E. L. PITTS.

CAR SEALING DEVICE.

APPLICATION FILED JAN. 18, 1910.

972,716.

Patented Oct. 11, 1910.

2 SHEETS—SHEET 1.

Fig. 1.

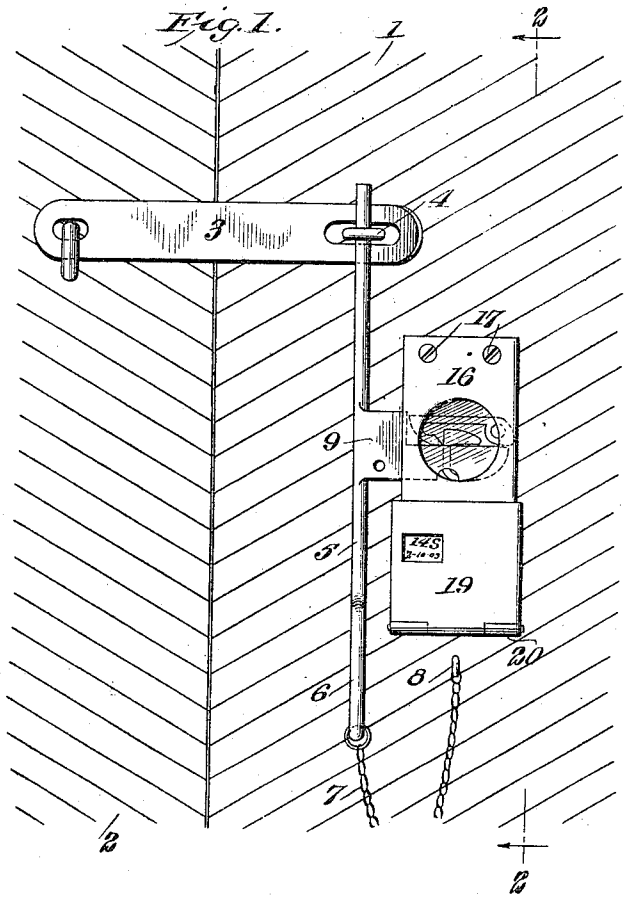


Fig. 2.

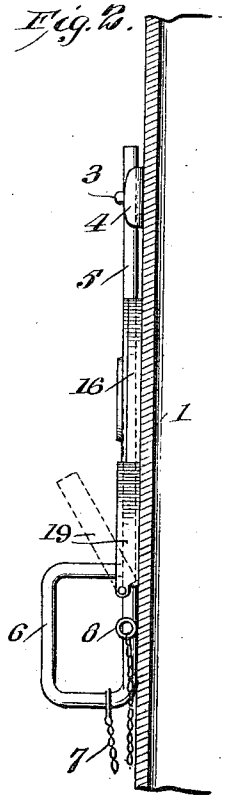


Fig. 5.

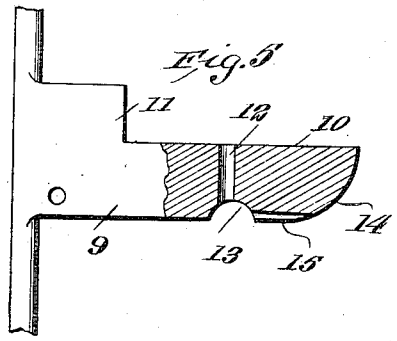
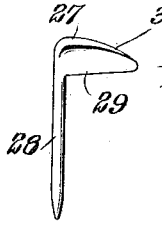


Fig. 6.



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2 SHEETS—SHEET 2.

Fig. 3.

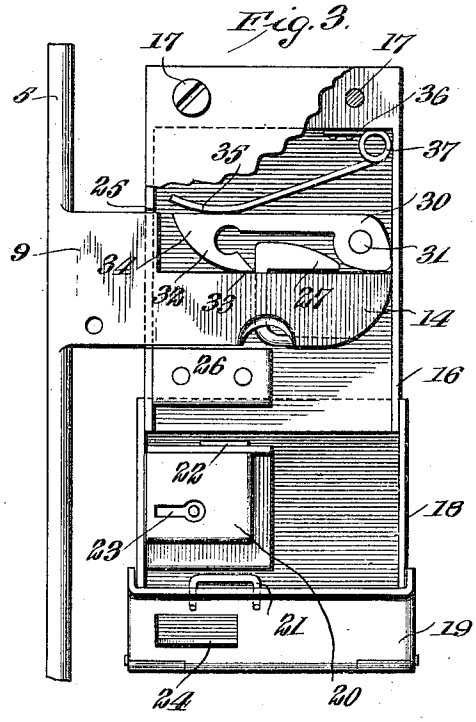


Fig. 4.

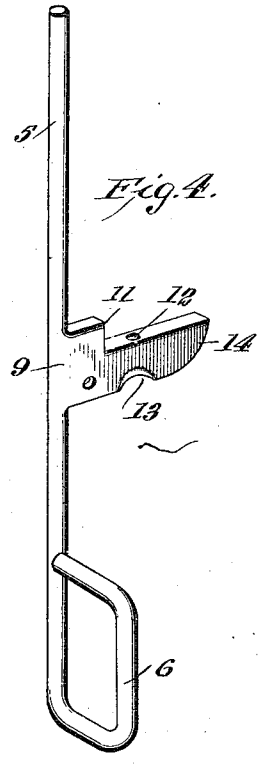


Fig. 7.

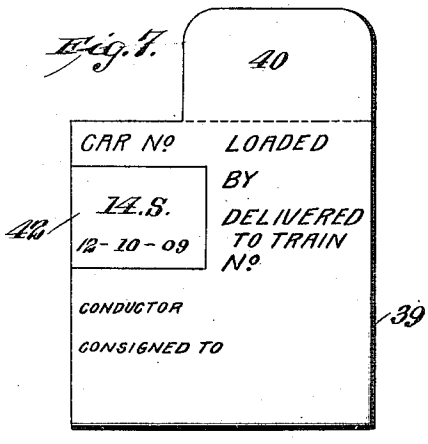
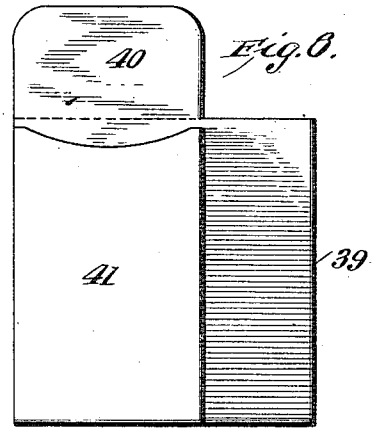


Fig. 8.



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EDWARD LINCOLN PITTS, OF YUMA, ARIZONA TERRITORY, ASSIGNOR OF ONE-THIRD TO JACOB E. LUDY AND ONE-THIRD TO JOHN M. HESS, OF YUMA, ARIZONA, TERRITORY.

CAR-SEALING DEVICE.

972,716. Specification of Letters Patent. **Patented Oct. 11, 1910.**

Application filed January 18, 1910. Serial No. 538,595.

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 made certain new and useful Improvements in Car-Sealing Devices.

My invention is an improvement in car sealing 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 of the character specified, by means of which a complete record may be kept under lock of when and by whom the car is loaded, of each opening of the car door, and the place of opening, and wherein it will be impossible to open the car door without leaving such record in the receptacle provided.

Referring to the drawings forming a part hereof, Figure 1 is a front view of the improvement in place, Fig. 2 is a section on the line 2—2 of Fig. 1, Fig. 3 is a front view of the casing with the door open, Fig. 4 is a perspective view of the operating or locking rod, Fig. 5 is a side view of the projection on the locking rod partly in section, Fig. 6 is a perspective view of the seal proper, Fig. 7 is a front view of the loader's check, and Fig. 8 is a rear view of the same.

The embodiment of the invention shown in the drawings, is shown applied to a car 1, having a door opening closed by a door 2, and held closed by a hasp 3 secured on the door, and engaging a staple 4 on the car. The hasp is held on the staple, by means of a locking rod or lever 5, having at one end a handle 6 which is engaged by one end of a chain 7, having the other end secured to the car as at 8, the other end of the lever being adapted to pass through the staple whereby to hold the hasp in place. A projection 9 extends laterally from the rod intermediate its ends, and the upper side of the projection is cut away toward its outer end, as at 10, to form a shoulder 11. The projection is also provided with a vertical opening 12, and with a semicircular recess 13 on its under face at the end of the opening. The lower corner of the end of the lug is beveled or cam shaped as shown at 14, and a longitudinal groove 15 connects the recess with the beveled end.

A casing 16 is secured to the side of the car by screws 17, the lower end 18 of the casing being enlarged, and provided with a door 19, hinged to the bottom end of the casing, and held closed by a spring lock 20. The lock 20 is secured to the rear wall of the casing, and a staple 21 is arranged on the door for engagement by the bolt 22 of the lock. The key hole 23 of the lock is accessible through an opening 24 in the door, and is covered when the car is sealed by the loader's record to be presently described in detail, so that the door cannot be unlocked without mutilating the record. The upper part 16 of the casing is provided with a lateral opening 25, through which the lug 9 may enter the casing, and a block 26 is secured to the casing below the opening, the said block extending approximately half across the casing, but stopping short of the outer end of the recess 13, when the lug is in place.

A seal of soft material is provided, preferably of lead or a like tenaceous and ductile material, the said seal comprising a head 27, and a stem 28, the head extending laterally from the stem, and having stamped therein a record 29, or other identifying device (Fig. 6). The free end of the stem is pointed, and the seal is placed by passing the stem through the opening 12, the end of the stem being then bent laterally into the groove 15, and the head resting on the upper face of the lug.

A lever 30 is pivoted above the lateral opening in the casing by one end as at 31, and the opposite end of the lever extends toward the lateral opening. The said end of the lever is provided with a hook 32 extending downwardly and backwardly toward the connected end of the lever, and provided with a cutting edge 33 at its extremity and the pivoted end is provided with a lug 31^a which engages the side wall of the casing, to normally hold the lever in substantially horizontal position. The lower face of the hook is inclined or beveled as shown at 34, for engagement by the head of the seal, in order that the head may lift the lever, and the lever is normally pressed downward by a plate spring 35, one end of which engages the free end of the lever, and the other end is secured to the casing at 36, a coil 37 being interposed in the length of the spring. The block 26 acts as a guide for the lug, in its inward movement, and the lever is lifted by

the end of the projection or lug as it enters the casing. It will be noticed that the upper face 38 of the head of the seal is also beveled or inclined, so that the hook will ride upon and over the head, as the lug moves into the casing.

The loader's check shown in Figs. 7 and 8 is formed from a sheet of paper or other frangible material 39, having at one end, and at approximately the center of the said end, a flap 40. One of the sides 41 is folded over the sheet to form a receptacle, and the flap 40 is provided with adhesive, and acts as a sealing flap for the receptacle. The entire device is of a size to fit within the lower part 18 of the casing, and to cover the same, hiding the key hole 23, so that to introduce a key a portion of the sheet must be perforated, thus indicating clearly that the lock has been operated. The outer face of the sheet is provided with suitable printed matter 42, as for instance "Car No." and a space for the number, "Loaded by 29 L," that is the number of the loader, "Delivered to train No." and a space for such number, "Condition," and "Consigned to" with space for remarks after the first, and for the consignee's name after the second. In addition, directly beneath the opening 24 of the door is a space bearing other indicia 42, a portion of which is the date of loading, and when the door is unlocked this space is ruptured or perforated by the key.

In operation, the loader after loading the car places the check in the lower part of the casing, and shuts the door. The lock is, as before stated, a spring lock, and the closing of the door operates the lock, to lock the door. The sealer now inserts the stem of a seal through the opening 12 of the lug 9, and bends the tip of the stem up into the groove 15, as shown in Fig. 3. The door of the car having been closed and the hasp placed over the staple, the upper end of the rod is passed through the staple as shown in Fig. 1, and the lug 9 is inserted in the lateral opening of the casing. The lower end of the rod is moved to the right of Fig. 1, and the engagement of the inclined face of the hook by the end of the lug, lifts the hook, and the lug passes into the casing. The hook rides on the upper face of the lug, and over the upper face of the head of the seal, and drops behind the head as shown in Figs. 1 and 3, thus preventing withdrawal of the lug from the casing, without cutting the seal. When the door is to be opened, the lower end of the rod is swung to the left. This movement brings the stem of the seal against the cutting edge of the hook, and the stem is sheared through, the head dropping down into the lower part of the casing. The door is again closed and sealed, in the same manner, and when opened the head of the new seal passes down in the lower part of the casing. It will be evident that every time the car is opened, a seal head is added to the collection in the casing, and as each head has an indication 29, showing the station at which it was applied, a complete record of station where the car was opened will be found in the casing. After the car is unloaded, the casing is opened by means of a key, the seal heads are placed in the receptacle of the sheet, sealed and delivered to the agent for future references. A record is thus had, of the loader, car number, train number, consignee, condition at loading, who loaded by, whom sealed by at first, and by whom sealed at each opening, and the date of loading. The car cannot be opened without severing a seal head and depositing the head in an inaccessible part of the casing, and thus a perfect record is found of every opening of the car and by whom closed.

I claim—

1. The combination with the staple and the hasp, of a rod for engaging the staple, said rod having a lateral projection provided with a vertical transverse opening and with a groove on its under face leading from the lower end of the opening to the end of the projection, said end being rounded at its lower corner, a casing having a lateral opening for receiving the projection, and a door in its front below the opening, a spring lock for the door, a lever pivoted in the casing above the opening, the free end of the lever extending toward the lateral opening, said lever having a hook at its free end extending downwardly and backwardly and having a cutting edge, and an inclined face for engagement by the projection to lift the said lever, and a seal of soft material comprising a head and a stem, the stem passing through the opening in the projection and being bent upwardly into the groove, the head resting on the upper face of the projection.

2. The combination with the hasp and the staple, of a rod passing through the staple for holding the hasp in place, said rod having a laterally extending lug, a casing having a lateral opening, a lever pivoted in the casing by one end above the opening and provided at its opposite end with a downwardly and backwardly extending hook having a beveled end for engagement by the lug to lift the hook, said hook having a cutting edge at its point, a spring normally pressing the lever downwardly, said lug having a vertical opening, a seal comprising a stem for extending through the opening of the lug, and a head resting on the upper face of the lug, and having a beveled upper edge for lifting the hook when the lug is entering the casing, said hook engaging behind the head when the lug is fully entered, a spring lock within the receptacle of the casing, a

cover hinged to the casing for closing the receptacle, and having means for engagement by the lock to hold said cover closed, said cover having an opening over the keyhole of the lock, and a sheet of frangible material inserted in the receptacle and covering the opening in the cover.

3. The combination with the car, of a door securing means including a rod, said rod having a lateral lug provided with a vertical opening, a seal of soft material comprising a stem passing through the opening and a head resting on the lug, a casing on the car having a lateral opening for receiving the lug, a hook pivoted in the casing and engaging behind the head of the seal when the lug is fully entered, said hook having a cutting edge, a receptacle in the casing below the hook, a door for the receptacle, a spring lock in the casing for holding the door closed, said door having an opening to permit access to the lock, and a sheet of frangible material within the receptacle and covering the opening of the door.

4. The combination with the car and the door, and the hook and staple for holding the door closed, of a rod passing through the staple and provided with a lateral lug intermediate its ends, said lug having a vertical opening, a seal comprising a stem for engaging the opening and a head adapted to rest on the lug, a casing on the car, a lateral opening for receiving the lug, a hook having its point formed into a cutting edge pivoted in the casing above the lug, the point of the hook engaging behind the seal when the lug is fully entered for the purpose specified.

5. In a device of the class described, a car door securing means including a rod having a lateral lug provided with a vertical opening, a seal comprising a stem for engaging the opening, and a head resting on the lug, a casing adjacent to the rod provided with an opening to permit the entrance of the lug, a cutter pivoted in the casing above the lug and provided with a cam surface for engagement by the lug. and the seal head to lift the cutter and permit it to ride over the seal, said cutter engaging behind the head when the lug is fully entered, and a receptacle in the casing for receiving the severed head.

6. A car door securing means including a rod having a lateral lug provided with a vertical opening, a seal comprising a stem for engaging the opening, and a head resting on the lug, a casing provided with an opening to permit the entrance of the lug, a cutter pivoted in the casing and having a cam surface for engagement by the seal head to lift the cutter and permit it to ride over the head, the cutter engaging behind the head when the lug is fully entered.

7. The combination with the car, of a door securing means including a rod, said rod having a lateral lug provided with means for supporting a seal, a casing on the car having an opening to permit the entrance of the lug and seal, and a cutter pivoted in the casing and engaging behind the seal when the lug is in the casing, said casing having a receptacle for receiving the severed seal, a door in the receptacle, a spring lock within the receptacle for locking the door, said cover having an opening to permit access to the lock, and a sheet of frangible material within the receptacle and covering the opening in the door.

8. The combination with the car, of a door securing means including a rod, said rod having a lateral lug provided with means for supporting a seal, a casing on the car having an opening to permit the entrance of the lug and seal, and a cutter pivoted in the casing and engaging behind the seal when the lug is in the casing, said casing having a receptacle for receiving the severed seal.

9. The combination with a car, of a door securing means including a rod, said rod having a lateral lug provided with means for supporting a seal, a casing on the car having an opening to permit the entrance of the lug and seal, and a cutter pivoted in the casing and engaging behind the seal when the lug is in the casing.

10. The combination with the car, of a door securing means including a rod, said rod having a lateral lug provided with means for supporting a seal, a seal supported thereby and provided with a head extending above the lug, a cutter above the lug provided with a cam surface for engagement by the head to permit the seal to pass beneath the cutter, and a spring pressing said cutter toward the lug.

11. In a device of the class described, a car door securing means having a lug provided with means for supporting a seal, a seal supported thereby and having a head extending above the lug, a casing having an opening for receiving the lug, cutting means within the casing and engaging behind the head of the seal when the lug is entered into the casing, whereby to sever said head when the lug is withdrawn, a receptacle for the severed heads, a spring lock in the receptacle, a door for the receptacle having means for engagement by the lock, and having an opening over the lock, and a sheet of frangible material within the receptacle and covering the opening.

12. In a device of the class described, a car door securing means having a lug provided with means for supporting a seal, a seal supported thereby and having a head extending above the lug, a casing having an opening for receiving the lug, cutting means within the casing and engaging behind the head of the seal when the lug is entered into the casing, whereby to sever said head when

the lug is withdrawn, a receptacle for the severed heads, a spring lock in the receptacle, a door for the receptacle having means for engagement by the lock, and having an opening over the lock, and a sheet of frangible material within the receptacle and covering the opening.

13. In a device of the class described, a car door securing means having a lug provided with means for supporting a seal, a seal supported thereby and having a head extending above the lug, a casing having an opening for receiving the lug, cutting means within the casing and engaging behind the head of the seal when the lug is entered into the casing, whereby to sever said head when the lug is withdrawn, a receptacle for the severed heads, a spring lock in the receptacle, and a door for the receptacle having means for engagement by the lock.

14. In a device of the class described, a car door securing means having a lug provided with means for supporting a seal, a seal supported thereby and having a head extending above the lug, a casing having an opening for receiving the lug, and cutting means within the casing and engaging behind the head of the seal when the lug is entered into the casing, whereby to sever said head when the lug is withdrawn.

15. In a device of the class described, a car door securing means having a lateral lug provided with means for supporting a seal, a seal supported by the lug having a head extending beyond the lug, a casing having an opening for receiving the lug, a pivoted cutter in the casing provided with a cam surface for engagement by the seal head to lift said cutter over the said head, and a spring normally pressing the cutter toward the lug.

16. In a device of the character specified, a door securing means provided with a lateral extension, a seal for said means provided with a head, and supported by the extension, a casing for receiving the extension and the seal, means within the casing for receiving the head when the extension is withdrawn from the casing, a receptacle in the casing for the severed heads, a spring lock for the receptacle, said receptacle having an opening to permit access to the lock, and a sheet of frangible material in the receptacle and covering the opening.

17. In a device of the character specified, a door securing means provided with a lateral extension, a seal for said means provided with a head, and supported by the extension, a casing for receiving the extension and the seal, means within the casing for severing the head when the extension is withdrawn from the casing, and a receptacle in the casing for the severed heads.

18. In a device of the character specified, a door securing means provided with a lateral extension, a seal for said means provided with a head and supported by the extension, a casing for the extension and the seal, and means within the casing for severing the head when the extension is withdrawn from the casing.

19. In a device of the character specified, a door securing member having means for supporting a seal, a seal supported on said means and provided with a head, a casing for receiving the seal and its supporting means, and means in the casing for severing the head when the seal supporting means is withdrawn.

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Witnesses:
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