

(No Model.)

2 Sheets—Sheet 1.

S. E. ALLEN.

SEAL LOCK.

No. 349,871.

Patented Sept. 28, 1886.

Fig: 1.

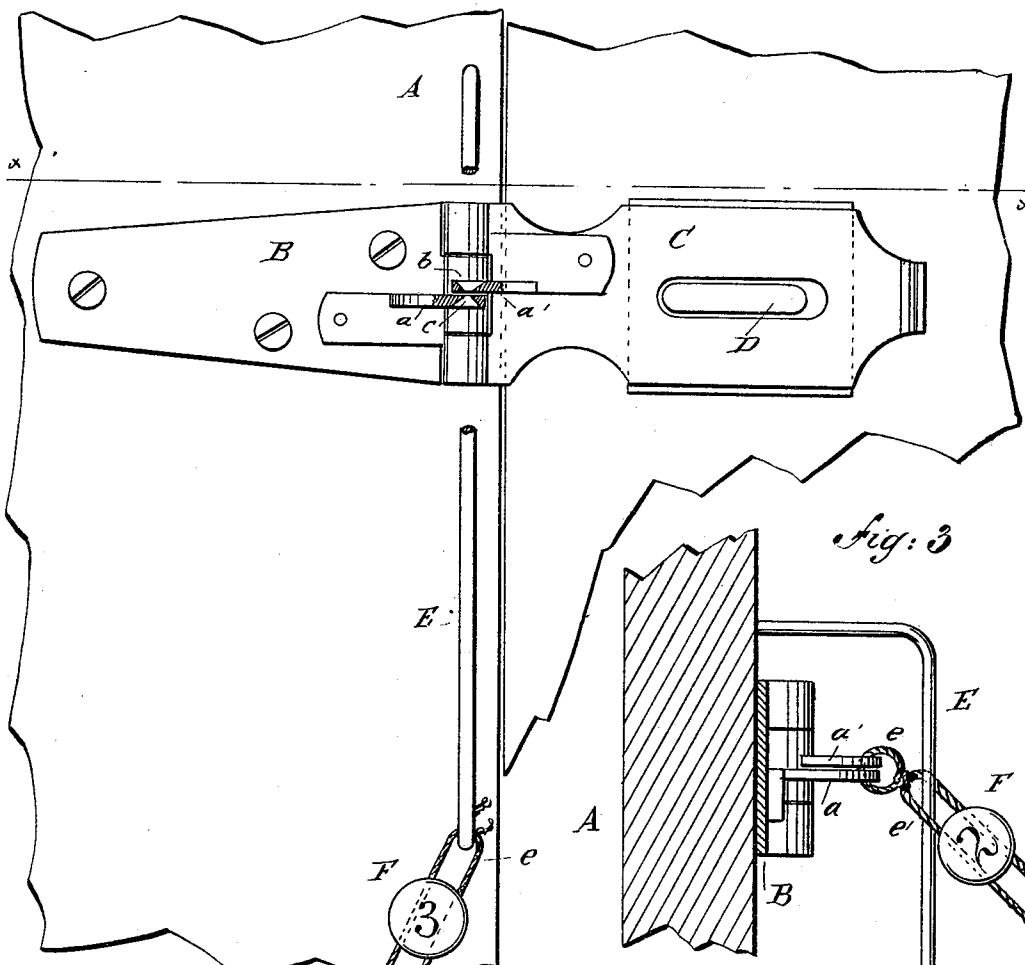


Fig: 3

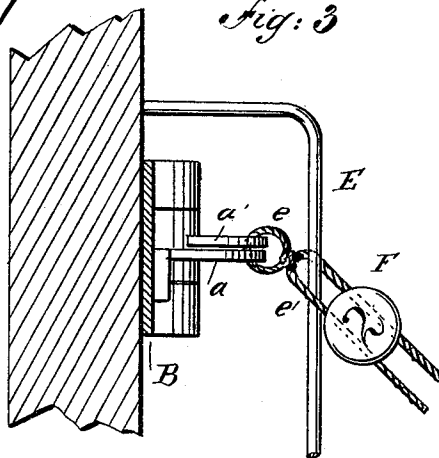
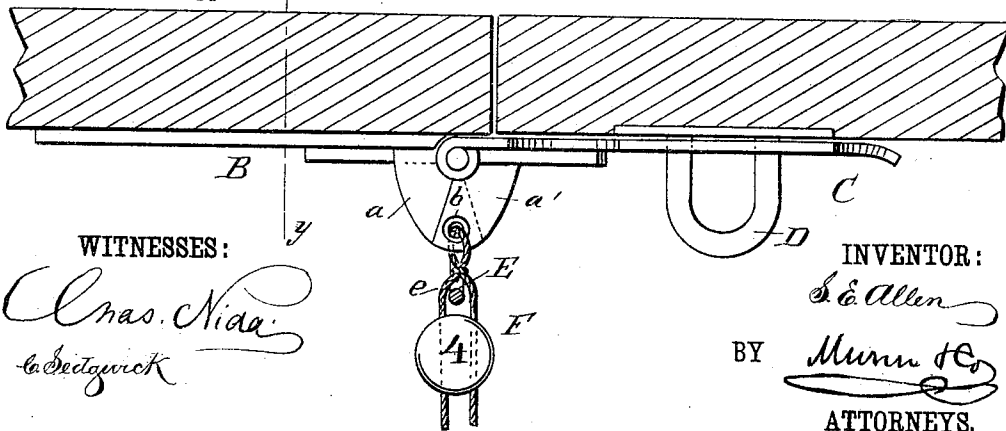


Fig. 2.



WITNESSES:

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INVENTOR:

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ATTORNEYS.

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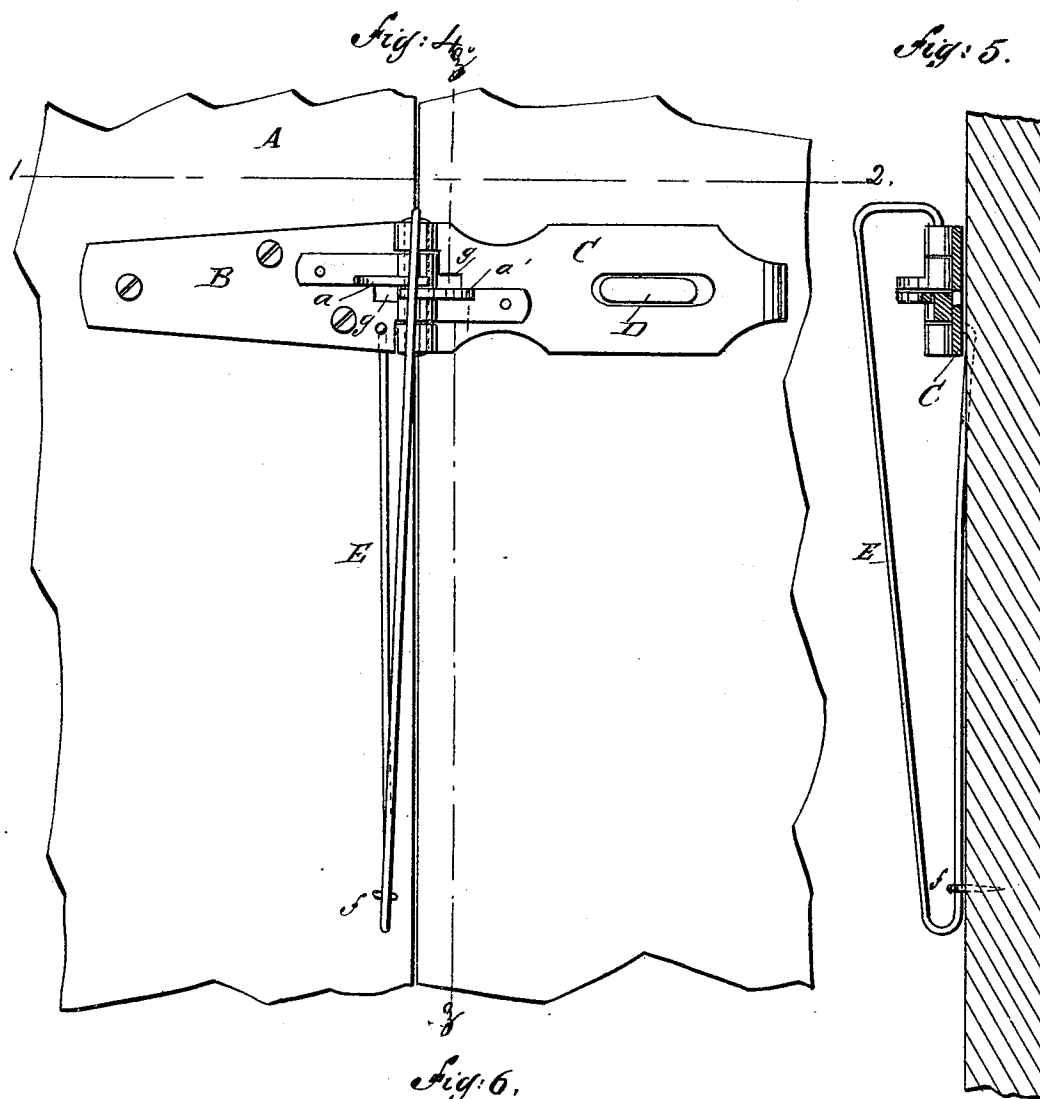
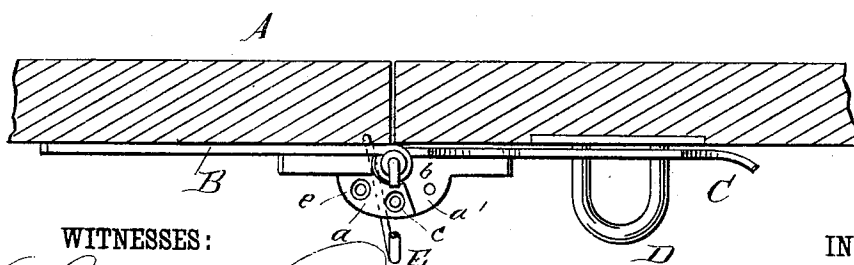


Fig. 6.



WITNESSES:

Chas. Viola
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UNITED STATES PATENT OFFICE.

SIDNEY E. ALLEN, OF WINSTON, NORTH CAROLINA.

SEAL-LOCK.

SPECIFICATION forming part of Letters Patent No. 349,871, dated September 28, 1886.

Application filed July 29, 1886. Serial No. 209,444. (No model.)

To all whom it may concern:

Be it known that I, SIDNEY E. ALLEN, of Winston, in the county of Forsyth and State of North Carolina, have invented a new and
5 Improved Seal-Lock, of which the following is a full, clear, and exact description.

My invention consists, principally, of the combination, with a seal for car-doors and other
10 objects, of a receiving-wire or holder for retaining the seal after it is broken.

The invention also consists in combining the seal and receiving-wire with the hasp of the
lock, so the opening of the hasp will cut the seal-wire or other connection.

15 In applying the seal the hasp is closed, and the sealing-wire inserted and tied between the receiving-rod and lock, and then the lead seal is applied to the extremities of the wire. Then the sealing-pinchers are applied to the
20 lead which closes it upon the sealing-wire, and at the same time impresses a number or other device upon the seal to denote its origin. In case the car is opened before it reaches its destination the sealing-wire is broken from the
25 lock, but the seal and wire are retained by the receiving-rod. The car being closed will again be sealed in the same manner with a new seal, the lead of which will be impressed with another number or device indicating the station
30 at which it was applied. This is repeated every time the car is opened until it reaches its destination, at which point the agent will remove from the receiving-rod the accumulated seals, which together make a perfect record, so that if any article is lost from the car
35 it can be traced directly to the points at which the car was opened without going to all intervening points.

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

Figure 1 is a broken front elevation illustrating my invention applied to the body of a
45 car and car-door, parts being shown in section, and a broken seal held by the seal holding or retaining device. Fig. 2 is a sectional plan view of the same, taken on the line *xx* of Fig. 1, a seal being applied to the lock. Fig. 3 is
50 a sectional elevation of the same, taken on the line *yy* of Fig. 2. Fig. 4 is front elevation of

a part of a car body and door, showing the lock and the seal-retaining device made a part
of the lock. Fig. 5 is a sectional elevation
taken on the line *zz* of Fig. 4, and Fig. 6 is a
horizontal section taken on the line 1 2 of the
same figure.

A represents a door provided with a plate,
B, to which the hasp C is hinged, which is
adapted to close over the staple D.

50 E is the receiving wire or rod for the seals. This rod is arranged in this instance in door A, in line with the hinge joining the plate B and hasp C, the seal in this instance being
65 applied to the lugs or plates *a a'*, attached, respectively, to the plate B and hasp C. The lugs *a a'* are correspondingly perforated at *b c*, for the passage of the sealing-wire *e*, so that the act of opening the hasp C will cut the said
70 sealing-wire. The perforations *b c* are countersunk, as shown, to form opposing cutting-edges.

In Figs. 4, 5, and 6 the receiving-wire E is
attached at one end to the plate B of the hinge,
and at the other to the pintle of the hinge, so
75 that the lock and receiving-wire are made together as one article, the receiving-wire requiring no extra attachment except the staple *f*, which should be used if the receiving-wire
80 is of considerable length.

In order that the lugs *a a'* may not interfere
with the opening fully of the hasp C, I form
in the hasp and in the plate B the clearance
spaces *g g*, into which the adjacent ends of the
lugs may pass when the hasp is turned back.

85 In applying the seal the wire *e* is passed through the perforations *b c* and tied next to the lugs *a a'*. The ends of the wire are then brought out, one on each side of the receiving-wire E, and the seal F applied, outside of the
90 wire E, as shown in Fig. 3. The seal is then pressed or closed upon the wire with pinchers, which at the same time impress into the seal a figure or device (as in Fig. 2, for example)
95 indicating the station at which the car is locked. The car being opened at another station the hasp in the act of opening it will cut the wire *e*, and the seal will drop to the bottom of the rod E, where it will be retained, as shown in
100 Fig. 1. In case the car is opened several times there will be as many seals upon the wire E, each with a different mark, so the seals

give a clear record of the number of times and places at which the car was opened, thus greatly facilitating the tracing of lost packages.

Having thus fully described my invention,
5 I claim as new and desire to secure by Letters Patent—

1. The combination, with a seal-lock, of a receiving device for holding and retaining the seals, when broken, substantially as described.

10 2. The plate B and hasp C, hinged to the plate B by an ordinary knuckle-hinge, in combination with the apertured plates *a a'*, attached, respectively, to the plate B and hasp C at the hinge, so that in opening the hasp C
15 the plate *a'* will swing in a plane parallel with the plane of the plate *a*, for severing the seal-wire, substantially as described.

3. The combination, with the plate B and hasp C, hinged together, of the seal-retaining

wire E, permanently attached at its ends to the 20 lock, substantially as described.

4. The plate B and hasp C, provided with perforated lugs *a a'*, in combination with the seal holder or receiver E, substantially as described.

5. The method herein described of sealing 25 cars and other objects, which consists in uniting the wire to the lock with a knot, then connecting the wire with a receiver for the broken seals, and finally compressing the leads upon 30 the sealing-wire and forming a figure or design thereon to indicate the origin of the seal, substantially as and for the purposes described.

SIDNEY E. ALLEN.

Witnesses:

P. F. DUFFY,

CHAS. S. JOHNSON.