(No Model.)

J. L. HAYDEN.

SEAL.

No. 500,743. Patented July 4, 1893.

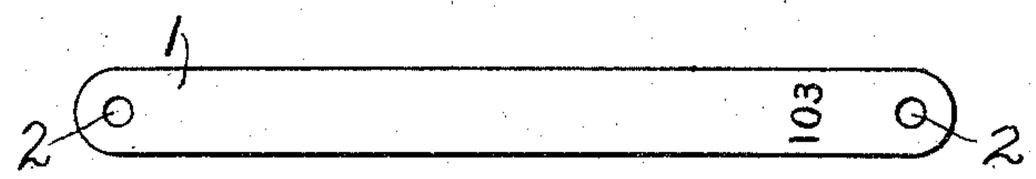

Fig. 1.

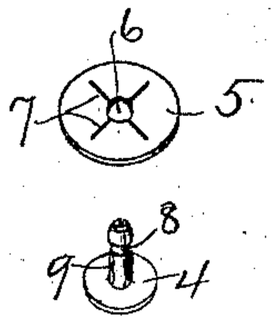

Fig. 4.

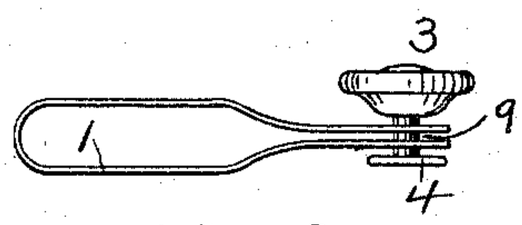

Fig. 2.

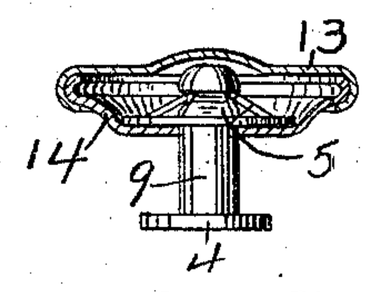

Fig. 5.

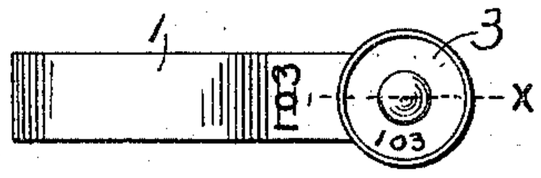

Fig. 3.

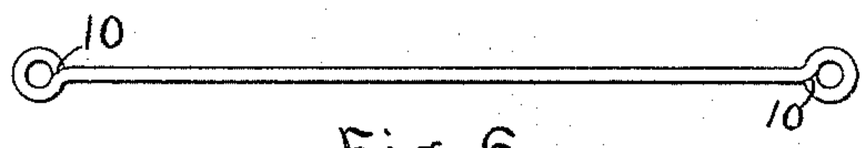

Fig. 6.

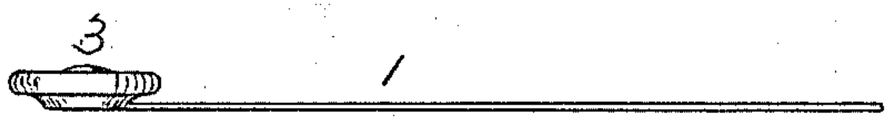

Fig. 7.

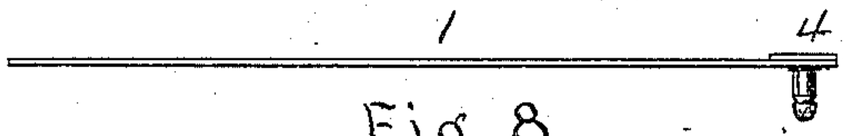

Fig. 8.

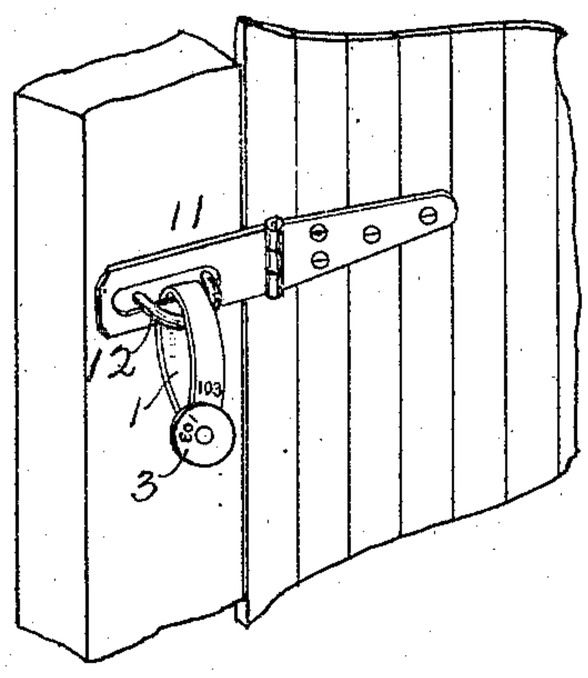

Fig. 9.

Witnesses.
Frank A. J. Howe.
Benjamin Noyes.

Inventor.
Joseph L. Hayden
by Howe & Kellogg
attys.

UNITED STATES PATENT OFFICE.

JOSEPH L. HAYDEN, OF BOSTON, MASSACHUSETTS.

SEAL.

SPECIFICATION forming part of Letters Patent No. 500,743, dated July 4, 1893.

Application filed June 29, 1892. Serial No. 438,474. (No model.)

To all whom it may concern:

Be it known that I, JOSEPH L. HAYDEN, of Boston, in the county of Suffolk and State of Massachusetts, have invented certain new and useful Improvements in Sealing Devices for Cars and other Purposes, of which the following, taken in connection with the accompanying drawings, is a specification.

The object of this invention is to provide a simple and inexpensive car seal, capable of being readily locked beyond the possibility of any undetected tampering, and at the same time doing away with the heavy and cumbersome presses necessary to close and emboss the lead seals now generally in use. I accomplish this by the use of the devices herein fully described, and illustrated in the accompanying drawings, in which—

Figure 1 is a plan view of the sealing strip or shackle; Fig. 2, a side view of the same, showing the manner in which it is used; Fig. 3, a plan view of the sealing strip and seal; Fig. 4, a detail in perspective of the spring disk and shank used in the seal; Fig. 5, an enlarged side view of the seal and shank, partially in cross-section on the line X, Fig. 3; Figs. 6, 7 and 8 show different methods of construction and arrangement of the various parts, and Fig. 9 is a perspective view of a portion of a car door, showing the hasp and staple, and the manner of applying my seal to the same.

Referring to the drawings: 1 is a sealing strip or shackle, preferably constructed of thin sheet metal, and having a hole, 2, near each end thereof; this strip is to be bent upon itself to form a loop, and to bring the holes, 2, to coincide with each other, as shown in Fig. 2. Through these holes is passed the shank 9, of the spring seal, 3, thus securing the ends of the shackle together.

The construction of the spring seal is clearly shown in Fig. 5. It is composed of two shells of metal fastened together at their edges by crimping the edge of one shell over the edge of the other, a well known operation. Fitting into the space between the two shells is the sheet metal disk 5, preferably made of sheet steel, said disk having near its center a circular opening, 6, and radiating from this opening are slits, 7, extending from the opening nearly to the periphery of the disk.

The shank, 9 of the seal, has at one end a head, 4, considerably larger than the holes 2 in the strip 1. At the other end of the shank is a groove forming an abrupt shoulder, the sides of the groove being beveled toward the head of the shank. When the shank enters the seal, the end of the shank forces out the segments of the disk 5 formed by the radial slits 7, and these segments passing under the abrupt shoulder on the shank will render it impossible to withdraw the said shank from the seal, and when the shank has been passed through the holes in the sealing strip 1, after looping said strip through the hasp and staple of a car door, as shown in Fig. 9, and the seal forced onto said shank, it will be impossible to open the car door without mutilating either the seal or shackle.

One great advantage of my seal is that it does away entirely with the heavy and cumbersome press necessary for sealing the lead seals now in general use, as this seal can be attached by any one without the use of any tools whatever, it being so constructed that the simple pressure of the thumb and finger is all that is necessary to snap the seal onto the shank.

The name of the person or company using these seals may be stamped on the shackle and on the seal, as well as the number of each seal as is shown in Figs. 1 and 3, thereby furnishing ready means for identification and for keeping a record of the location and use of each seal.

I do not claim this device for the exclusive purpose of sealing cars, as it is apparent that it may be used in any connection where such a seal is desired. Nor do I limit myself to the particular construction just described, as, for example, in place of the shackle shown in Fig. 1, I may use a wire, Fig. 6, the ends of said wire being bent to form two rings or loops, the joints 10, between the ends and body of the wire being welded, or otherwise permanently secured in position. Or, I may fasten one end of the shackle permanently to the seal, as is shown in Fig. 7, or one end may be permanently fastened to the shank, as is shown in Fig. 8, either of the latter methods of construction making the device in two parts instead of three.

Having thus described my invention, what

I claim, and desire to secure by Letters Patent of the United States, is—

The combination, with the hasp and staple or similar means for fastening a car door, of a strip of metal bent upon itself provided with rivet openings near each of its ends, and the pin 9 one end of which is provided with a head, the other end having a shoulder and being adapted to pass through said rivet holes into the central opening of the metallic shell 14 and engage with the tongues or segments of disk 5 in such manner that said segments will be forced out and caused to pass under the shoulder of said pin thereby preventing its withdrawal; the metallic shells 13 and 14, metallic disk 5 having tongues or segments, inclosed in the space between said shells, substantially as described.

In testimony whereof I have signed my name to this specification, in the presence of two subscribing witnesses, on this 6th day of June, A. D. 1892.

JOSEPH L. HAYDEN.

Witnesses:

FRANK I. HOWE,

MELVIN L. SEVERY.