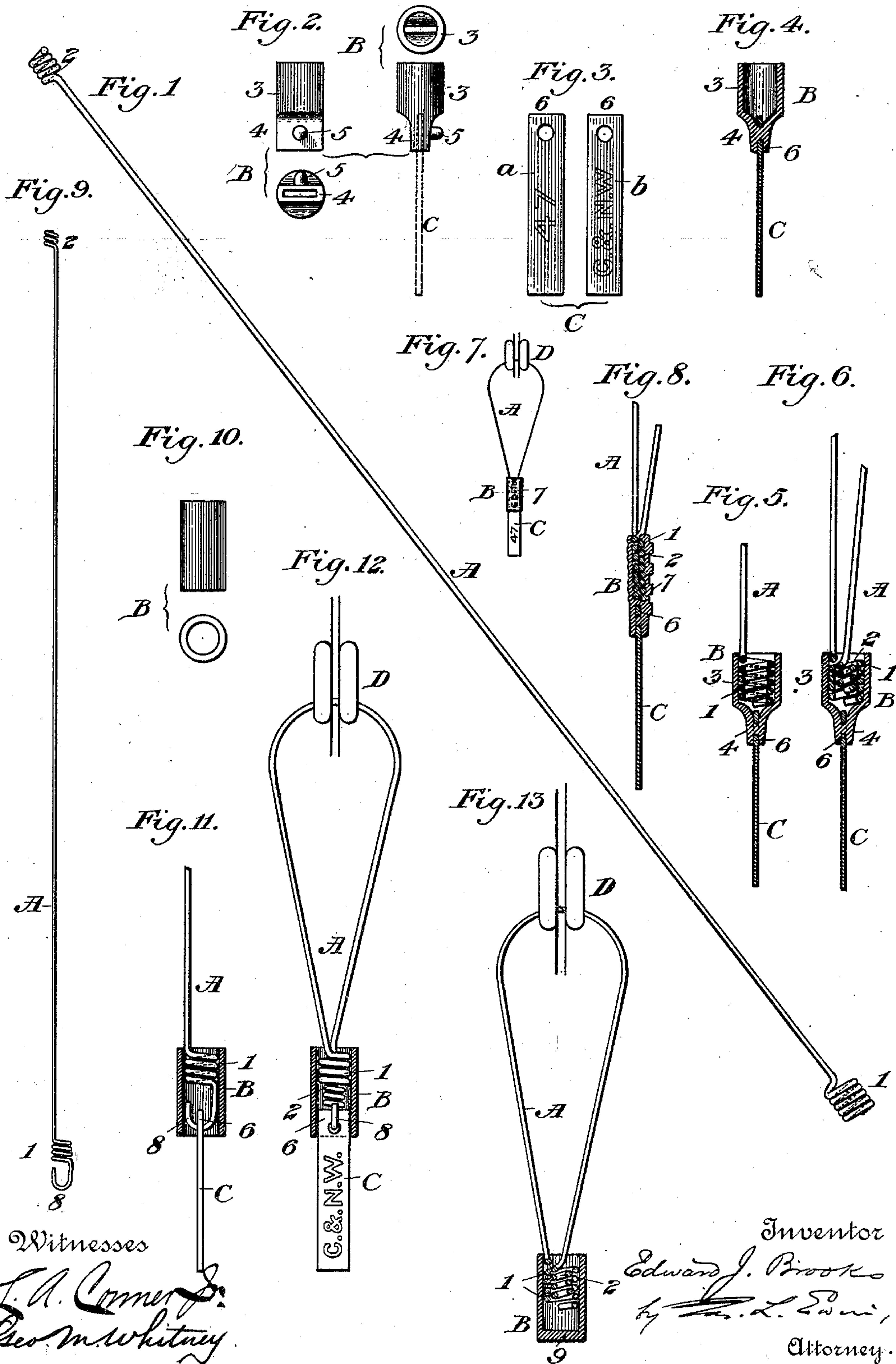


(No Model.)

E. J. BROOKS.
SEAL AND TAG THEREFOR.

No. 509,610.

Patented Nov. 28, 1893.



Witnesses

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SEAL AND TAG THEREFOR.

SPECIFICATION forming part of Letters Patent No. 509,610, dated November 28, 1893.

Application filed June 20, 1893. Serial No. 478,223. (No model.)

To all whom it may concern:

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

This invention relates primarily to combined seals and tags, for securing the fastenings of railway freight-cars, and for like uses; and it relates to that class of seals in each of which a shackle of flexible single wire is combined with a compressible seal part of lead, and to those tags for such seals more particularly which are made of printed or embossed sheet-metal, usually "tin" (tin-plate).

The present invention consists in certain novel combinations of parts, hereinafter set forth and claimed; and its objects are, first, to inseparably unite a wire shackle, a leaden seal-part and a tin tag, all of very light weight, so as to produce a tagged seal which is at once cheap, safe and readily handled, and, secondly, to facilitate preliminarily uniting the shackle and seal-part and by the same means to effectively resist any attempt to open the pressed seal-part so as to liberate either shackle-end; the combination by which the object last stated is accomplished being also capable of embodiment in seals without tags.

A sheet of drawings accompanies this specification as part thereof.

Figure 1 of the drawings is a full length view of the shackle of the combined seal and tag which is further represented by Figs. 2 to 8 inclusive, and of the seal represented by Fig. 13. Fig. 2 is a series of views of the seal-part of said seal and tag as molded or cast, with an appended edge view of the tag in dotted lines. Fig. 3 shows the obverse and reverse of the tag before it is attached. Fig. 4 represents a longitudinal section through the preliminarily united seal part and tag. Fig. 5 is a like view of the same as preliminarily attached to the shackle. Fig. 6 is a like view of the seal and tag ready for the seal-press. Fig. 7 is a small scale representation of the pressed seal and tag. Fig. 8 represents a longitudinal section through the same on the same scale as Figs. 1 to 6. Fig.

9 is a small scale elevation of the shackle of a modified seal and tag, further represented by Figs. 10 to 12. Fig. 10 shows side and end views of the seal part of said modified seal and tag. Fig. 11 is a longitudinal section of the same as preliminarily united with the tag and shackle. Fig. 12 is a sectional elevation of the seal and tag ready for the press, showing a face view of the tag. Fig. 13 is a like view of a seal without tag constructed according to the same invention in part.

Like letters and numbers refer to like parts in all the figures.

Each of the above embodiments of this invention comprises a flexible shackle A of single wire having close spiral coils, 1, 2, of different diameters, at its respective ends, the larger coil 1 being adapted to admit the other freely within it as in Figs. 6 and 13, or through it as in Fig. 12. Another part common to all is a compressible seal-part B, of lead; one end, marked 3 in Figs. 2, 4 and 6, or the whole of such seal-part, being a hollow cylinder fitted internally to said larger coil 1 of the shackle A, so as to provide for preliminarily uniting the shackle and seal-part, as in Fig. 5 or Fig. 11, by the insertion of said coil, and the slightest compression of the cylinder, as between the finger and thumb of the hand which holds the seal-part. This is done at the factory, before shipping the seals and tags, or seals.

In the combined seal and tag illustrated by Figs. 1 to 8 inclusive, the seal-part B has a hollow flat end 4, cast with a stud 5 on one side as in Fig. 2, which admits the perforated end 6 of a tag C, as in dotted lines in the figure. The light stroke of a hammer drives in said stud 5, and forces its metal into the hole of said perforated end 6 of the tag, so as to preliminarily attach the tag, as in Fig. 4. The tag C is intended to be cut from tin printed and perforated in the sheet. As thus made, both sides, *a* and *b* Fig. 3, may conveniently be provided with distinguishing marks, as represented. It may instead be simultaneously punched, embossed and stamped out by means of suitable dies, if preferred. In either case it may be very small and light as compared with the lettered shackles the place of which it takes. The seal-part B is next preliminarily united with the shackle A in the

manner above described, as illustrated by Fig. 5. The seal and tag is then ready for the market.

In use, the shackle A is passed through car-door staples D, Fig. 7, or the like, and its smaller coil 2 is inserted into said coil 1 as in Fig. 6. A seal-press is then applied, and the seal-part B is thereby compressed and provided with distinguishing marks 7, as illustrated by Figs. 7 and 8, which completes the seal.

The modified seal and tag illustrated by Figs. 9 to 12 is composed of a single-wire shackle A having large and small coils 1 2 at its respective ends, a compressible leaden seal-part B, and a tin tag C having a perforated upper end 6, as above described. Its shackle A has in addition a hook 8 in continuation of its larger coil 1; its seal-part B is a plain open-ended hollow cylinder; and the parts are assembled by hooking a tag C on said hook 8, and slipping a seal-part B endwise over said coil and said perforated end, and slightly pressing it as between finger and thumb to preliminarily unite the parts, as in Fig. 11. In use it is or may be applied, as in Fig. 12, and solidified and stamped in a seal-press, like the seal and tag above described.

The seal without tag illustrated by Fig. 13 is composed as above of said shackle A Fig. 1 and a seal part B similar to those above described as regards the hollow cylinder feature. In the seal without tag, a seal-part B cylindrical throughout is conveniently provided with a solid lower end 9. Its parts are preliminarily united like the shackle and seal-part of either of the combined seals and tags above described, and it is or may be applied, to car-door staples D or the like, and then pressed, in like manner. If the coils 1 and 2 of the shackles A be of one and the same twist, and located the smaller within the larger, as in Figs. 6 and 13, the respective

coils mutually enter the opposite interspaces as the coils are flattened in the seal-press, 45 presenting finally the appearance in section represented in Fig. 8, which absolutely precludes their separation without the complete destruction of the seal. If, instead, the smaller coil is permitted to enter beyond the larger 50 coil, as in Fig. 12, the seal-part presses more easily, and is reasonably secure against being tampered with without detection. In either case the flattened larger coil precludes the withdrawal of the smaller coil, and also effectively prevents its liberation by cutting 55 into the lead edgewise.

Eyeleted paper or the like may be substituted for tin, and any suitable compressible material for lead; and other like modifications will suggest themselves to those skilled in the art. 60

Having thus described the said improvement, I claim as my invention and desire to patent under this specification— 65

1. A combined seal and tag composed of a flexible shackle, of single wire, having coils of different diameters, at its respective ends, adapted to be inserted one within the other, a seal-part embracing the larger coil, and a 70 tag, having a perforated end embraced by said seal-part, and preliminarily united with said seal-part and shackle, substantially as hereinbefore specified.

2. The combination with a compressible 75 seal-part having a hollow cylindrical portion of a flexible shackle of single wire having a cylindrical coil at one end tightly embraced by said cylindrical portion of the seal-part and a smaller coil at its other end loosely fitted to the interior of the coil first named, substantially as hereinbefore specified. 80

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