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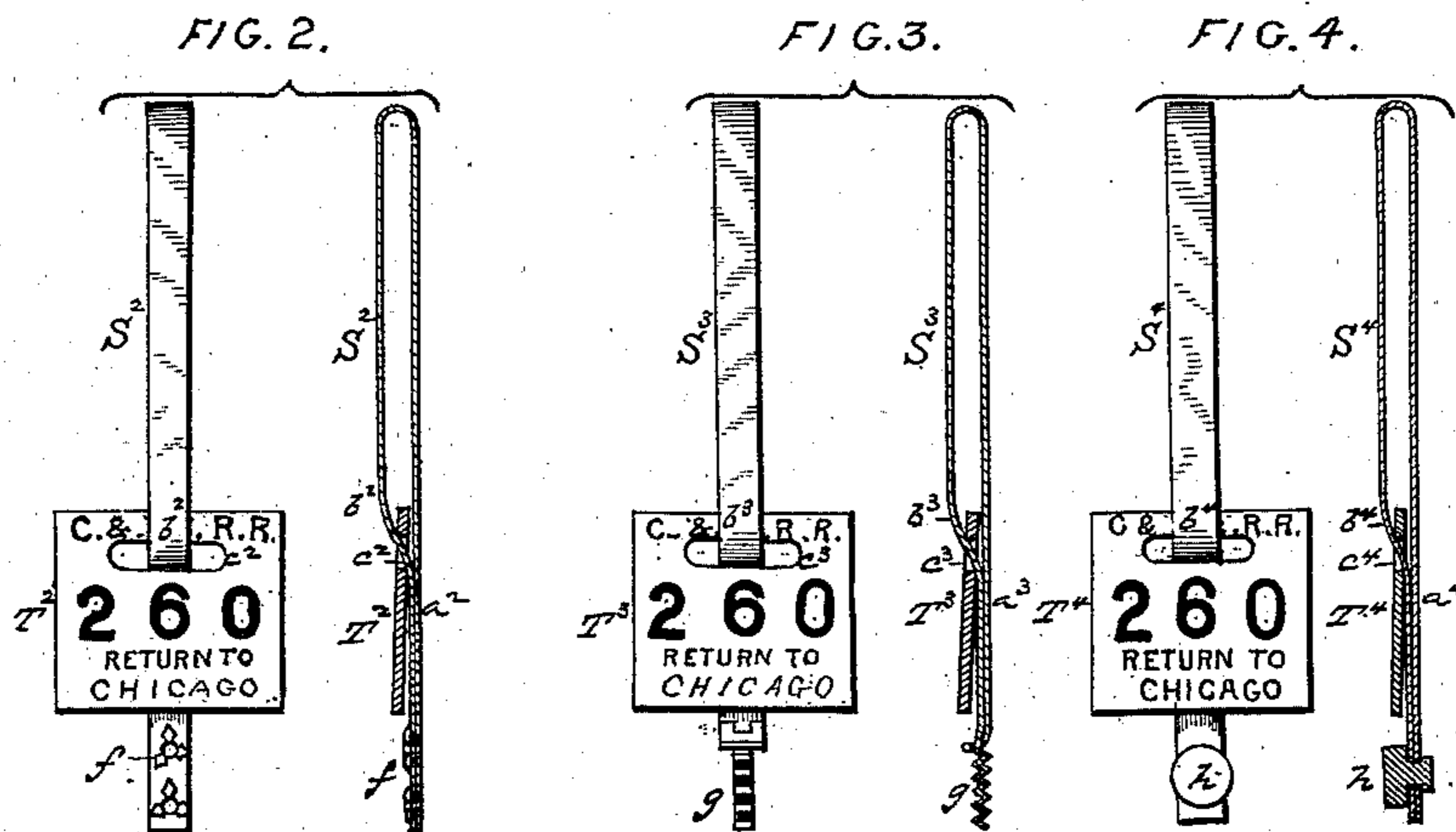
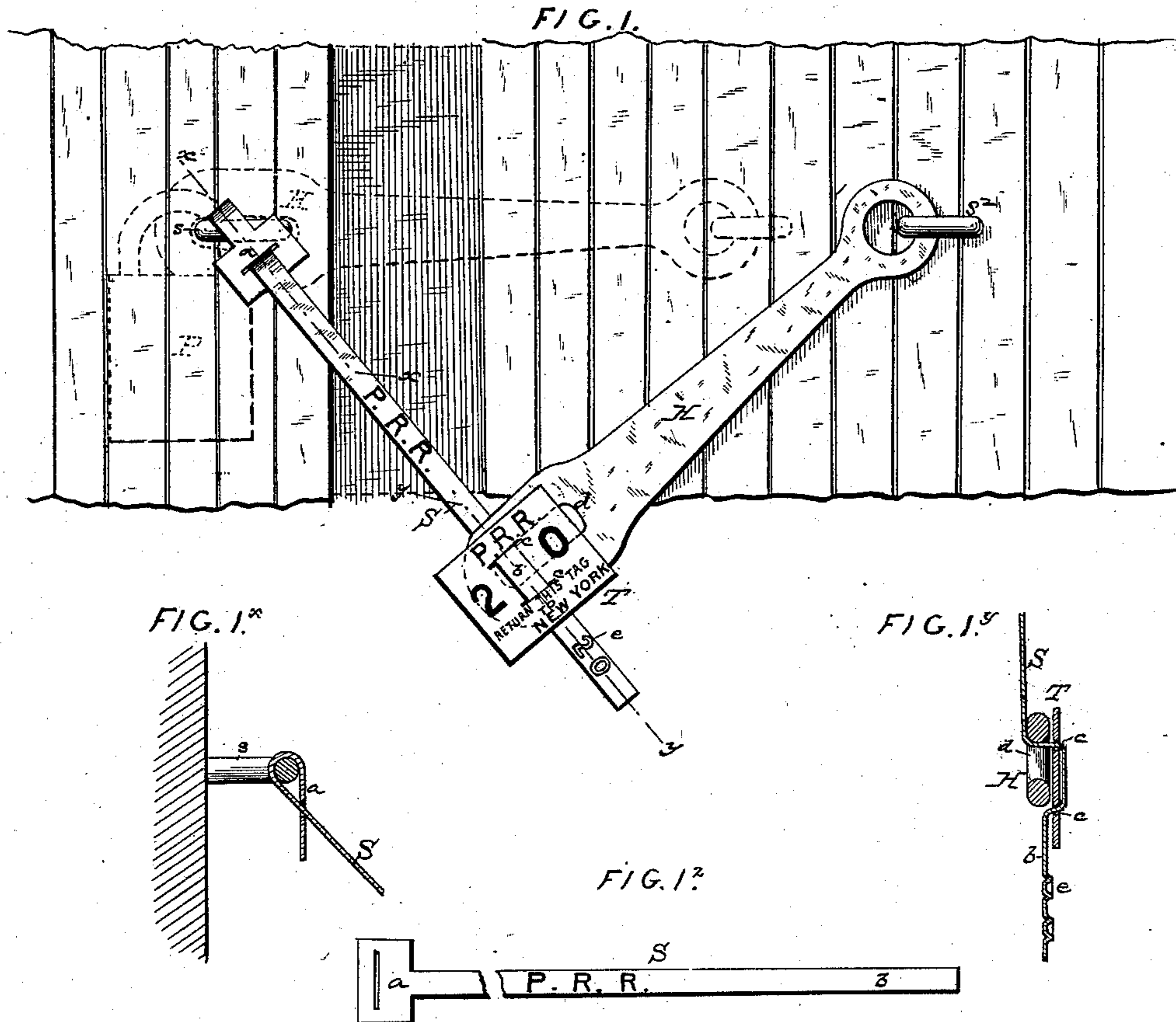
2 Sheets—Sheet 1.

E. J. BROOKS.

SEAL AND TAG.

No. 258,278.

Patented May 23, 1882.



WITNESSES:

S. Walter Fowler
H. B. Huntmann

INVENTOR:

Edward J. Brooks
by ~~Wm. L. Ewin~~

ATTORNEY.

(No Model.)

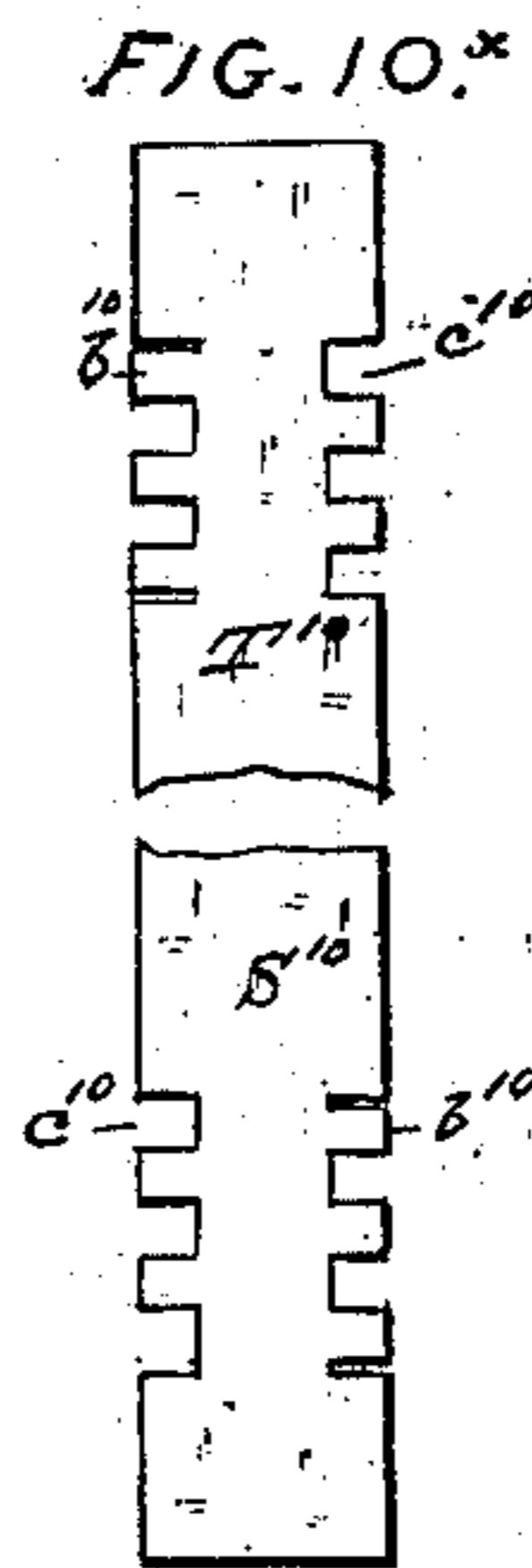
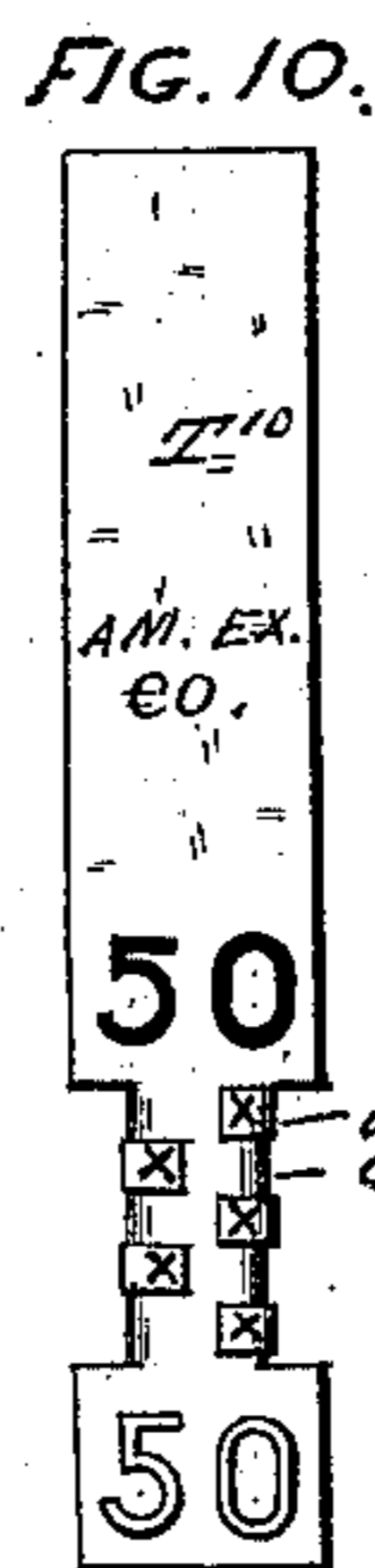
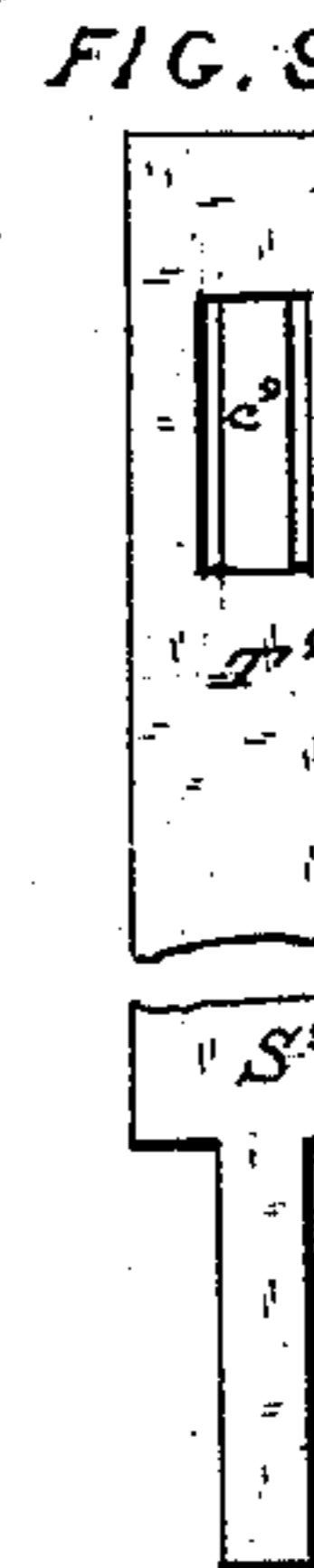
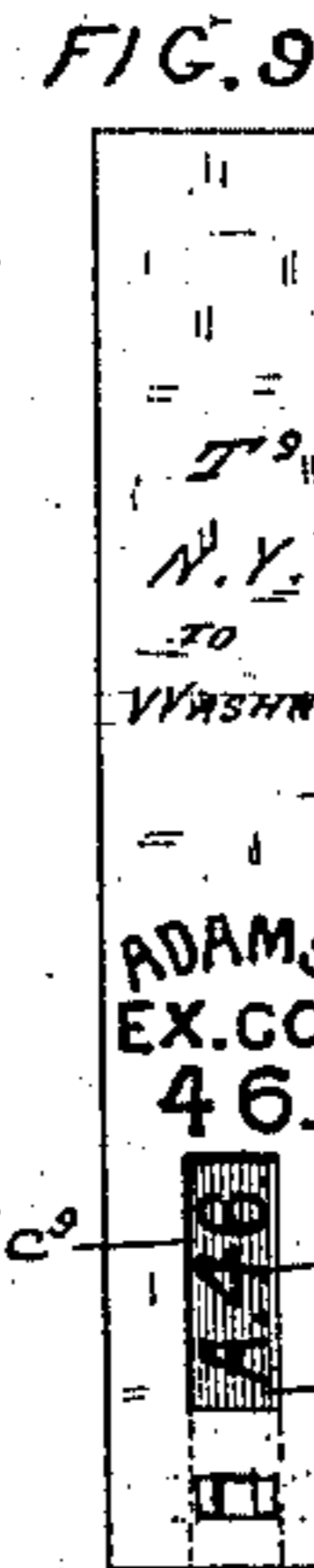
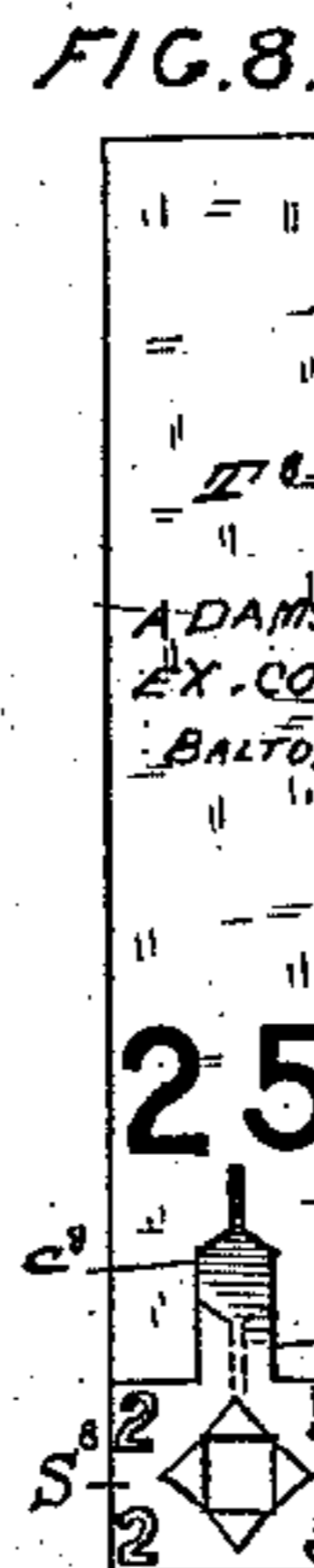
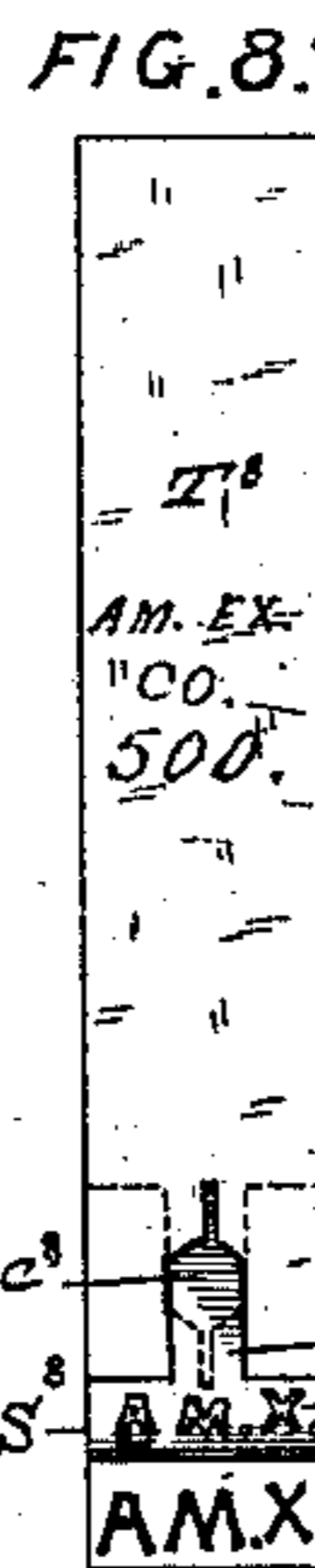
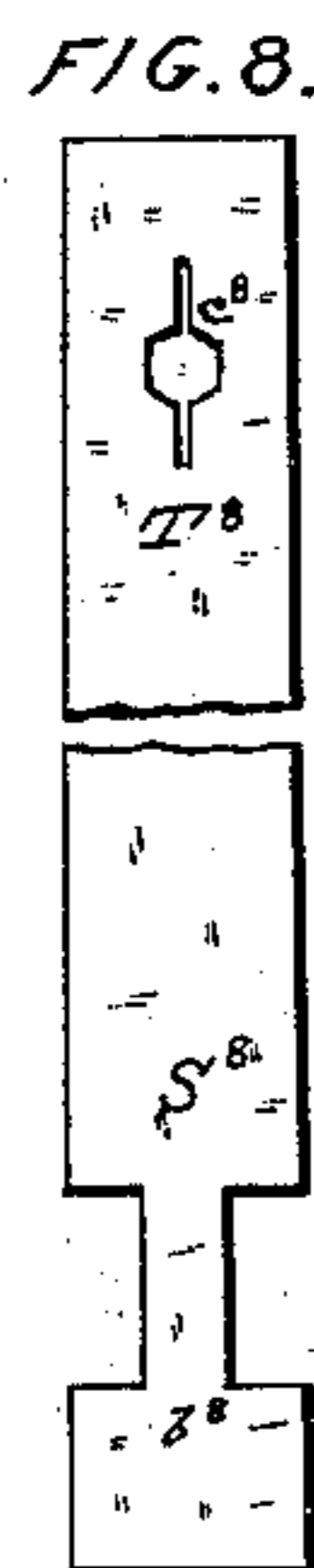
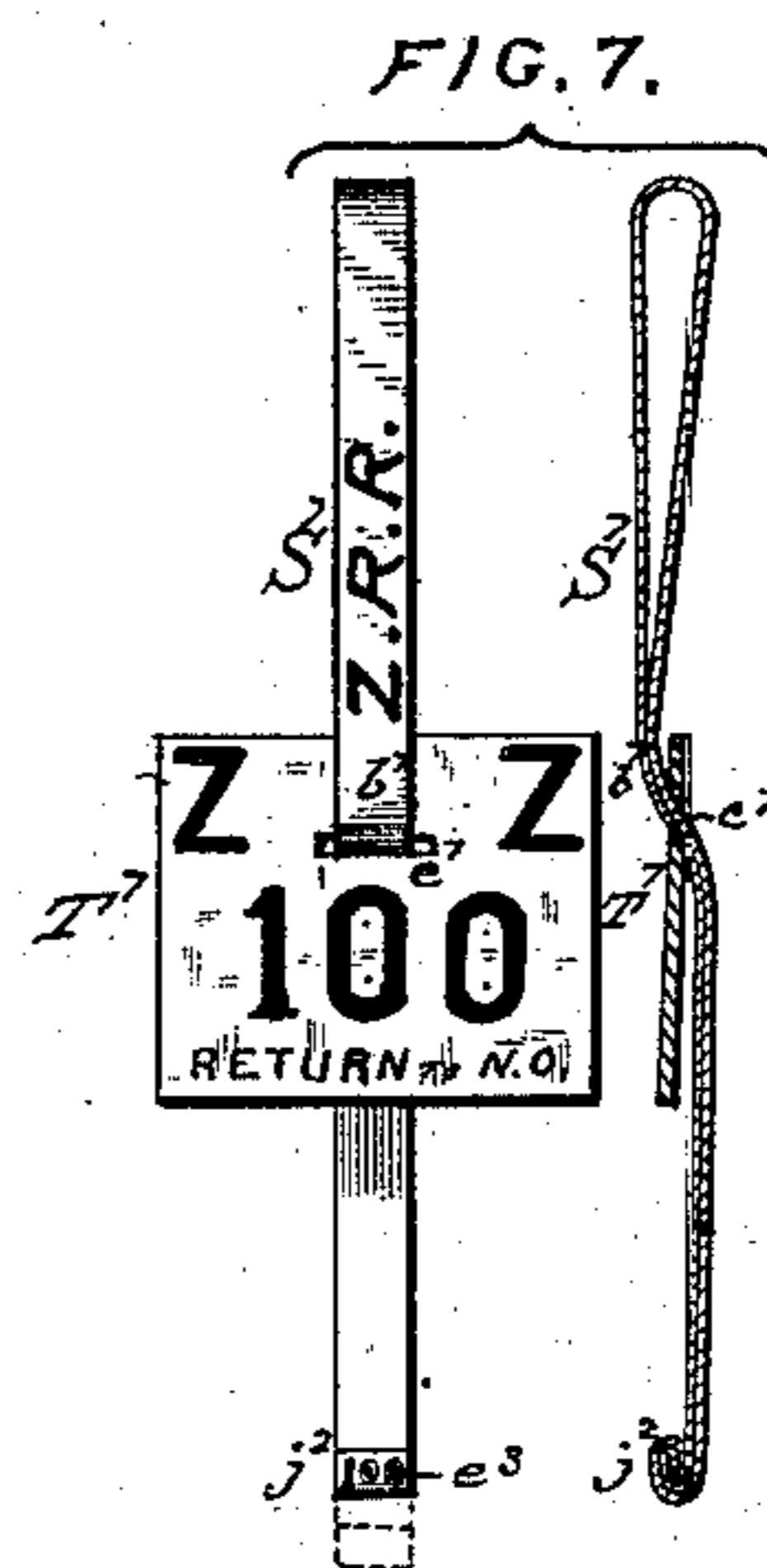
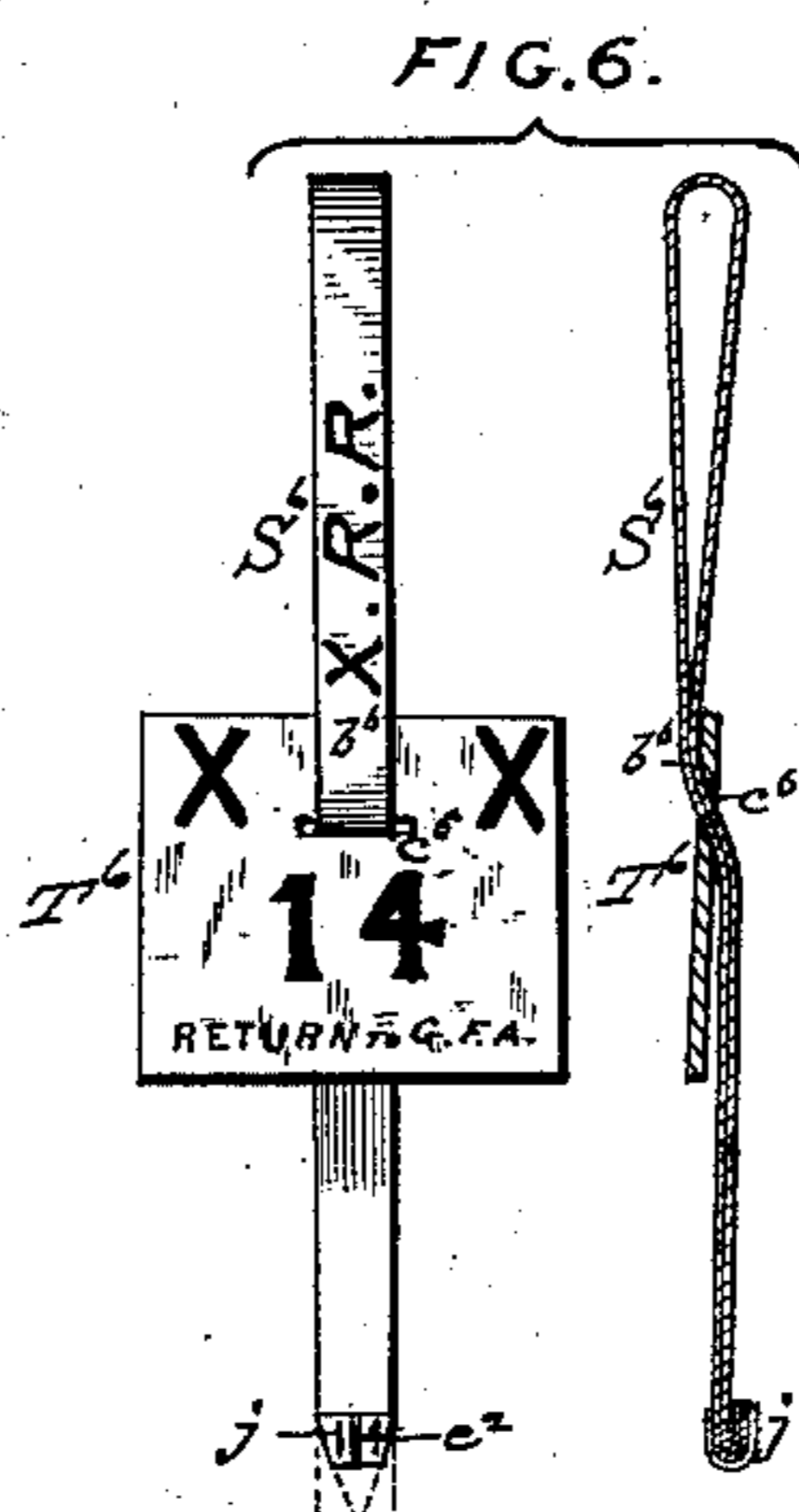
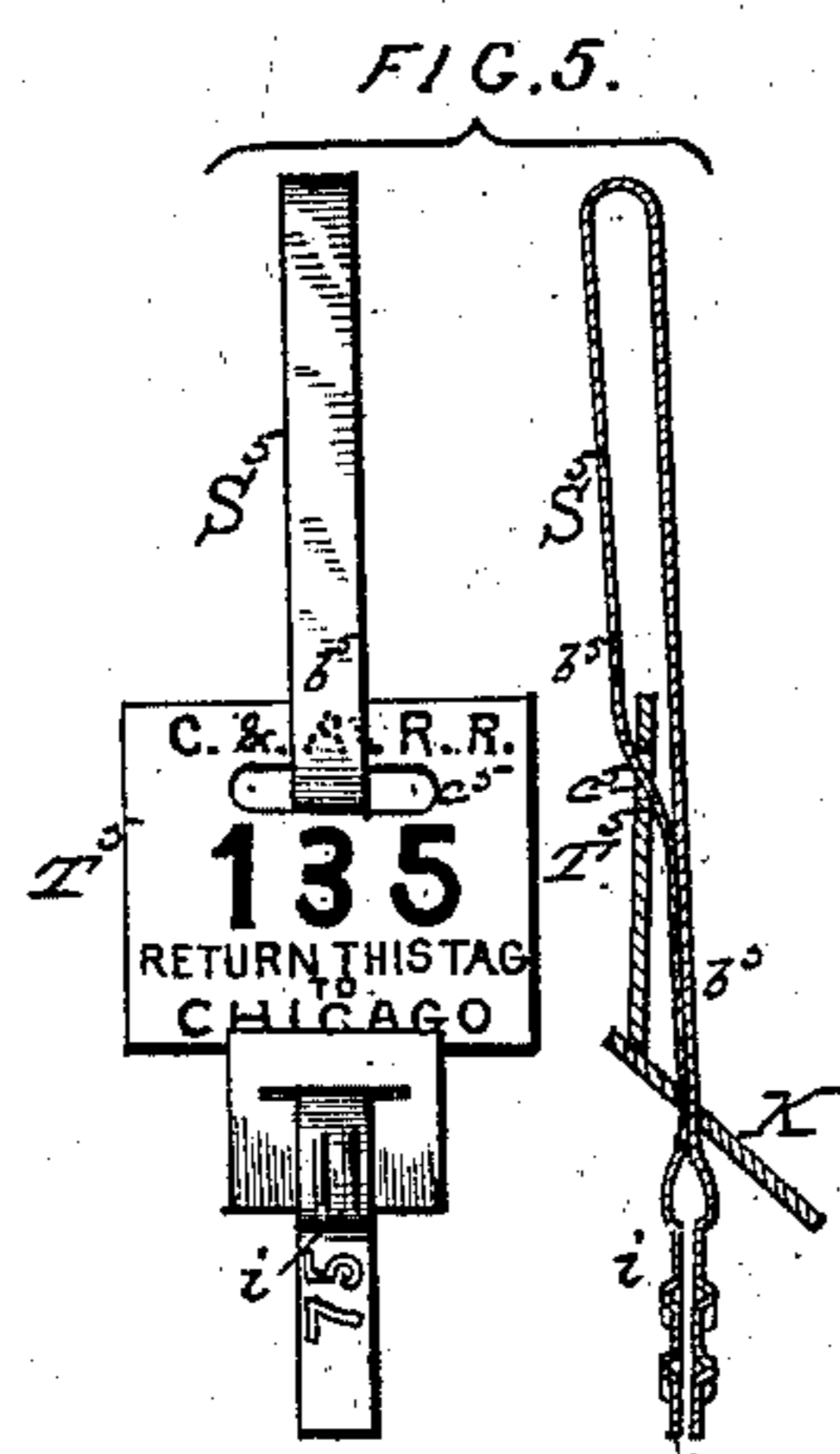
2 Sheets—Sheet 2.

E. J. BROOKS.

SEAL AND TAG.

No. 258,278.

Patented May 23, 1882.



WITNESSES:

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INVENTOR:

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UNITED STATES PATENT OFFICE.

EDWARD J. BROOKS, OF EAST ORANGE, NEW JERSEY, ASSIGNOR TO E. J. BROOKS & CO., OF NEW YORK, N. Y.

SEAL AND TAG.

SPECIFICATION forming part of Letters Patent No. 258,278, dated May 23, 1882.

Application filed January 12, 1881. (No model.)

To all whom it may concern:

Be it known that I, EDWARD J. BROOKS, a citizen of the United States, residing at East Orange, in the State of New Jersey, have invented a new and useful Improvement in Seals and Tags, of which the following is a specification.

The present invention relates especially to seals for securing the doors of railway-cars, and to that class of seals in which shackles of sheet metal are employed, being in part the invention disclaimed in favor of a subsequent application in the specification forming part of my previous application filed November 3, 1880, and serially numbered 19,994, now in the issue of January 11, 1881.

This application is intended to be in continuance of said previous application as regards all matter described by said disclaimer and all matter withdrawn by amendment from the specification and drawing of said previous application.

The principal object of my present invention is to so combine a seal and tag with an ordinary car-door hasp and staple as to constitute a supplemental fastening device, affording a safe provision for leaving the door partly open or partly opening it to ventilate the contents of the car, or for other purposes, without breaking the seal or defacing the tag, and so that the tag cannot be separated without breaking or destroying the seal, but can be readily detached for return as a check and for repeated use after the seal-shackle is cut, to which end the first part of my said invention consists essentially in a rigid, or substantially rigid, return-tag, employed or used in combination with a hasp and staple, and with a sheet-metal seal-shackle, in the manner hereinafter specified.

Another object of said invention is to so combine a tag with a sheet-metal seal-shackle as to utilize the printed matter or other permanent marks on the former in rendering it difficult or impossible to fraudulently duplicate a broken or defaced seal; and to this end the second part of my said invention consists in the combination of a tag bearing a permanent number or distinguishing-mark, and a

sheet-metal seal-shackle impressed with a corresponding number or mark, substantially as hereinafter described.

In the accompanying drawings, which form part of this specification, Figure 1 is a face view of a seal and tag employed as a supplemental fastening, according to this invention, and illustrating my present claims. Figs. 1^x and 1^y are longitudinal sections through the respective ends of the shackle or sealing-strip on the lines *xy*, Fig. 1; and Fig. 1^z is a face view of the ends of an unused shackle of like description. Figs. 2, 3, 4, and 5 show in each a face view and a longitudinal section of a combined seal and tag, illustrating modifications of the first part of this invention. Figs. 6 and 7 show in each a face view and a longitudinal section of a combined seal and tag illustrating modifications of the first two parts of said invention. Fig. 8 is a face view of the ends of a one-part sealing-strip and tag unused, and Figs. 8^a, 8^b, and 8^c face views of the same as pressed in various ways. Fig. 9 is a face view of another one-part seal and tag, and Fig. 9^x a face view of the strip from which it was formed; and Figs. 10 and 10^x are like views of another one-part seal and tag and the strip from which it was formed. Figs. 8 to 10^x, inclusive, with Figs. 6 and 7, illustrate modifications of the second part of said invention.

Like letters of reference indicate corresponding parts in the several figures.

A preferred combination, embodying both of my present claims, is formed by combining a sheet-metal shackle or sealing-strip, S, Fig. 1^z, having a slotted enlargement, *a*, at one end to receive its threading end *b*, and a rigid, or substantially rigid, return-tag, T, having contracted horizontal slots, *c*, one or more, to receive said threading end *b*, with each other and with an ordinary car-door hasp, H, having a slot, *d*, and with the staple *s*, which coacts with said hasp and an ordinary padlock in securing the car-door, as illustrated by Figs. 1, 1^x, and 1^y. In uniting the parts the shackle S is run through the staple *s*, and its threading end *b* is run through the end *a*, the shackle being thus attached at one end to the staple

by a slip-loop, as shown by Fig. 1^x. The threading end *b* of the shackle is then run through the slot *d* of the hasp *H*, supposing the latter to be off the staple *s*, and through the slots *c c* of the tag, and is pressed or stamped, so as to prevent its withdrawal through the latter.

Being designed for return as a check and for repeated use, the tag *T* has thereon the number—20, for example—of a sealing-station, and the protruding portion of the single threading end of the shackle is provided with a corresponding number in high relief, as shown at *e*, by means of the sealing-press, to constitute its retaining-projections.

If the door *D* be sealed partly open, as shown in full lines in Fig. 1, it may at any time after sealing be closed, and the hasp *H* and a padlock, *P*, applied to the staple *s*, as shown in dotted lines; or, if the door is closed when sealed, it may afterward be partly opened without breaking the seal or defacing the tag, the shackle enlargement *a* passing freely through the slot *d* of the hasp, while the rigid, or substantially rigid, tag precludes the escape of the hasp, being held on the shackle by the retaining-projections *e*, which will not pass through the slots *c*. When the hasp is locked on the staple *s* it will be observed the shackle is attached to said staple outside of the hasp.

After the shackle is cut the pressed shackle end is readily withdrawn, leaving the tag smooth and unimpaired for return as a check through a central office to the place of issue for repeated use. A plurality of threading-holes relieves the retaining-projections on the shackle, or any substitute therefor, from undue strain when the device is used as a fastening; but a plurality of threading-holes is not essential to any part of my present invention.

The construction of my rigid, or substantially rigid, return-tag with a single threading-hole, and its combination with plain or lettered sheet-metal shackles of ordinary form, secured by common and inferior means for combination with a hasp and staple, as above described, is illustrated by Figs. 2 to 7, inclusive, the same reference-letters being used for corresponding parts, with numbers distinguishing those shown in different figures.

In the example shown by Figs. 2, 3, and 4 only one end of the shackle is run through the tag, as in the first example, and this end is secured against withdrawal by uniting it with the other end at the sealing operation. *f* represents eyelet-punching; *g*, interthreading and crimping, and *h* lead riveting, as examples of old means for uniting the shackle ends.

In the example shown by Fig. 5 only one end of the shackle is run through the tag; but both ends are run through a contracted slot in a sheet-metal keeper, *K*, and provided with pressed or stamped retaining-projections *i* on each protruding end to prevent the withdrawal of the shackle ends or either of them. In this modification of the mode of sealing claimed in

my previous specification, hereinbefore referred to, the keeper *K* coacts with the retaining-projections to unite the ends of the shackle, and the retaining-projections are formed partly by raised characters forming distinguishing numbers and partly by offsets above said characters operating to relieve the latter ordinarily from strain, and thus to prevent the accidental defacement thereof. The keeper *K* may in an inferior sub-modification be used as a substitute for the tag, in combination with a pressed shackle having each protruding end provided with retaining-projections.

In the examples shown by Figs. 6 and 7 both ends of the shackle are run through the tag, as in the examples described in said previous specification. *j* and *j*² represent different methods of preventing the withdrawal of the ends by means of simple folds secured by pressing.

All that is necessary to carry out the first part of my invention is that the parts be so constructed and combined as to adapt the seal and tag for use as a supplemental fastening in the manner illustrated by Fig. 1, the tag being in all cases rigid, or substantially rigid, and of sufficient size to preclude its passage through the slot of the hasp, and adapted to be freed from the sheet-metal shackle in the same manner as the hasp when the shackle is cut, and without being liable to defacement in the operation, so that it may be returned and repeatedly used as stated, the shackle alone bearing the seal-impression or seal-disk.

The seals and tags *S*⁶ *T*⁶ and *S*⁷ *T*⁷ are made secure according to the second part of this invention, the folded retaining-projections of the shackle ends being provided at the pressing operation with impressed numbers or marks *e*² *e*³, corresponding with permanent numbers or marks upon the tags. In order to replace a broken seal thus secured, a particular press of a given series is required, and, moreover, a shackle of a particular kind to receive the impression. I thus avail myself of the capacity of sheet-metal shackles to be manufactured of peculiar patterns and with permanent distinguishing marks printed thereon or otherwise applied thereto, as in the examples, or with either of these means or other means of identification, and also of the permanent numbers or marks and other printed matter or the like on the tags to insure the detection of any attempt to fraudulently replace a broken seal, and this without materially increasing the cost of the seals and tags or complicating their use by authorized officers. This second part or feature of my invention is shown in Figs. 1, 6, and 7 as applied to seals and tags of the return-tag type. It is also applicable to one-part seals and tags, as illustrated by Figs. 8 to 10^x, inclusive.

*S*⁸ *T*⁸ represent a sheet-metal sealing-strip of uniform width, save at one end, *b*⁸, which is notched to make it of *T* shape, being the threading end. Near its other end a thread-

ing-hole, c^8 , in the shape of a narrow longitudinal slot enlarged at mid-length, is cut in that portion which is printed or embossed to constitute the tag, termed the "tag portion."

5 This strip is passed through a staple or the like, and its ends are interthreaded, and in this state it is temporarily attached, so as to be conveniently pressed. At the pressing operation the threaded end may simply receive the
10 number or mark corresponding with a permanent number or mark on the tag in the form of embossed retaining-projections, as shown at e^5 , for example; or it may be folded and stamped therewith in depressed characters, as
15 shown at e^6 ; or it may be secured against withdrawal by means of eyelet-punching or the like, and at the same time stamped with the distinguishing number or mark, as shown at e^7 . As a sub-modification the threading-hole of
20 the strip $S^8 T^8$ may be of a different shape—round, for example—and the threading end tubular, the latter to be flattened out to prevent its withdrawal and at the same time impressed with the distinguishing number or mark. In
25 either case the same result is accomplished in substantially one and the same way.

$S^9 T^9$ represent another one-part sheet-metal sealing-strip, forming a one-part seal and tag. The threading end b^9 is a plain narrow tongue
30 in this case, and the threading-hole c^9 is a longitudinal slot having lips formed at its longitudinal edges to embrace the edges of the threading end, the latter being held against withdrawal by eyelet-punching, and secured
35 at the same time by stamping it with the distinguishing number or mark e^9 within the slot.

$S^{10} T^{10}$ represent still another pattern of sheet-metal sealing-strip, forming a one-part seal and tag, which embodies the second feature of my present invention. In this last
40 modification lateral fingers b^{10} and interspaces c^{10} take the place of a threading end and hole, the fingers on each part being folded within the interspaces of the other to prevent the
45 separation of the ends, while the face of the strip is provided with an impressed number or distinguishing mark, e^{10} , corresponding with permanent number or mark—X 50, for example—on the tag portion in the act of pressing
50 the fingers. The impressed number is in this case on the tag portion; but this is integral with the shackle portion.

The shackles $S^2 S^3 S^5 S^6 S^7$ and the one-part sealing-strips and tags $S^8 T^8 S^9 T^9 S^{10} T^{10}$
55 must be made of sheet metal, which will break or crack if unbent, and restamped after it is once pressed. Suitable "tin-plate" is readily selected.

The return-tags $T^2 T^3 T^4 T^5 T^6 T^7$ and the
60 keeper K may be made of any preferred material which will render them rigid, or substantially rigid, and adapted for the exposure, &c., incident to their use, stiff tin-plate being used by preference.

65 The numbers and lettering or permanent

marks are preferably printed, and in carrying out the second part of this invention, when the return-tags are used, I prefer to provide the shackles also with lettering, as represented in Figs. 1, 6, and 7.

For a fuller statement of various modes of manufacture I refer to my said previous specification.

I do not claim herein, broadly, the combination of a tag with a sheet-metal shackle, as
75 this is fully described in my specification forming part of Letters Patent No. 178,722, dated June 13, 1876.

Neither do I claim herein, broadly, a tag attached to a seal-shackle so as to be readily
80 separated therefrom when the shackle is cut, as a previous example of this is shown in the Hamilton Patent No. 167,525, dated September 7, 1875.

Neither do I claim herein, broadly, a rigid, or substantially rigid, tag bearing a permanent number or distinguishing mark, and having one or more threading-holes in the form of horizontal slots, *per se*, in view of the baggage-checks of this description commonly used.

Neither do I claim herein, broadly, impressing the seal with a number or distinguishing mark corresponding with a permanent number or mark on an attached tag, as a lead seal-disk so impressed is described in my specification forming part of Letters Patent No.
95 209,008, dated October 15, 1878.

Neither do I claim herein any part or combination described or shown in the amended specification and drawings of my said previous application, No. 19,994, filed November 3,
100 1880, save the two combinations therein disclaimed in favor of this application.

What I claim as new and of my present invention is—

1. A rigid, or substantially rigid, return-tag bearing a permanent number or distinguishing mark, and having one or more threading-holes in the form of horizontal slots, as herein specified, in combination with a sheet-metal seal-shackle and an ordinary car-door
110 hasp and staple, substantially as herein described, the combination being such that the tag is attached to the staple by the sealed shackle, and the hasp is secured on the shackle
115 by the tag, so as to provide for leaving the door open, or for partly opening the door, and for freely separating the tag from the cut shackle for return as a check and for repeated use.

2. The combination, in a seal and tag, of a tag bearing a permanent number or distinguishing mark and a sheet-metal seal-shackle impressed with a corresponding number or mark, substantially as herein specified, for the
125 purpose set forth.

EDWARD J. BROOKS.

Witnesses:

ARTEMAS B. SMITH,
EUGENE J. DEVER.