

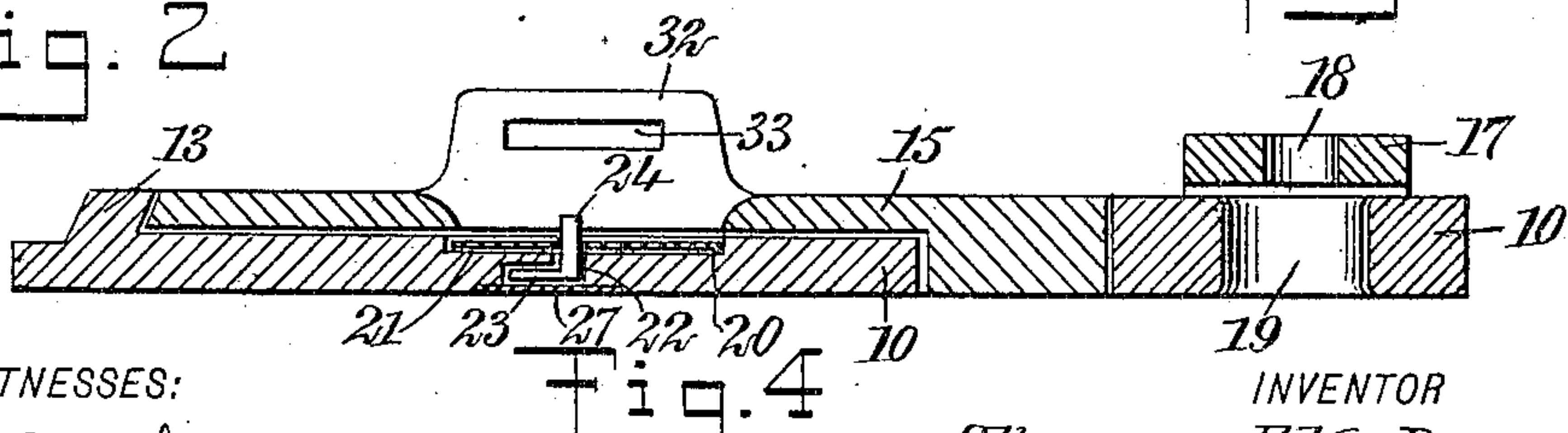
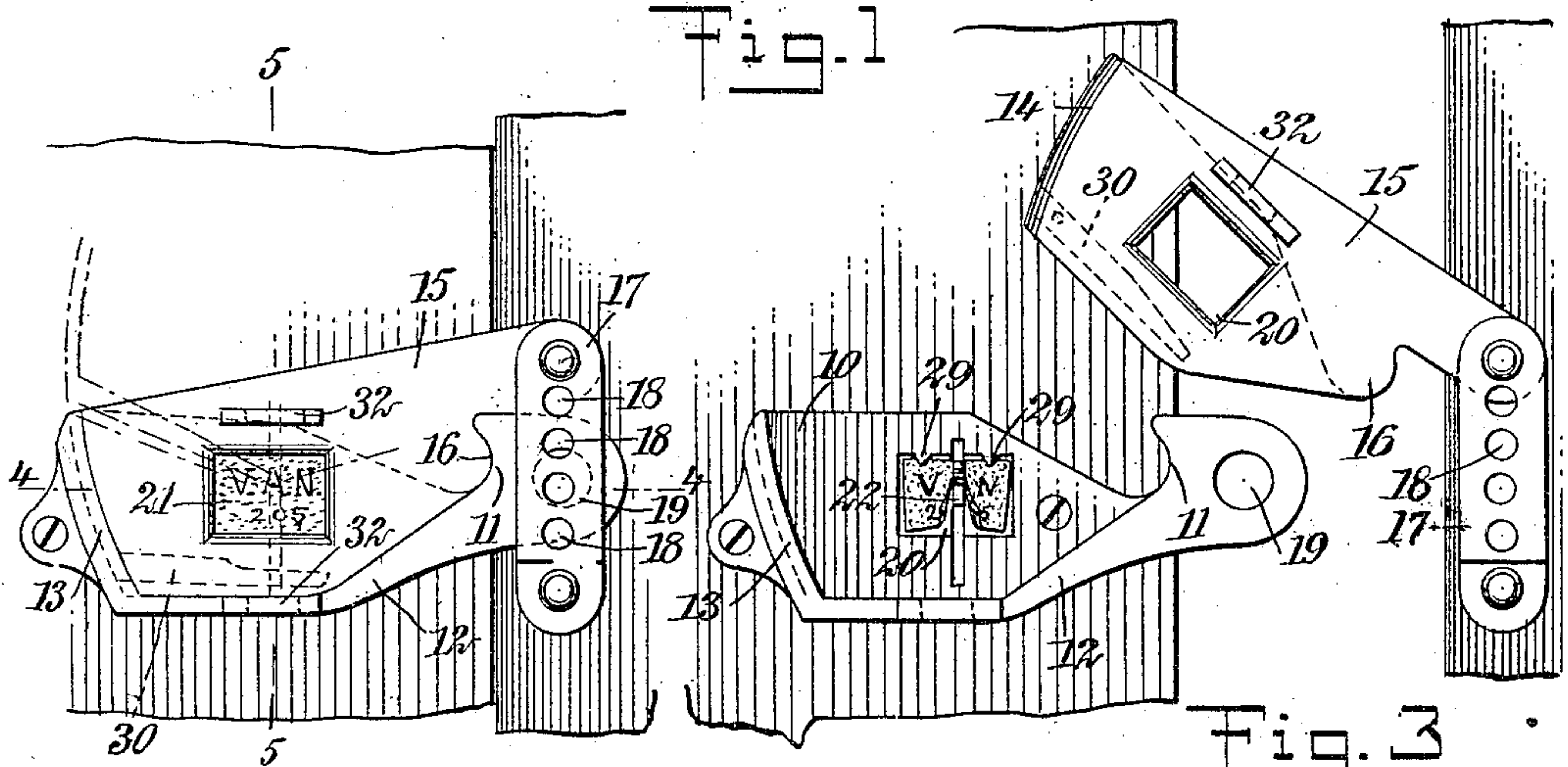
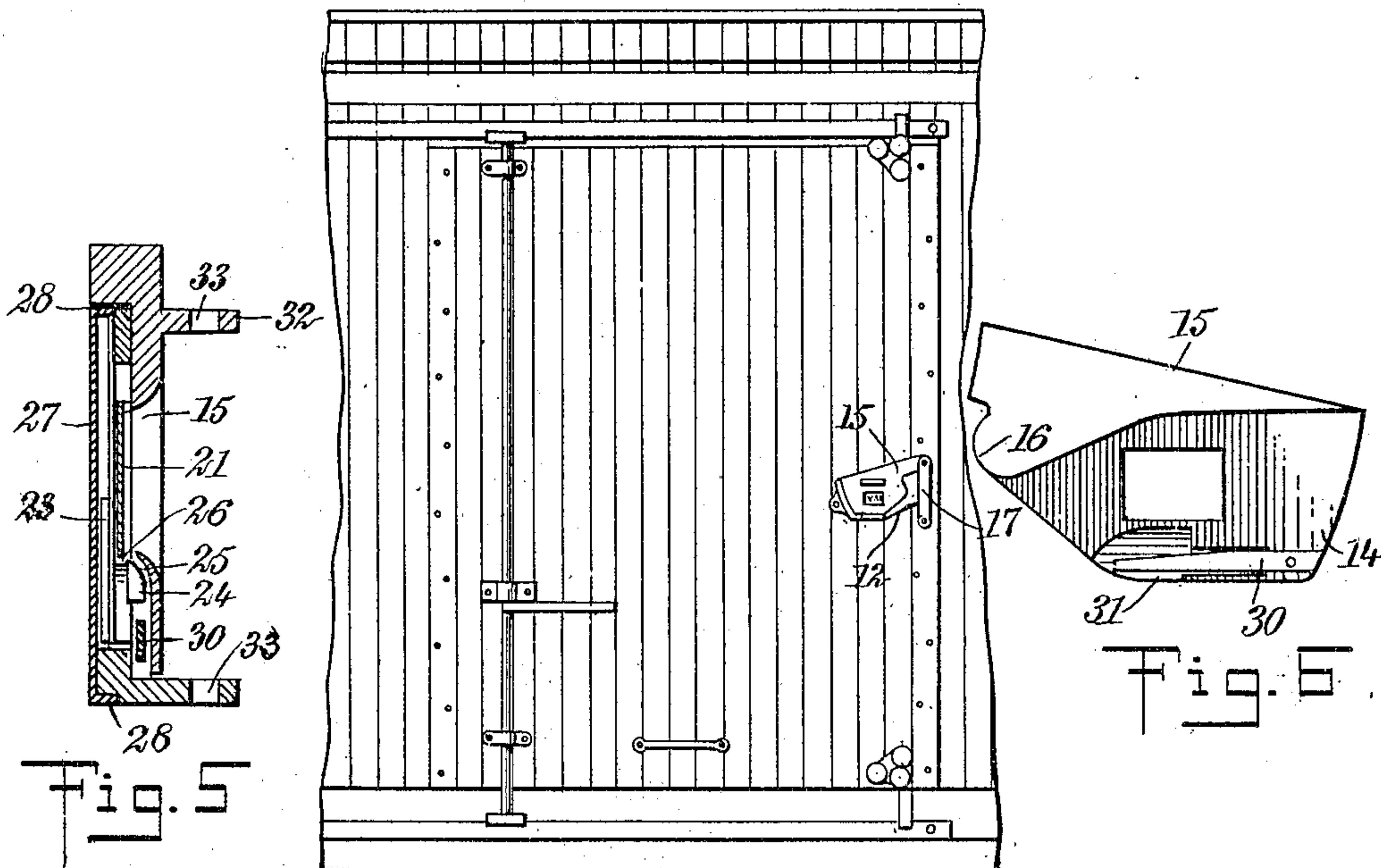
No. 837,758.

PATENTED DEC. 4, 1906.

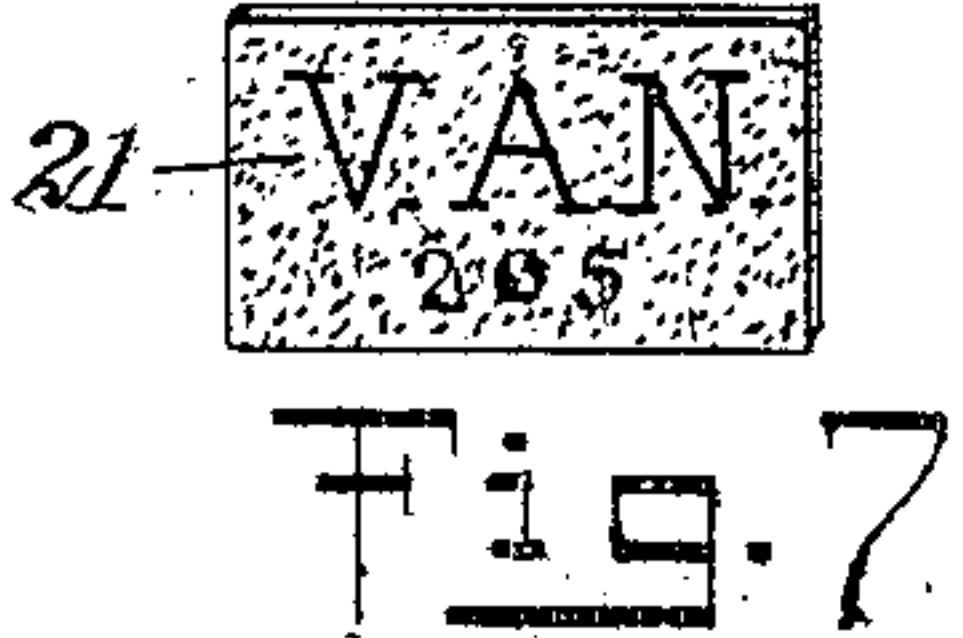
T. E. VAN DERWERKEN.

SEAL LOCK.

APPLICATION FILED FEB. 14, 1906.



WITNESSES:
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THEODORE EDDY VAN DERWERKEN, OF GREEN ISLAND, NEW YORK,
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SEAL-LOCK.

No. 837,758.

Specification of Letters Patent.

Patented Dec. 4, 1906.

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To all whom it may concern:

Be it known that I, THEODORE EDDY VAN DERWERKEN, a citizen of the United States, and a resident of Green Island, in the county of Albany and State of New York, have invented a new and Improved Seal-Lock, of which the following is a full, clear, and exact description.

My invention relates to a lock for cars and for other purposes, the principal objects being to provide means whereby a destructible seal can be applied to the lock in such a manner that the opening of the lock will cause the destruction of the seal, to provide means also whereby the car can be locked with an ordinary wired seal either when the seals which are intended to go with the lock are absent or even when the door is not fully closed, also to provide simple and effective means for holding the seal, for destroying it, and in general simplifying and improving locks of this character.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the figures.

Figure 1 is a side elevation of a portion of the car, showing a lock constructed in accordance with the principles of my invention applied thereto. Fig. 2 is an elevation on an enlarged scale, showing the lock in closed position with the seal in place. Fig. 3 is a similar view showing the door and lock open and the seal destroyed. Fig. 4 is a sectional view on the line 4 4 of Fig. 2. Fig. 5 is a sectional view on the line 5 5 of Fig. 2. Fig. 6 is a rear elevation of the movable part of the lock, and Fig. 7 is a plan of the seal which I prefer to employ.

On one portion of the device to be locked, preferably on the movable portion or the door, I locate in a fixed position a plate 10, the plate 10 having an undercut recess 11 on its upper side and a flat surface extending over the main portion of the plate and bounded by a ledge 12. The outer side 13 of this ledge is curved to correspond with the curved edge 14 of a pivoted latch 15, which constitutes the second part of the lock and is preferably pivoted on the frame or other stationary part of the structure to which the lock is to be applied. The latch is provided

with a projection 16, which when the parts are locked together fits into the undercut depression 11, as is indicated in Fig. 2. This latch is preferably pivoted on a bracket 17, which is provided with perforations 18, and the end of the plate is also provided with a perforation 19. These perforations constitute means whereby the wire of an ordinary seal can be employed to seal the car when the door is not entirely closed or when the seal which I further employ is not at hand. The plate 10 is provided with a depression 20 for the reception of a seal 21. I prefer to construct this seal in the simple form of a thin sheet of lead or other readily-destructible metal or the like. Through the depression 20 runs a slot 22, in which is located a slide 23. This slide has a projection 24 extending upwardly through the slot and provided with a rounded edge 25 on its top. Immediately below said edge is a sharp edge 26, constituting a cutting-blade. This slide rests upon a plate 27, which is fitted in the bottom of the plate 10 and extends to the upper edge thereof. The plate has a flange 28 fitting in a socket in the plate 10 to assist in holding it in position. The plate 10 is provided with a pair of clips 29, which extend inwardly from the surface of the depression 20 and hold the seal in position under normal conditions.

The operation of the cutting-blade on the slide 23 is caused by a resilient arm 30 on the rear of the latch. This arm is fixed to the latch at one end, and the latch is provided with a depression 31 at the other end to permit the arm to spring inwardly during its passage by the projection 24. This depression extends beyond the end of the latch, which is slightly slanted and permits the operation which will now be described.

In order to seal the lock, a sheet-metal or other seal is placed in the depression 20, the slide being at the lower edge thereof. When the door is closed, the latch is brought around on its pivot into the surface located between the two parts of the ledge, and in entering it will be seen that the arm 30 passes over the seal until it comes into engagement with the surface 25 of the cutter. The further movement of the latch causes the arm 30 to be forced inwardly until it passes over the rear edge of the cutter. The opening of the latch will then cause the cutter to move out along

the slot in which it is located, so as to tear the seal. As the latch moves upward the resilient arm 30 assumes an inclined position with respect to the projection 24, and when
5 the cutter reaches the end of its stroke the projection is at the end of the resilient arm 30 and slips over, as clearly shown in dotted lines in Fig. 2.

In order to provide further means for sealing the parts together when they are in closed position, I have provided a pair of lugs 32,
10 one on the latch and one on the plate 10, each of these lugs having a perforation 33. The wire of the seal can be put through these perforations and the car sealed in a manner similar to the usual one.
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Having thus described my invention, I claim as new and desire to secure by Letters Patent—

20 1. A seal-lock comprising a plate having a depression for a seal and a slot extending across said depression, a cutting-blade located in said slot, and a latch having means for operating said cutting-blade.

25 2. A seal-lock comprising a plate having a depression for a destructible seal, a slot extending across said depression, a slide located in said slot and having a cutting edge, and a latch having means for operating said cut-

ting edge when the latch is moved away from
said plate. 30

3. A seal-lock comprising a plate having a depression for receiving a destructible seal, and a slot extending across said depression, a
slide located below said slot and having a
35 projection provided with a cutting edge extending into the said depression, said projection having a curved upper surface, a latch for engaging the plate and provided with a
40 resilient arm adapted to move over said curved surface and engage beneath the projection when the latch is engaged with the plate whereby to move the slide when the latch is disengaged from the plate.

4. A seal-lock comprising a plate having
45 means for supporting a destructible seal and provided with a ledge on one side thereof, a bracket, a latch pivoted to said bracket and adapted to fit within the said ledge, and a
50 pair of perforated lugs, one on the latch and the other on the ledge.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

THEODORE EDDY VAN DERWERKEN.

Witnesses:

JOHN P. DEAL,

FRANK H. DEAL.