E. L. PITTS.

SEAL LOCK.

APPLICATION FILED APR. 1, 1909.

940,475.

Patented Nov. 16, 1909.

Fig. 1.

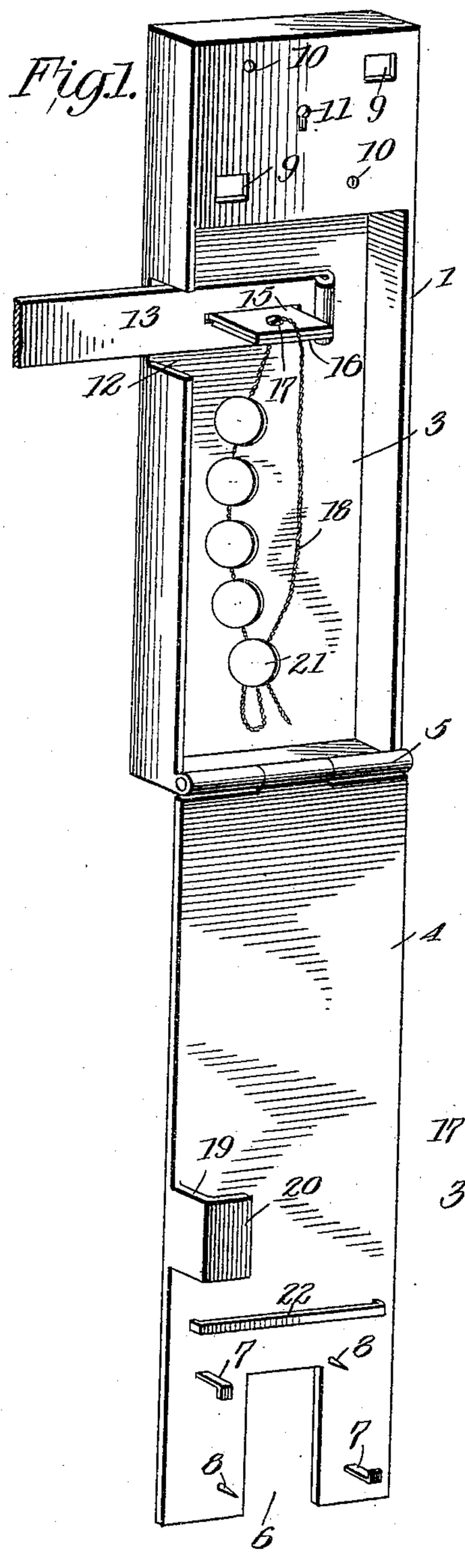


Fig. 2.

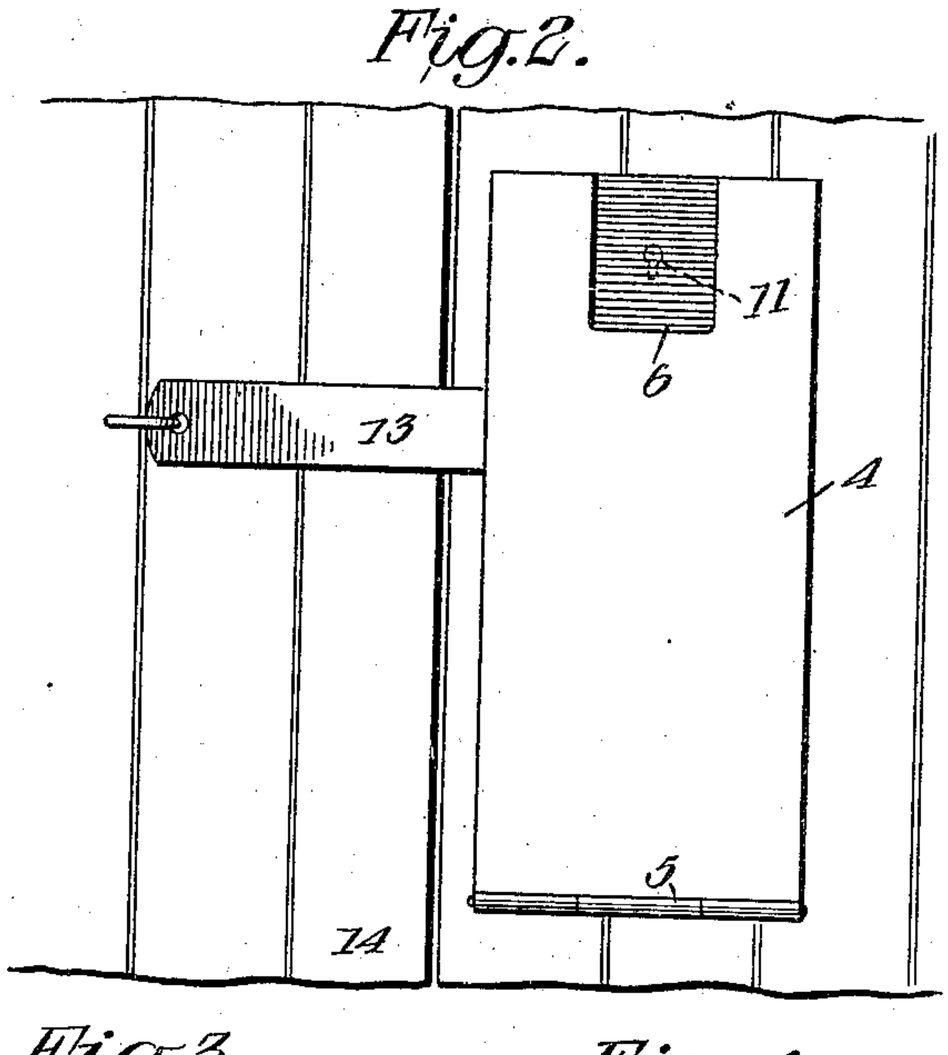


Fig. 3.

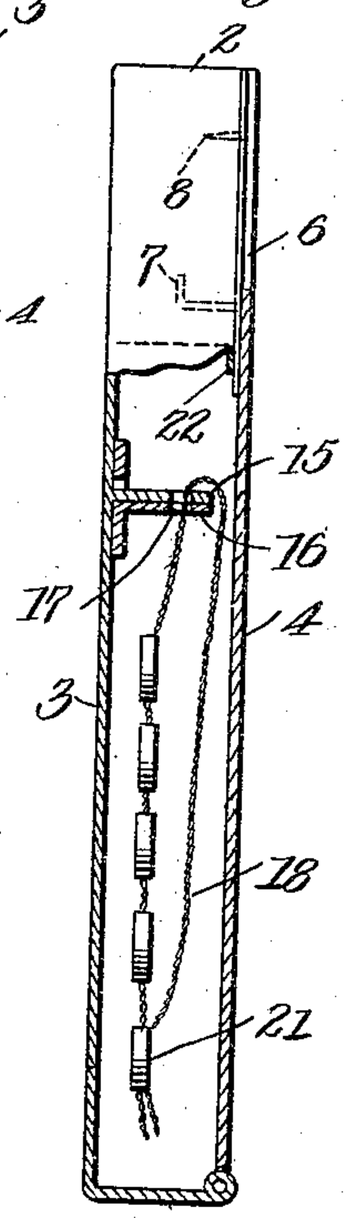


Fig. 4.

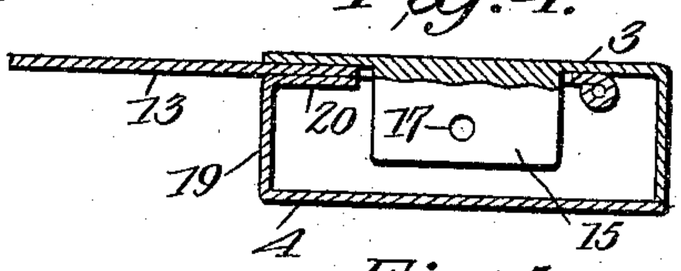


Fig. 5.

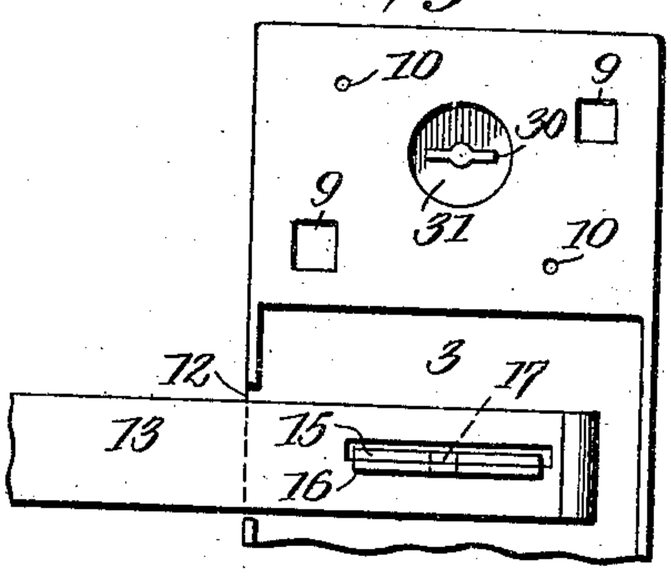
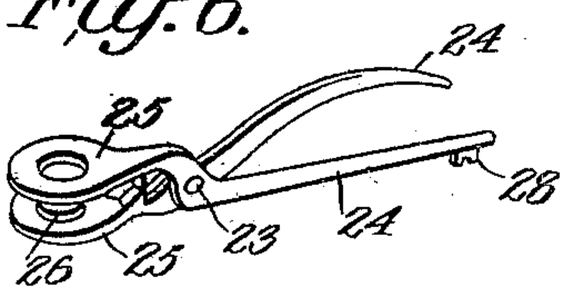


Fig. 6.



WITNESSES

Samuel E. Wade.

C. E. Thomas.

INVENTOR

EDWARD L. PITTS

BY Munn & Co.

UNITED STATES PATENT OFFICE.

EDWARD LINCOLN PITTS, OF YUMA, ARIZONA TERRITORY, ASSIGNOR OF ONE-THIRD TO ANDREW J. LOCKE AND ONE-THIRD TO JACOB E. LUDY, BOTH OF YUMA, ARIZONA TERRITORY.

SEAL-LOCK.

940,475. Specification of Letters Patent. Patented Nov. 16, 1909.

Application filed April 1, 1909. Serial No. 487,249.

To all whom it may concern:

Be it known that I, EDWARD LINCOLN PITTS, a citizen of the United States, and a resident of Yuma, in the county of Yuma and Territory of Arizona, have invented a new and useful Improvement in Seal-Locks, of which the following is a specification.

My invention is an improvement in seal record devices, and consists in certain novel constructions and combinations of parts hereinafter described and claimed.

The object of the invention is to provide a device for use on railroad freight cars, registered mail sacks, etc., whereby a continuous and permanent record of the times the car is opened and closed may be obtained.

Referring to the drawings forming a part hereof, Figure 1, is a perspective view of the device open, Fig. 2, is a front view of the same closed, Fig. 3, is a side view partly in section, Fig. 4, is a transverse section, Fig. 5, is a partial front view of a modified form, and Fig. 6, is a perspective view of a combination tool for use with the device.

The present embodiment of the invention comprises a casing 1, rectangular in cross section, and divided into two compartments, an upper small closed compartment 2, containing a spring lock of any preferred construction, and a lower large compartment 3, closed by a door 4, hinged to the lower end of the casing as at 5, the door extending the full length of the casing when closed. The upper end of the door is provided with a central opening or recess 6, and upon each side of the recess with a catch 7, for coöperating with the lock, and a pin 8 for a purpose to be presently described. The compartment 2, forms the case for the lock, and is provided with openings 9, for permitting the passage of the catches, other openings 10 for receiving the pins, and a keyhole 11, the recess 6 permitting the keyhole to appear therethrough, when the door is closed. The side wall of the lower compartment 3 is notched as at 12, for permitting the passage of the hasp 13 on the car 14, and the rear wall of the casing is provided with a staple 15, which projects through the slot of the hasp. The hasp is also provided with a staple 16 at the lower side of the slot and which overlies the staple 15, as shown in Fig. 1, and both staples are provided with openings 17 registering with each other, and through which is passed the seal wire 18. The cover 4 has upon the edge adjacent to the notched side of the casing, a plate 19, provided at its end with an angular portion 20, the plate registering with and closing the notch, with the angular portion pressing against the staple. The casing is thus tightly closed and the hasp prevented from movement with respect to the staple.

In the use of the device, as for instance on a freight car, of which it would be a permanent fixture, the car is closed, a wire inserted through the registering openings of the hasps, and an ordinary sealing disk 21, of lead or other suitable material is sealed on the wire, after a number of loose disks are strung upon one end of the wire, the seal disk retaining them in place. A slip of paper is now placed on the face of the lock, and bearing characters or numbers corresponding to those on the seal, and the cover is closed and locked, the pins and catches passing through the paper and retaining it in place. The paper covers the keyhole, for which reason the car cannot be tampered with, without the paper showing it. At the next place where the car is opened, one of the wires is cut inside of the sealed disk, the car is opened and again closed, sealed and locked as before described, a new slip of paper, however, being inserted. When the car reaches its final destination a complete record of the stations where it was opened and closed will be found on the seals on the wire, while the record between stations is found on each paper.

In Fig. 6 is shown a combination tool for use with the device, the tool consisting of two sections pivoted together in crossed relation as at 23, each being provided on one side of the pivot with a handle portion 24, and upon the other side with a blade 25, each blade being disk shaped as shown. One of the blades 25, is provided with a seal plate or die 26, and the other with an opening 27 registering with the die, and each blade is provided with a cutter 28, between the seal or the opening and the pivot. One of the handle portions 24, is straight and circular in cross section, and near its free end is provided with a key bit 28, for unlocking the spring lock.

The use of the tool will be clear from its description, and it is not thought necessary to further describe the same.

In Fig. 5 is shown a slightly modified form of device, the key being replaced by a button 30, which is operatively connected with the lock, for turning the same, and is not severable. The lock casing front wall is recessed as at 31, so that the button will not interfere with the operation of the cover.

I claim:

1. A device of the class described, comprising a main casing having at its one end a spring lock casing, a cover hinged to the other end of the casing, and having in its free end a recess, and provided adjacent to the recess with catches for coöperating with the lock, and with pins, and a keyhole uncovered by the recess, the main casing having in its side wall a notch for permitting the passage of a hasp, and on its rear wall a staple for engagement by the hasp, and for permitting the passage of a seal wire, the cover having a plate registering with the notch and closing the same, said plate having an angular portion at its free end for engaging the hasp.

2. A device of the class described, comprising a casing having at one end a lock, and provided inside the casing with a staple, and having a notch in one side edge in line with the staple for the passage of a hasp, a cover for the casing provided with catches for engagement by the lock, and with pins, the lock having openings for receiving the pins; said cover having a recess for permitting access to the lock, and said cover having an integral plate on one side edge for closing the notch.

3. A device of the class described, comprising a casing provided with a lock, and a staple within the casing and an opening in the side thereof for the passage of a hasp, and a cover hinged to the casing and provided with catches for engaging the lock, the cover having a cutaway portion at the lock for the purpose set forth.

4. In a device of the class described a sealing means for connecting a closure to a receptacle, a casing for containing said means, a cover for the casing, means for locking the cover to the casing, and means in connection with the cover for securing a frangible member over the locking means, to prevent access thereto without rupturing the frangible member.

EDWARD LINCOLN PITTS.

Witnesses:
H. WUPPERMAN,
S. LINES.