(No Model.)

W. P. MOORE.

SEAL LOCK.

No. 418,583. Patented Dec. 31, 1889.

Fig 1.

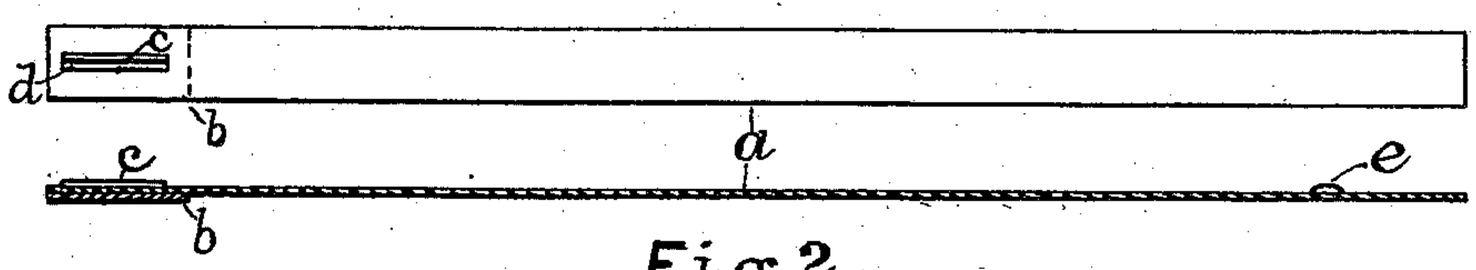

Fig 2.

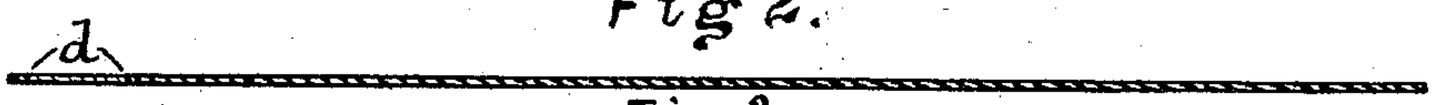

Fig3

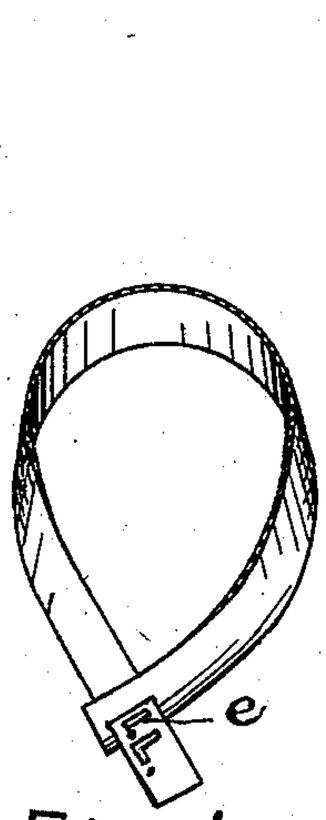

Fig 4

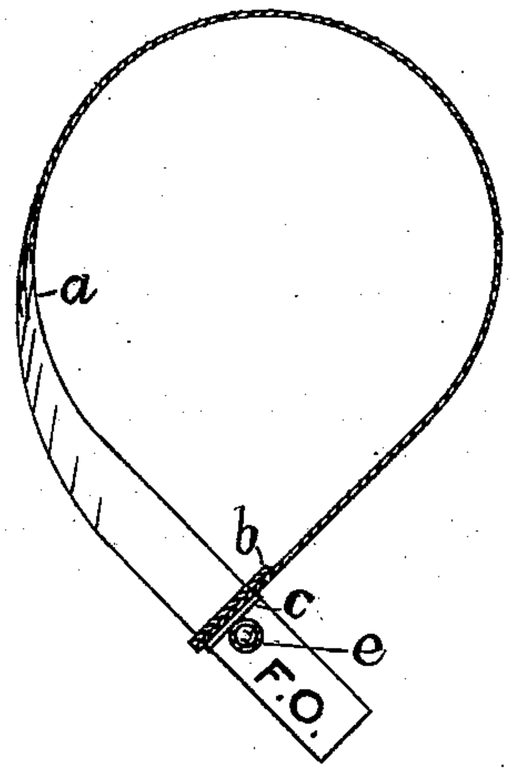

Fig 5.

Witnesses

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UNITED STATES PATENT OFFICE.

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SEAL-LOCK.

SPECIFICATION forming part of Letters Patent No. 418,583, dated December 31, 1889.

Application filed September 30, 1889. Serial No. 325,523. (No model.)

To all whom it may concern:

Be it known that I, WEBSTER P. MOORE, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Seals for Cars, which are fully set forth in the following specification, reference being had to the accompanying drawings, forming a part hereof, and in which—

Figure 1 shows one form of my improved seals for cars from its outer or upper side. Fig. 2 shows the same in sectional edge view. Fig. 3 shows a strip of metal for seal for cars, with one end having a plain hole. Fig. 4 shows Fig. 3, in perspective, in its locked position. Fig. 5 shows Figs. 1 and 2, in perspective, in locked position.

Like letters of reference denote like parts.

The object of my invention is to construct a seal for car-doors and like uses, which shall be easily and cheaply made, and which is to be formed out of the same material of which the entire seal is formed, and thus to dispense with the use of lead or other like material to make a seal and its attendant cost and trouble; and to attain said ends I construct my improved seal for cars substantially as follows, namely:

I take a strip of sheet metal, as sheet-iron, or, preferably, I use tinned iron, cut to a width of about three-eighths of an inch and about between six and eight inches long, (more or less,) as may be required, and into said strip I cut about midway between its parallel edges and close to one of its ends a slot *d*, of just sufficient length and breadth to just freely pass the other end of said strip of metal through said slot, as shown in Figs. 4 and 5. In Figs. 1, 2, and 5 a modification of this construction is shown, in which the said slot is provided with a ridge *c*, cut substantially as follows, namely: The metal cut out of said slot is cut from the lower and two end sides, and is bent up or out so as to make of said portion cut out of said slot a ridge or bead *c*, as clearly shown in each of said Figs. 1, 2, and 5. When additional strength of metal around said slot is desired, the end of the strip of metal *a* may be folded up one or more times, as shown at *b*. This seal so constructed is applied in the same manner as any other like device, by passing it through a staple or slot in the end of a locking-bolt, &c., after which the end opposite the slot is bent around and passed through said slot *d* and a sealing-punch applied, which is provided with a special mechanism, by means of which a small projection *e* is raised upon one side of the projecting end outside of the ring formed by thus passing the opposite end of the said strip through the slot *d*. Such a projection *e* is shown in Fig. 2 simply for the purpose of showing its form in elevation. The metal is not cut out of the body of the seal, but only raised sufficiently to prevent all chance of withdrawing said end without breaking the lock, and the side of the slot strikes against it, as shown in Figs. 4 and 5.

The end of the metal strip which passes through the slot has parallel edges, which fit closely within the ends of the said slot *d*. The said slot *d* cannot, therefore, be shortened by bending the metal above and below the slot, because the end passing through the slot will prevent that, and the end which is passed through the slot cannot be doubled or channeled to obtain said end, because the longitudinal edges of the slot prevent that act, and thus one part strengthens and supports the other in place, and while they thus are in place the seal cannot be opened without breaking it, because it cannot be sufficiently bent at the slot to permit even a slight projection—such as may be formed by a raised letter; for example, as shown in Fig. 4—from passing through the slot without breaking the lock. Said slot *d* may also be made with a ridge or bead *c* upon one of its longitudinal edges, as here shown on the upper edge, for the purpose of stiffening and strengthening said edge of the slot, so as to still further prevent the metal from being bent, and thereby still more securely prevent all chance of opening the lock.

In this construction of a car-seal a large proportion of metal is saved over those heretofore made, because the strip of metal cut for this purpose needs no extra enlargement of the part through which the slot is cut, the quarter-turn of the end passing through the slot does not weaken or otherwise deteriorate the value of the seal, and by this arrangement the seal may not only be made of a much smaller amount of metal, but it becomes eas-

ier to make, as well as to handle or to pack it for shipment, and is practically far more desirable than any like device heretofore produced.

What I claim is—

1. A seal-lock for cars, consisting of a strip of metal of uniform width from end to end, provided near one of its ends with a slot longitudinally parallel to said edges, and of a size to just freely pass the opposite end of said strip through said slot when bent into a ring and twisted from the plane of the strip through an angle of about a quarter-turn, and a projection raised on one side of said end projecting from said ring, substantially as specified.

2. A car-seal consisting of a strip of metal with parallel edges and of length and width substantially as described, provided near one of its ends with a slot of length and width to just freely pass the opposite end of said strip through said slot when bent into a ring, a slot provided with a ridge *c*, and a projection raised on one side of said end projecting from said ring, substantially as specified.

WEBSTER P. MOORE.

Witnesses:
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