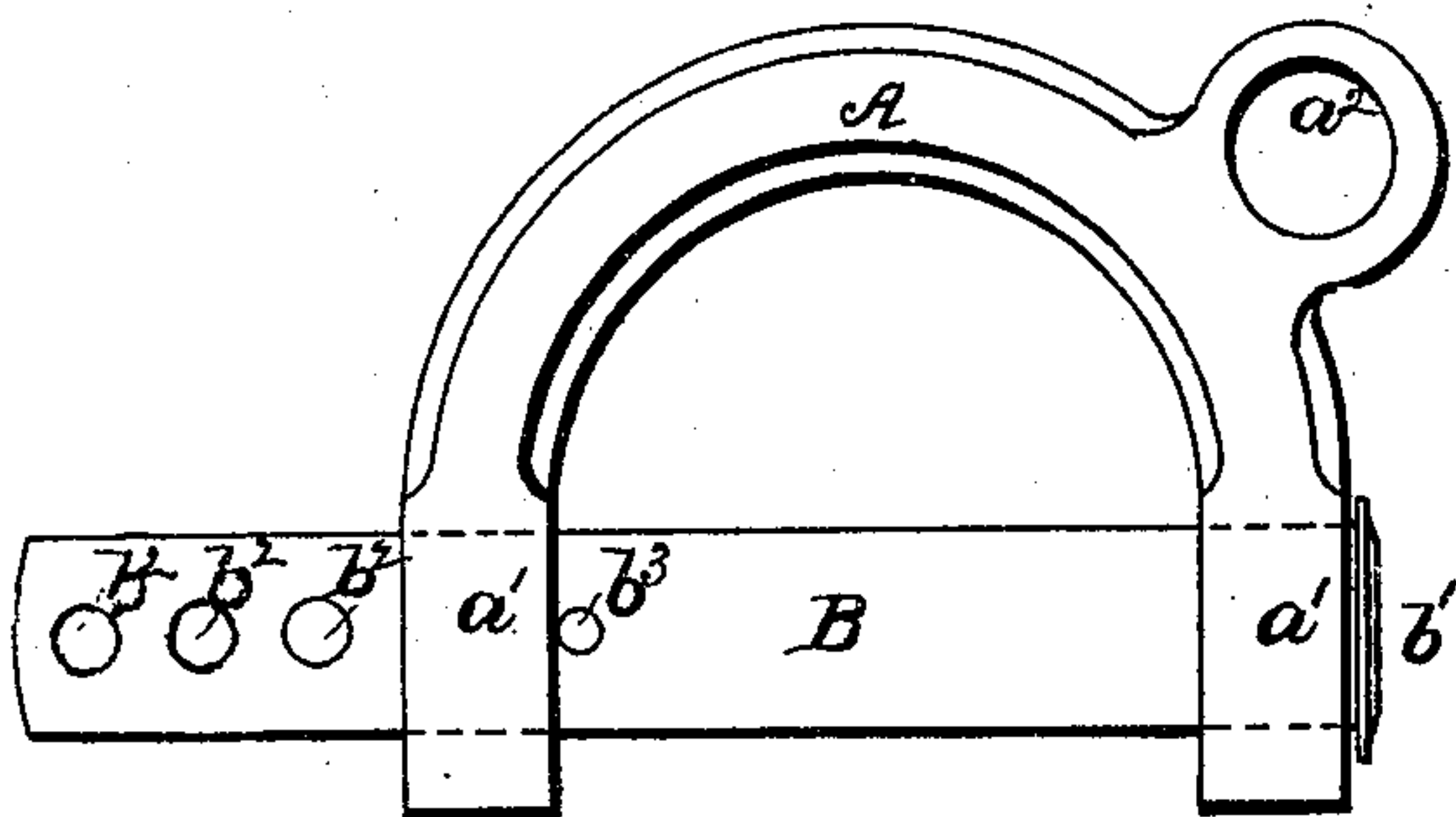


Thomson & Tillinghast.

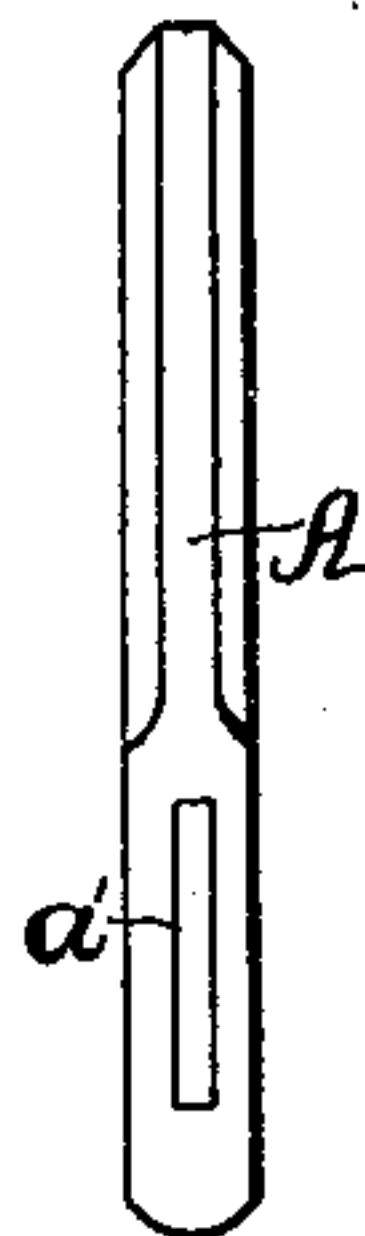
Seal Lock.

N^o 93,371. Patented Aug. 3, 1869.

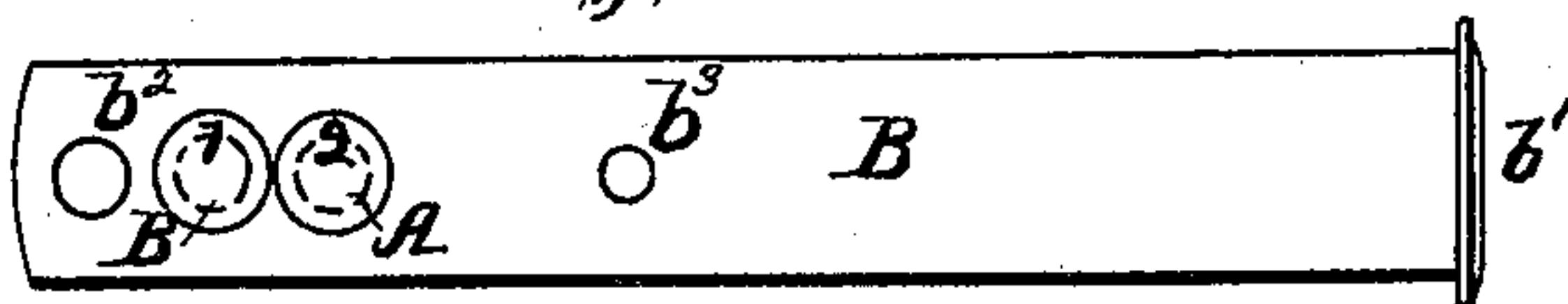
Fig; 1;



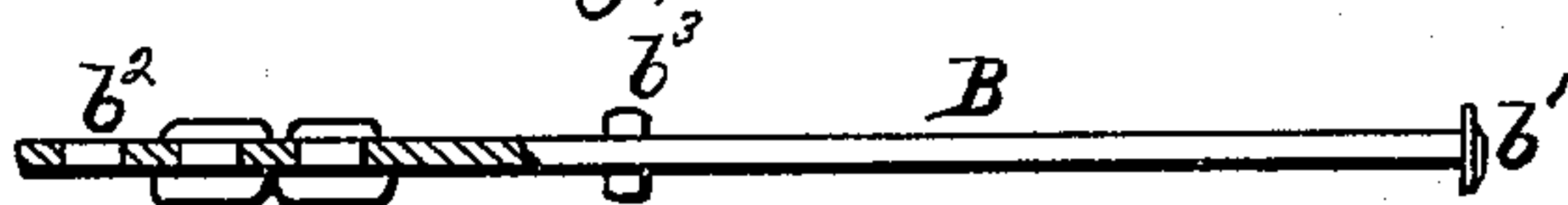
Fig; 2;



Fig; 3;



Fig; 4;



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United States Patent Office.

JAMES E. THOMSON AND JAMES TILLINGHAST, OF BUFFALO, NEW YORK.

Letters Patent No. 93,371, dated August 3, 1869.

IMPROVEMENT IN SEAL-LOCKS.

The Schedule referred to in these Letters Patent and making part of the same.

To all whom it may concern:

Be it known that we, JAMES E. THOMSON and JAMES TILLINGHAST, of the city of Buffalo, county of Erie, and State of New York, have invented a certain Improved Seal-Lock for railroad-cars; and we do hereby declare that the following is a full, clear, and exact description of our said invention, reference being had to the accompanying drawings, making a part of this specification.

In the transportation of freight over connecting lines of railroad, the same cars, and the freight with which they are loaded, are frequently passed from the care of one company to that of another.

It is a matter of importance that such transfers should be made without the necessity of inspecting the contents of said cars at each change, as great delay and expense are occasioned thereby, while it is of still greater importance that each connecting company should be insured against damage from loss of freight by theft or negligence and dishonesty of employees, occurring upon the lines of either of its connecting companies, and that a ready and sure means of tracing such loss, and fixing the responsibility therefor upon the company to which it properly belongs, should be at hand.

To accomplish these results is the object of our invention; and

The same consists in a certain combination of devices by which an improved system for seal-locking freight-cars is carried into effect, said devices being, first, a locking-bar provided with a series of holes for the reception of seals; and, second, a series of soft-metal seals, applied to said bar, and impressed with significant marks, as will hereinafter more fully appear.

In the accompanying drawings—

Figure I is a side view of our improved seal-lock.

Figure II is an end or edge view of the slotted bow which forms the main body of the lock.

Figure III is a side view of the locking-bar, showing the seals applied thereto, and impressed with their significant marks.

Figure IV is an edge view of the same.

Like letters refer to like parts in each of the figures.

A represents the main body of the lock, which is made of metal, in a semicircular or semi-elliptical form, and has slots a^1 , through each end, for the passage of the locking-bar B.

A ring is also formed on this body, as shown at a^2 , for the purpose of connecting it by a chain to the body of the car.

The locking-bar B is a flat metal bar, having a head, b^1 , at one end, to prevent its being drawn through the slots in the bow or body A, and a series of two, three, or more holes, b^2 , at its opposite end, to receive the sealing-rivets.

The sealing-rivets are shown at $\frac{1}{2}$, $\frac{2}{2}$, &c., these char-

acters also representing the significant marks impressed upon the heads of the rivets. They are made of soft metal, and before sealing have only one head, so that they may be entered in the hole b^2 , after which a head is upset on the other end, by compression between a pair of riveting-pincers, which also at the same time impress upon the head of the rivet the significant mark, so that said rivets cannot be removed, without destroying same, or mutilating said mark.

The system under which the sealing-rivets are applied and used is, briefly, as follows:

Each company of the connecting lines of railroad adopts some significant mark (letter, number, or other character,) to designate its particular road, and provides its employees with the proper tools for applying the sealing-rivets and impressing said mark thereon.

A car being loaded with merchandise, whose destination requires that it should pass through the hands of several different companies, and being duly inspected, and its contents noted in bill of lading, is locked by means described, and the significant mark of the company starting the car applied to the seal.

When received at the initial station of the connecting road, the seal is examined, and if found in order, the car is passed on, after having an additional seal, with the mark of said road, applied to the lock-bar, and so on until the car reaches its destination.

The only inspection required at the passage of the car from the care of one to that of another, is simply to know that the seals of the company or companies through whose hands it has previously passed are intact. If they prove to have been tampered with, the car is opened, and its contents examined and noted, and the car again sealed and forwarded on. Any loss of goods will thus be surely discovered before it leaves the hands of the company in whose care it was at the time of said loss, and, therefore, each company is exempted from any responsibility except for its own line.

It will usually be most convenient to designate the company by numbers, and the stations by letters. For instance:

Hudson River No. 1, New York, station A, seal $\frac{1}{A}$.

Albany, station B, seal $\frac{1}{B}$.

Boston Worcester No. 2, Boston, station A, seal $\frac{2}{A}$.

Worcester, station B, seal $\frac{2}{B}$.

Having thus described our invention,

What we claim, and desire to secure by Letters Patent, is—

The combining, with the locking-bar B, a series of significant seals, $\frac{1}{A}$, $\frac{2}{A}$, &c., applied substantially as and for the purpose herein set forth.

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JAMES TILLINGHAST.

Witnesses:

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B. H. MUEHLE.

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