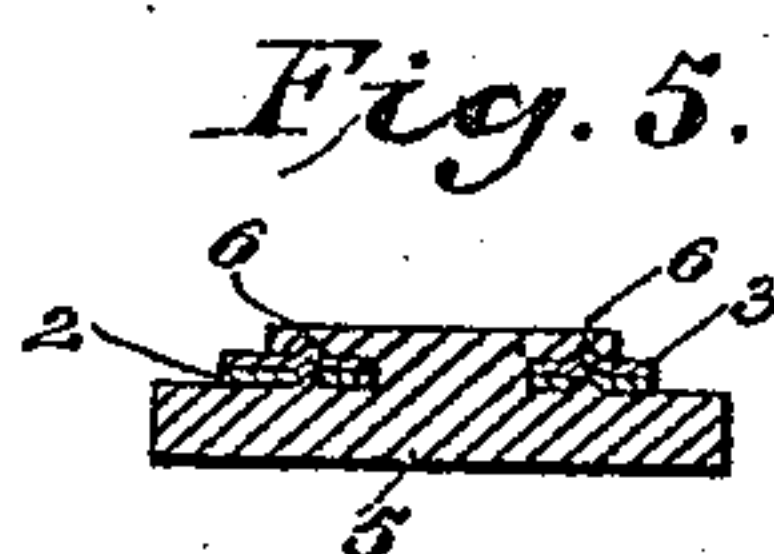
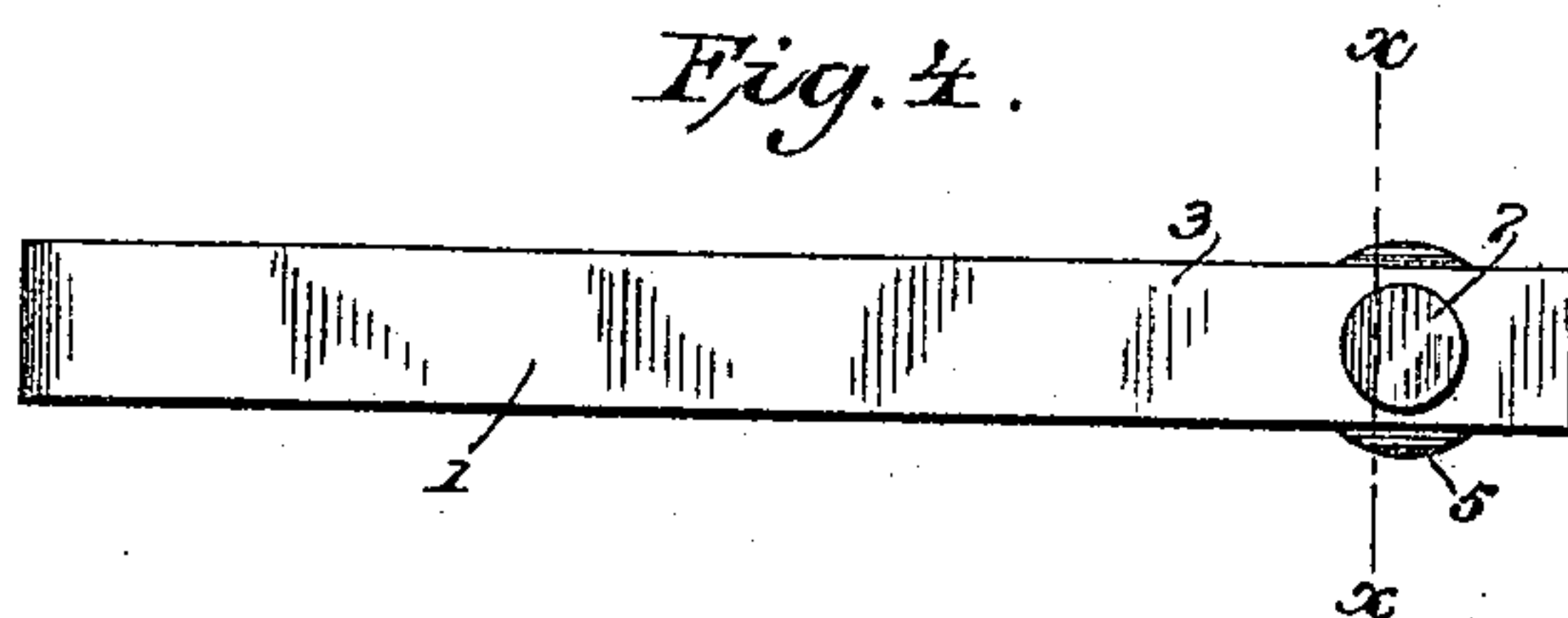
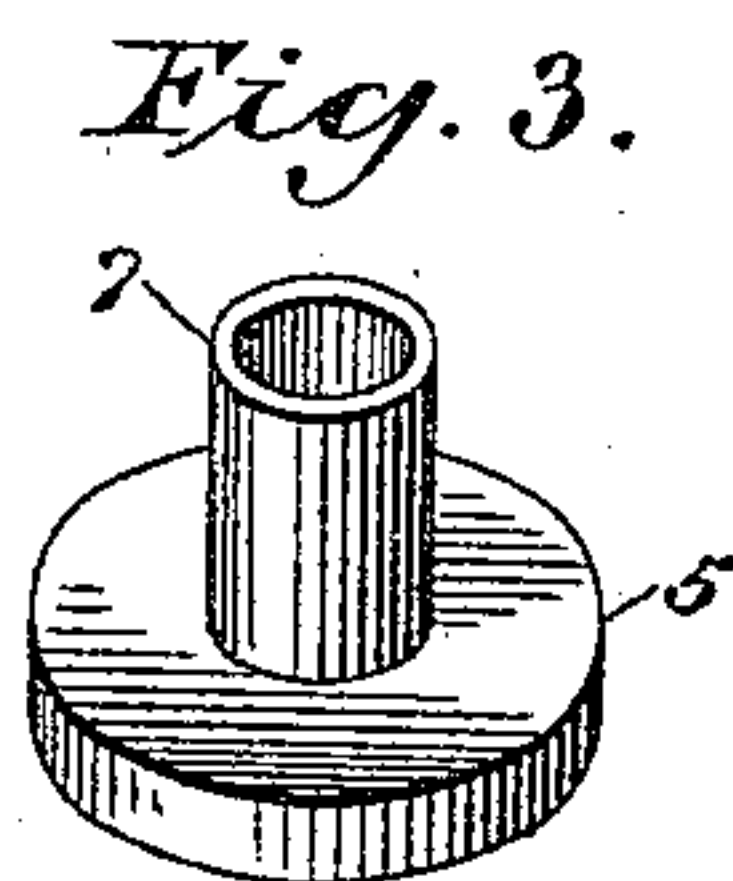
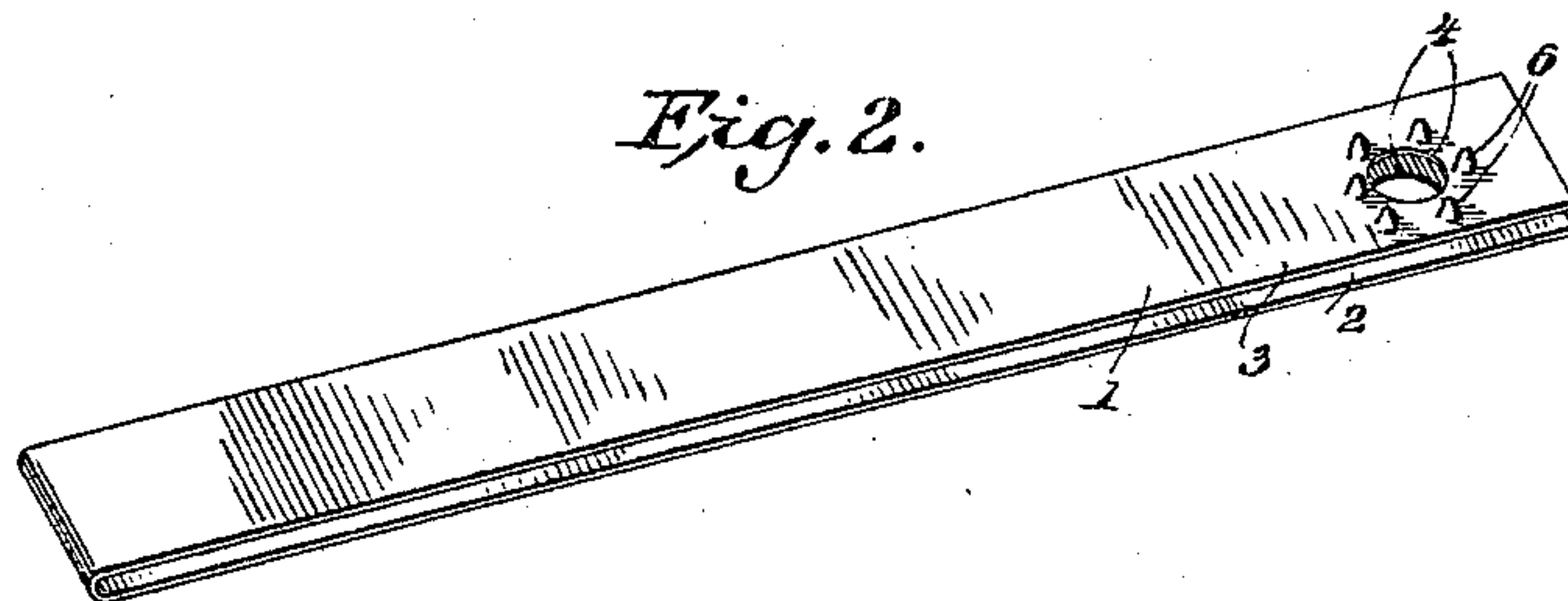
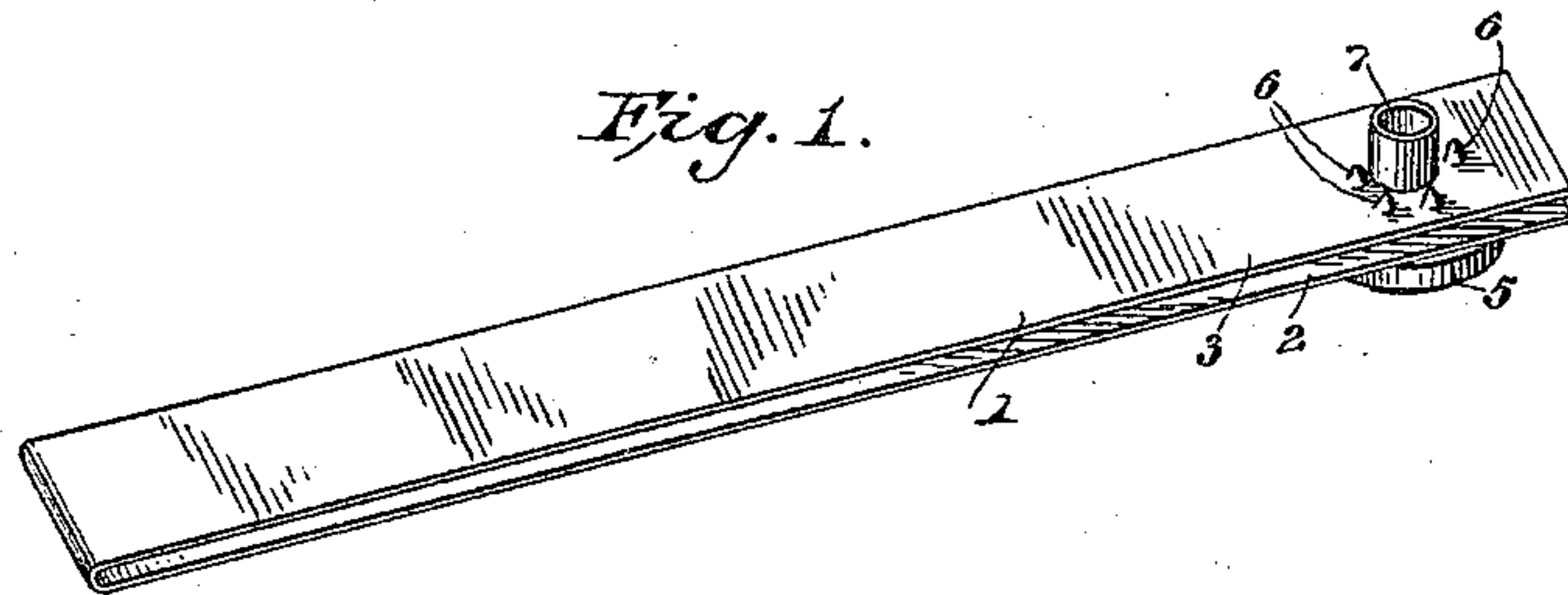


(No Model.)

G. D. WALKER.
CAR SEAL.

No. 440,782.

Patented Nov. 18, 1890.



Witnesses

C. M. Gallaher

Inventor

Geo. D. Walker

By his Attorneys,

H. P. Riley

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UNITED STATES PATENT OFFICE.

GEORGE D. WALKER, OF CLEVELAND, OHIO.

CAR-SEAL.

SPECIFICATION forming part of Letters Patent No. 440,782, dated November 18, 1890.

Application filed October 4, 1890. Serial No. 367,079. (No model.)

To all whom it may concern:

Be it known that I, GEORGE D. WALKER, a citizen of the United States, residing at Cleveland, in the county of Cuyahoga and State of Ohio, have invented a new and useful Car-Seal, of which the following is a specification.

The invention relates to improvements in seals for cars.

The object of the present invention is to provide a simple and inexpensive car-seal capable of being readily locked beyond the possibility of any undetected tampering.

The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the claim hereto appended.

In the drawings, Figure 1 is a perspective view of a car-seal, showing the parts preparatory to upsetting. Fig. 2 is a similar view of the shackle. Fig. 3 is a detail perspective view of the sealing-rivet. Fig. 4 is a plan view of the device after sealing. Fig. 5 is a detail sectional view on line *xx* of Fig. 4.

Referring to the accompanying drawings, 1 designates a shackle constructed, preferably, of thin sheet metal and bent upon itself to form a loop and sides 2 and 3. The ends of the sides are provided with openings 4, through which passes the sealing-rivet 5, that secures the sides of the shackle together, and on one face of each end is a series of points 6, arranged around or close to the rivet-opening 4 and formed by indenting the metal from the opposite face. The side 2, against which the

head of the sealing-rivets bears, has its points arranged on its inner face, and the side 3 has its points arranged on its outer face, whereby the points on the inner face of the side 2 when the shackle is sealed will fit in the indentations on the inner face of the side 3. In sealing the shackle the riveting-seal, which is provided with a tubular shank 7, is upset by a hand-press or similar instrument in the usual manner, and the metal of the shank is forced against the side 3 in among the points thereon and a head is formed. By this construction the shackle is securely sealed and the points render it impossible to tamper with the seal without leaving sufficient evidence for detection.

What I claim is—

A car-seal comprising a shackle constructed of a strip of metal bent upon itself and provided at its ends with rivet-openings and series of points arranged around the rivet-openings and formed by indenting the metal upon the opposite face, the points of one side of the shackle being arranged on the outer face and the points of the other side being arranged on the inner face and adapted to fit in the opposing indentations, and a sealing-rivet, substantially as described.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

GEORGE D. WALKER.

Witnesses:

C. L. HOTZE,
H. C. MASON.