

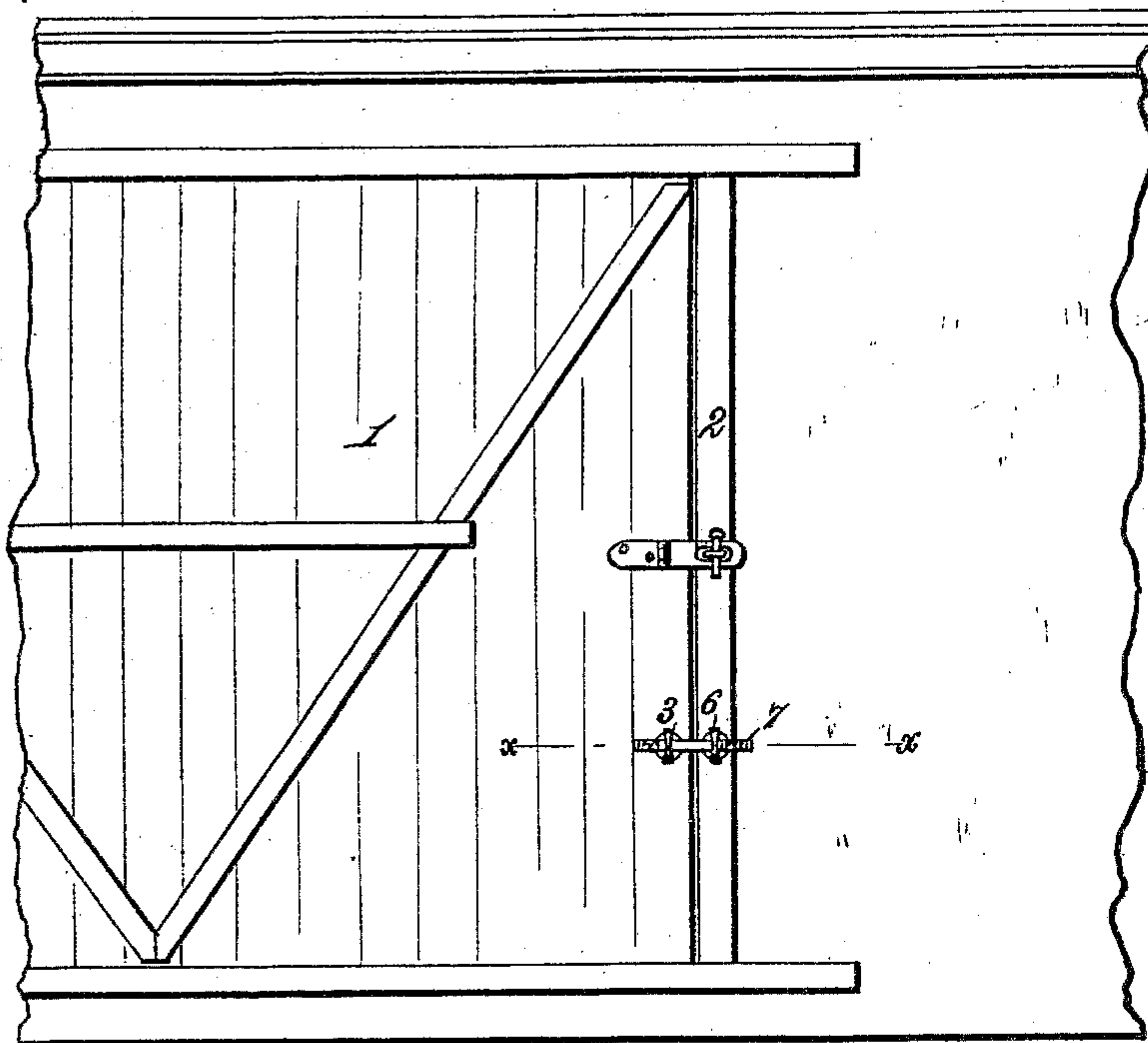
(No Model.)

W. I. LUDLOW.  
SEAL LOCK.

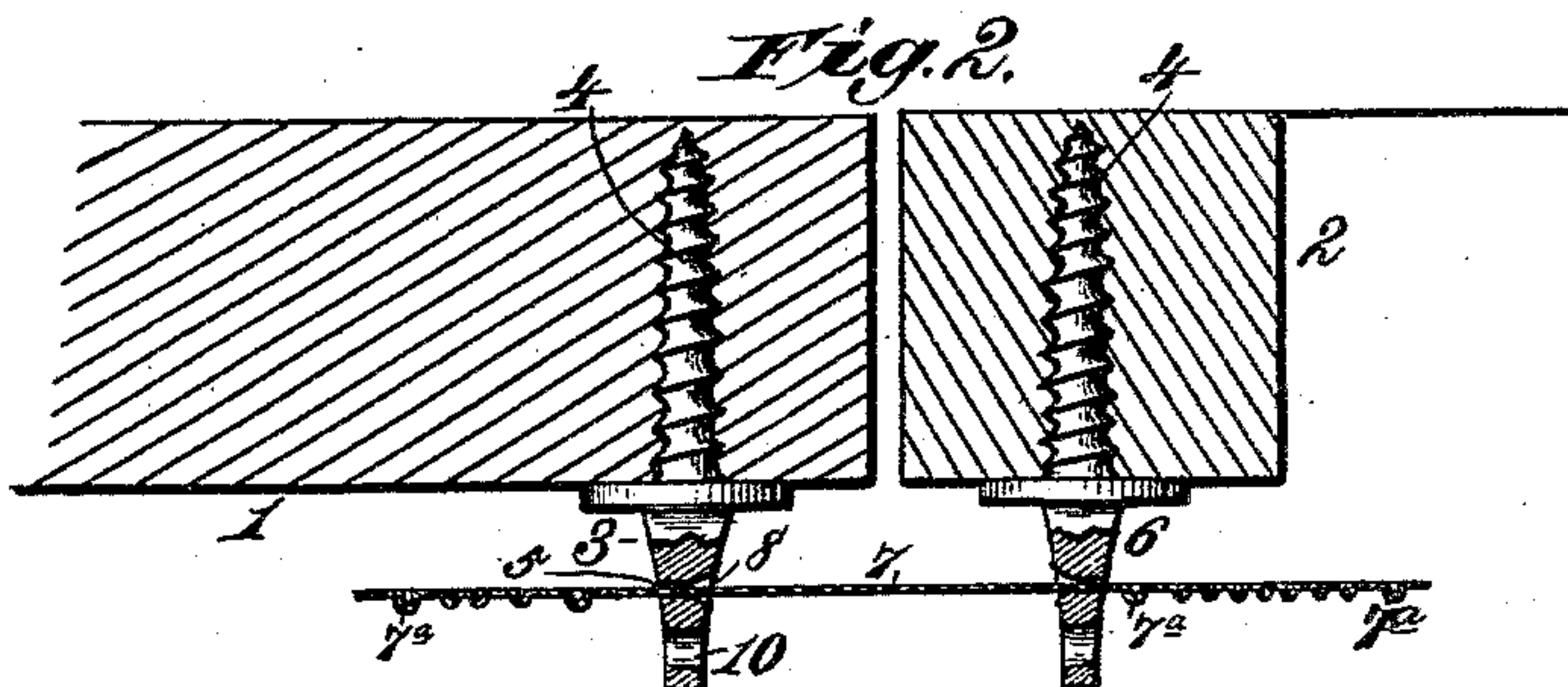
No. 401,286.

Patented Apr. 9, 1889.

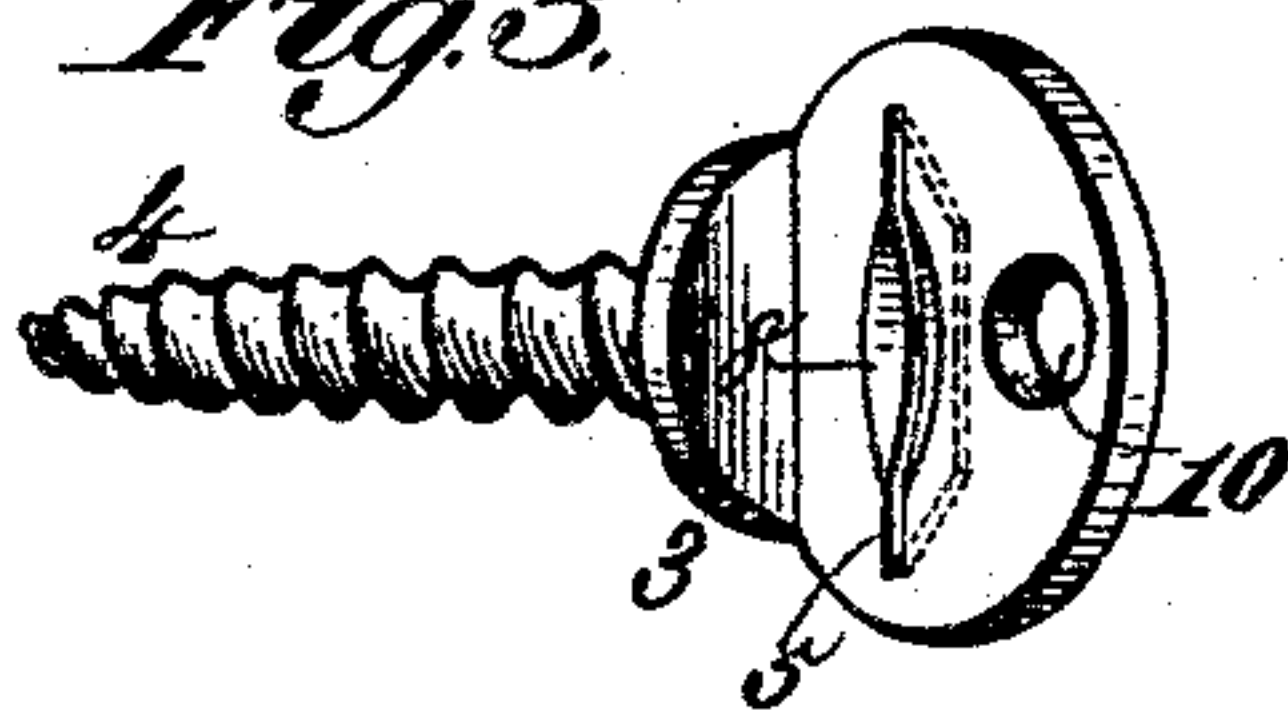
*Fig. 1.*



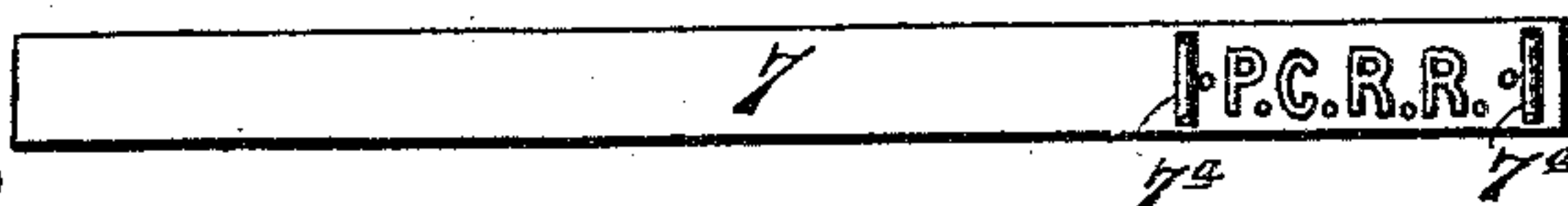
*Fig. 2.*



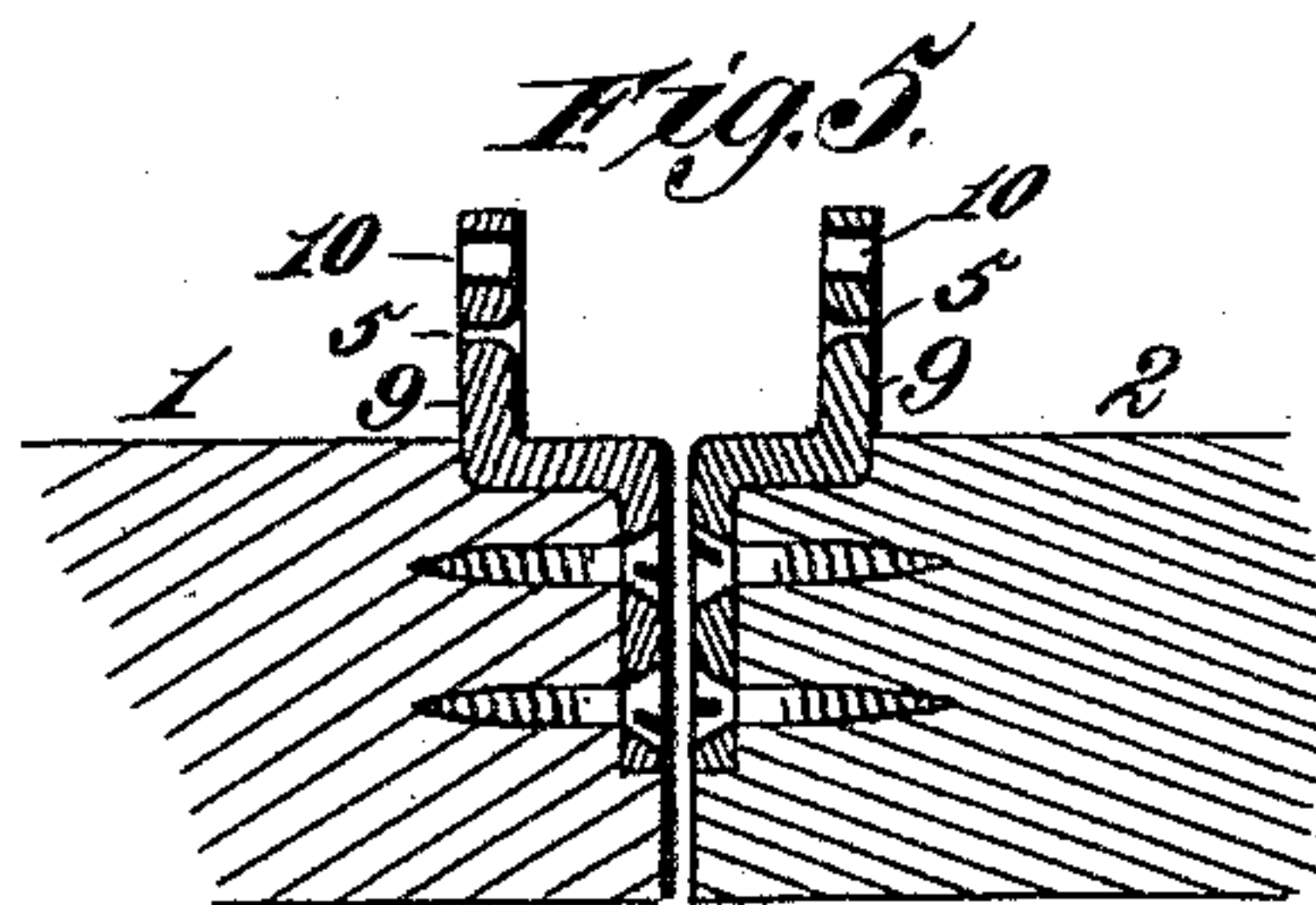
*Fig. 3.*



*Fig. 4.*



*Fig. 5.*



Witnesses:

*Robert Everett,*

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Inventor:

*Washington I. Ludlow,*

By *James L. Norris,*

*Atty.*



# UNITED STATES PATENT OFFICE.

WASHINGTON I. LUDLOW, OF CLEVELAND, OHIO.

## SEAL-LOCK.

SPECIFICATION forming part of Letters Patent No. 401,286, dated April 9, 1889.

Application filed October 9, 1888. Serial No. 287,665. (No model.)

*To all whom it may concern:*

Be it known that I, WASHINGTON I. LUDLOW, a citizen of the United States, residing at Cleveland, in the county of Cuyahoga and State of Ohio, have invented new and useful Improvements in Seal-Locks, of which the following is a specification.

My invention relates to seal-locks for railway, freight, and other cars, as well as for packages, trunks, and other receptacles. It is the purpose of my invention to provide a simple and inexpensive seal-lock capable of attachment to any part of a car-door and door-jamb, or to any portion of the lid and body of other receptacles, whereby the attempt to tamper with the lock will be immediately detected. It is my purpose also to provide a seal-lock which may be readily and easily attached to a car or package, which shall be light and convenient, capable of receiving large and plain lettering, and of being easily and instantly broken or opened.

The invention consists in the several novel parts and combinations of parts hereinafter fully set forth, and then definitely pointed out in the claims.

In the accompanying drawings, Figure 1 is a front elevation of a part of a car showing my invention applied thereto. Fig. 2 is a central horizontal section of Fig. 1 on the line  $x x$ . Fig. 3 is a detail perspective of one of the lock-plates. Fig. 4 is a view of the strip as it is manufactured for use. Fig. 5 is a view showing a modified construction.

In the said drawings, the reference-numeral 1 denotes the car-door, and the numeral 2 designates the door jamb or casing, these parts being of any known or suitable construction. To the door, at any point desired, but probably near the bottom, to permit ready access, is applied a lock-plate, 3, having a threaded shank, 4, which is screwed into the wood. The body of this plate may be of any form; but for convenience and cheapness of construction I give it a flattened, rounded, or other shape. In or near the central portion of this body or head is formed a slot or opening, 5, cut completely through the same and having a width somewhat in excess of the width of the flat metallic strip, presently to be described. A similar plate, 6, constructed

in all respects like that described, is in like manner attached to the jamb or casing 2 in suitable proximity to the plate 3.

The numeral 7 denotes a thin strip of sheet metal, constituting the seal-slip, any kind of malleable metal being suitable for the purpose. The thickness of the slip is preferably not far from the one-hundredth part of an inch to enable it to be impressed or embossed by a hand-stamp of any suitable kind, and the width of the slots 5 is such as to permit the entrance of the smooth or unembossed portion of said strip. Its length is such that when introduced in the slot 5 in both plates the ends will project more or less beyond the latter, as shown in Fig. 1.

In manufacturing the seal-slips they are cut to proper length from a long strip, and upon one end of each is embossed or stamped the letters denoting the road over which the car runs, or to which it belongs. The other end of the strip is left plain to enable its insertion in the slots 5 of the plates. After insertion the projecting portion of the unstamped end is embossed by a hand-stamp with the letters or numerals or other characters signifying the station at which the seal-slip was attached. If greater security is desired, one or more bars, 7<sup>a</sup>, or other figure, may be embossed upon each end of the slip contiguous to the plate. The face of the plate may be provided with a depression, 8, surrounding the slot 5, to guide the entering end of the seal-slip. Moreover, I propose to cut the slots 5 of greater length upon the inner face of each plate than upon the outer face to permit a degree of vertical displacement of the plate in opposite directions without rupturing the slip.

Instead of employing the two separate and independent plates 3, formed with screw-shanks 4, I may employ angle-plates 9, which will seat upon the edge of the door and casing, respectively, where they may be fastened by screws or nails. In other respects these angle-plates are constructed like the disconnected and independent plates shown in Figs. 1, 2, and 3.

Openings 10 may be provided in the plates to permit the use of other forms of locks, if desired. The lock is applicable to freight-

car doors, or to trunks, chests, packages, and various receptacles without change.

What I claim is—

1. In a seal-lock, the combination of a slot-  
5 ted plate rigidly secured to a door-casing, and  
a similar but independent slotted plate rigidly  
secured to and movable with an opening  
and closing door, with a thin straight metallic  
strip passing through the slots of the  
10 plates and having its projecting ends embossed  
or stamped with letters or other designs,  
substantially as described.

2. In a seal-lock, the combination, with  
plates having slots of greater length upon one  
side than upon the other, of a thin metallic 15  
seal-slip inserted in said slots and having its  
projecting ends embossed with suitable characters,  
substantially as described.

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

WASHINGTON I. LUDLOW.

Witnesses:

C. W. OSBORNE,  
A. G. DOWNING.