

(No Model.)

J. B. O'CONNOR & J. JANGGEN.

SEAL.

No. 362,775.

Patented May 10, 1887.

Fig. 1.

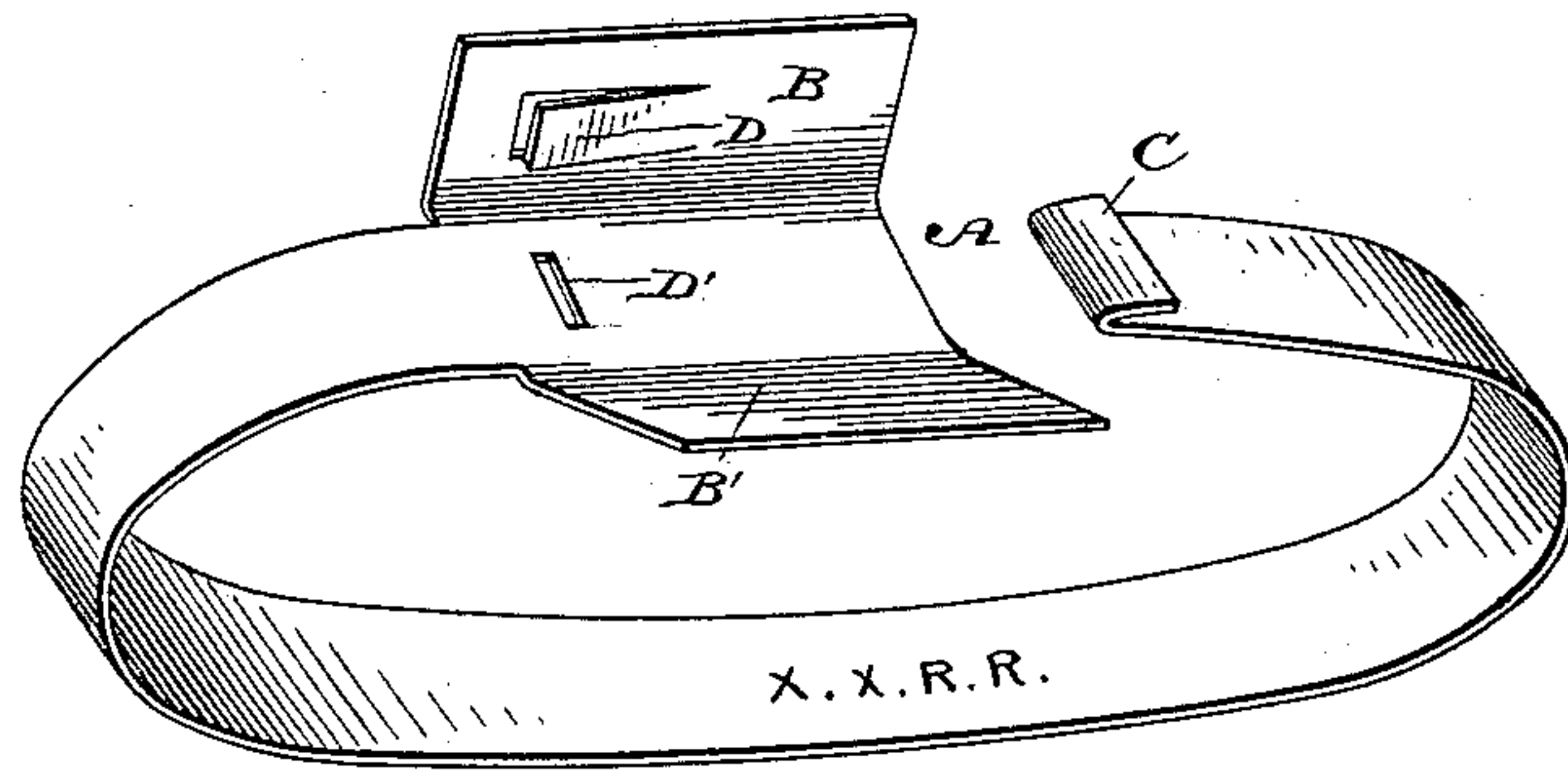


Fig. 2.

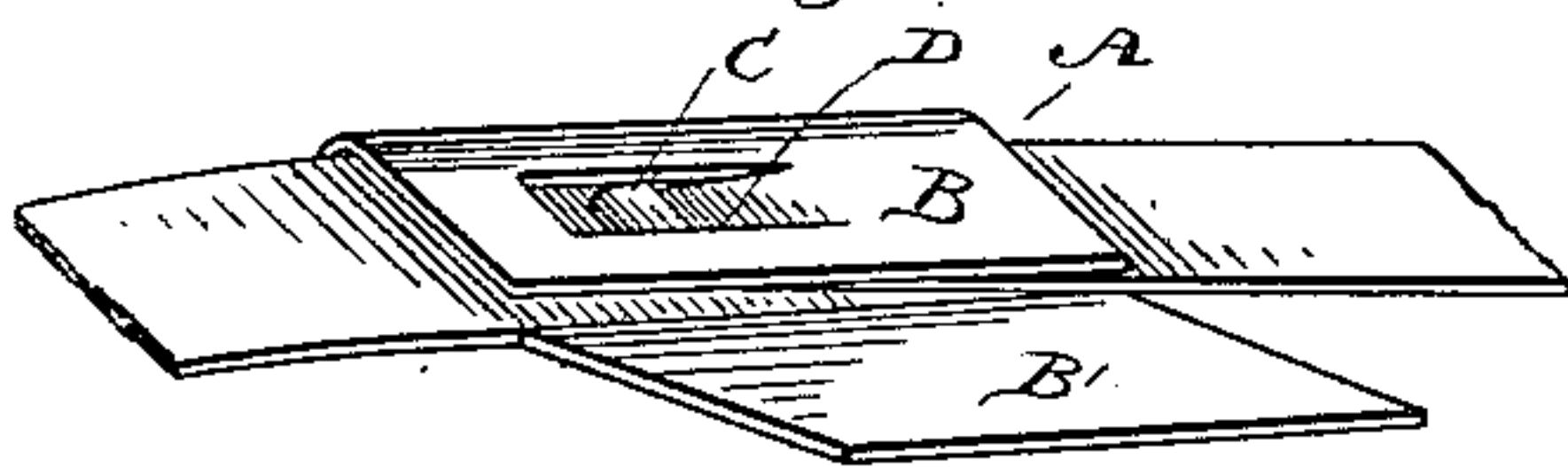


Fig. 3.

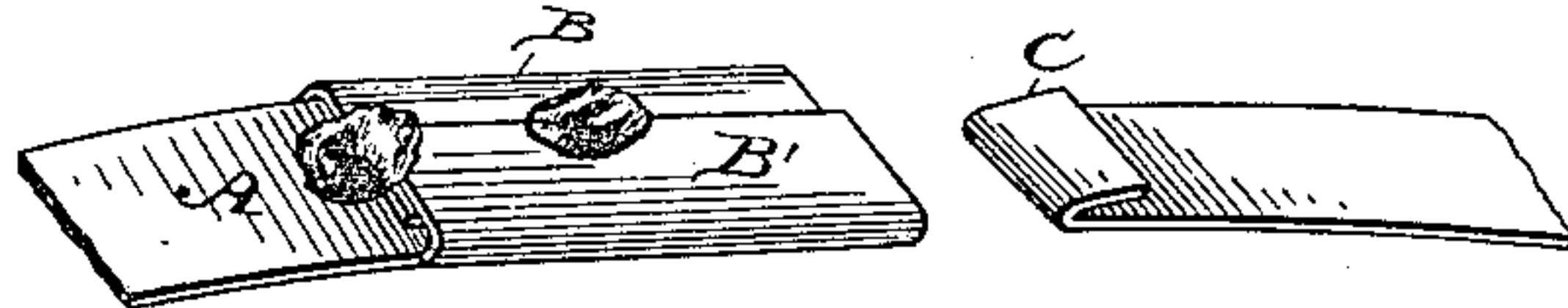


Fig. 4.

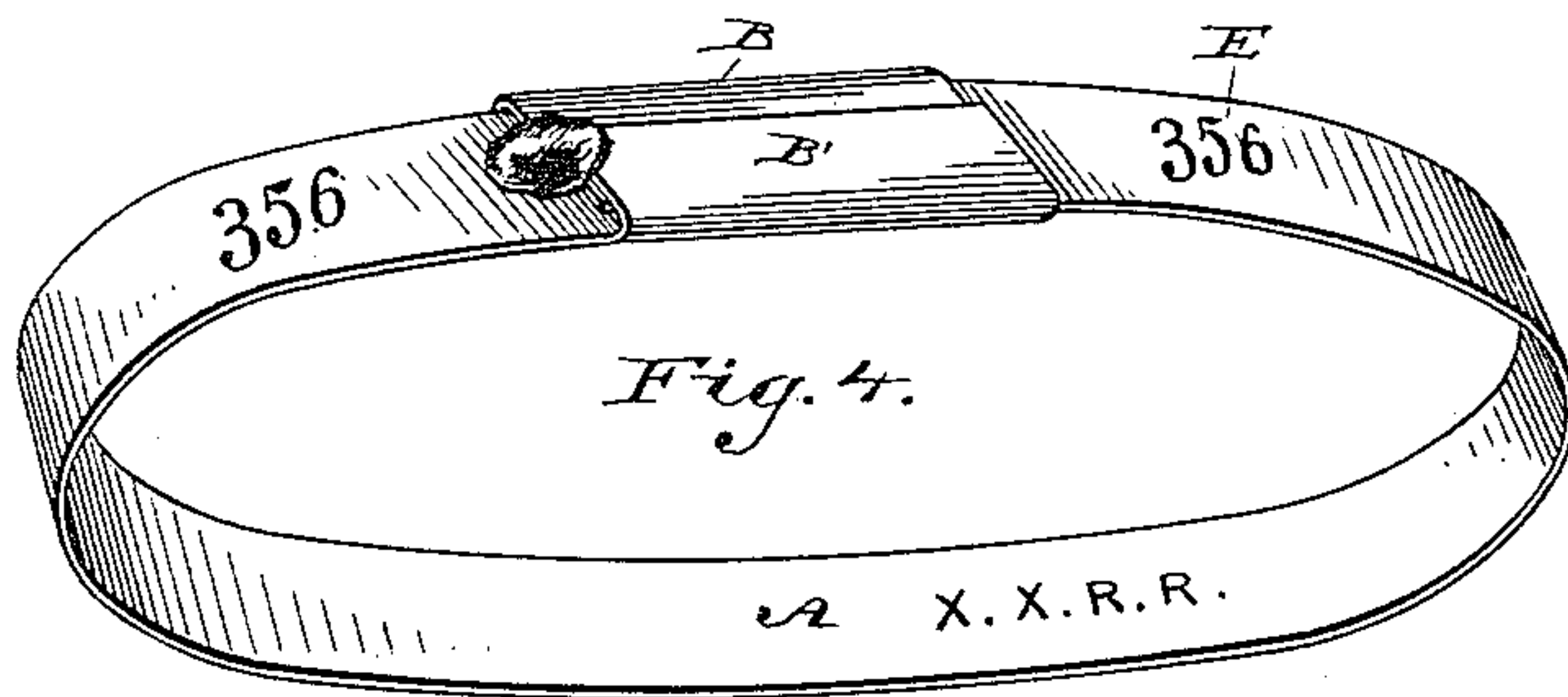
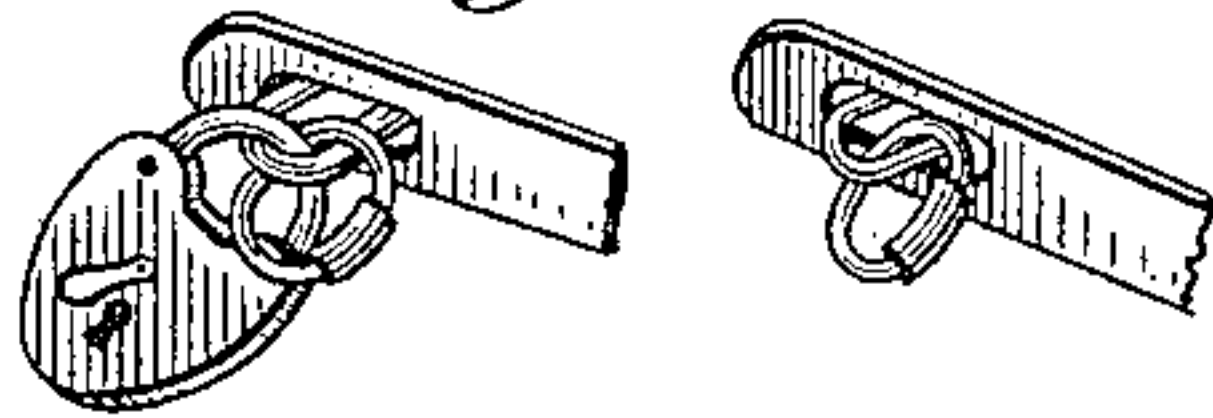


Fig. 5.



Witnesses

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UNITED STATES PATENT OFFICE.

JAMES B. O'CONNOR AND JOHN JANGGEN, OF DUBUQUE, IOWA.

SEAL.

SPECIFICATION forming part of Letters Patent No. 362,775, dated May 10, 1887.

Application filed March 9, 1887. Serial No. 230,270. (No model.)

To all whom it may concern:

Be it known that we, JAMES B. O'CONNOR and JOHN JANGGEN, of Dubuque, in the county of Dubuque and State of Iowa, have invented
5 certain new and useful Improvements in Seals; and we do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it pertains to make and use the
10 same.

Our invention relates to seals for freight-cars; and its object is to provide a simple, cheap, and effective seal which may be secured by hand without the aid of a tool or im-
15 plement, and which will be adapted for use upon any door, window, or opening-cover employing a hasp-and-staple lock.

The invention consists in the novel construction of seal hereinafter fully described,
20 and pointed out in the claims.

In the drawings, Figure 1 shows in perspective the seal before its parts are pressed to the proper positions. Fig. 2 shows a portion of the device partially bent to form. Fig. 3
25 shows the two ends of the device ready for attachment. Fig. 4 illustrates the seal with its ends properly connected; and Fig. 5 shows the improvement applied to a lock.

A indicates a strip cut or stamped from a single piece of metal and into the form shown—viz., a long narrow body portion widened abruptly at one end to form flaps B and B'. The other end of the strip A is bent upon it-
30 self to form a hook, C.

The flap B is cut to form a tongue, D, said tongue D projecting toward the hooked end of the strip A. The tongue D is pressed inwardly, as shown, and to allow it to be pressed further than it otherwise could be a slot, D',
35 is made in the strip A between the flaps B and B' and directly under the tongue D. After the seal is thus formed and to make it ready for use we press the flap B upon the strip A, as seen in Fig. 2, and near enough to

allow the insertion of the hook C. The flap 45 B' is then folded down over the flap B, and they are soldered or otherwise secured in that position, as shown in Fig. 4. Then to connect the ends of the device it is only necessary to insert the hook C in the space between the
50 flap B and the strip A far enough to permit the said hook to engage the tongue, and then any amount of pulling or other tampering with the seal will not effect a disengagement of its ends.

For identification or other additional security similar numbers may be placed on the ends of the seal, as seen at E, and the name of the railroad using the seal may be placed on
60 the body of the strip.

It will be seen from the foregoing description that a tool need not be employed in attaching our seal, but it can be readily attached by hand, it being only necessary to insert the
65 hook until it engages the tongue.

Having fully described our invention, what we claim as new, and desire to secure by Letters Patent, is—

1. As an article of manufacture, a seal for use with locks, consisting of a strip provided
70 at one end with overlapping flaps, one of which is formed with a tongue, and at its opposite end with a hook adapted to engage said tongue, substantially as described.

2. A lock-seal consisting of a strip of metal
75 provided with overlapping flaps, one of which is formed with a tongue, the body of the strip being slotted, as described, and having a hook at one end to engage the tongue, substantially as described.

In testimony whereof we have signed this specification in the presence of two subscribing witnesses.

JAMES B. O'CONNOR.
JOHN JANGGEN.

Witnesses:

HAMILTON BARTLETT,
ALEXANDER SIMPLOT.