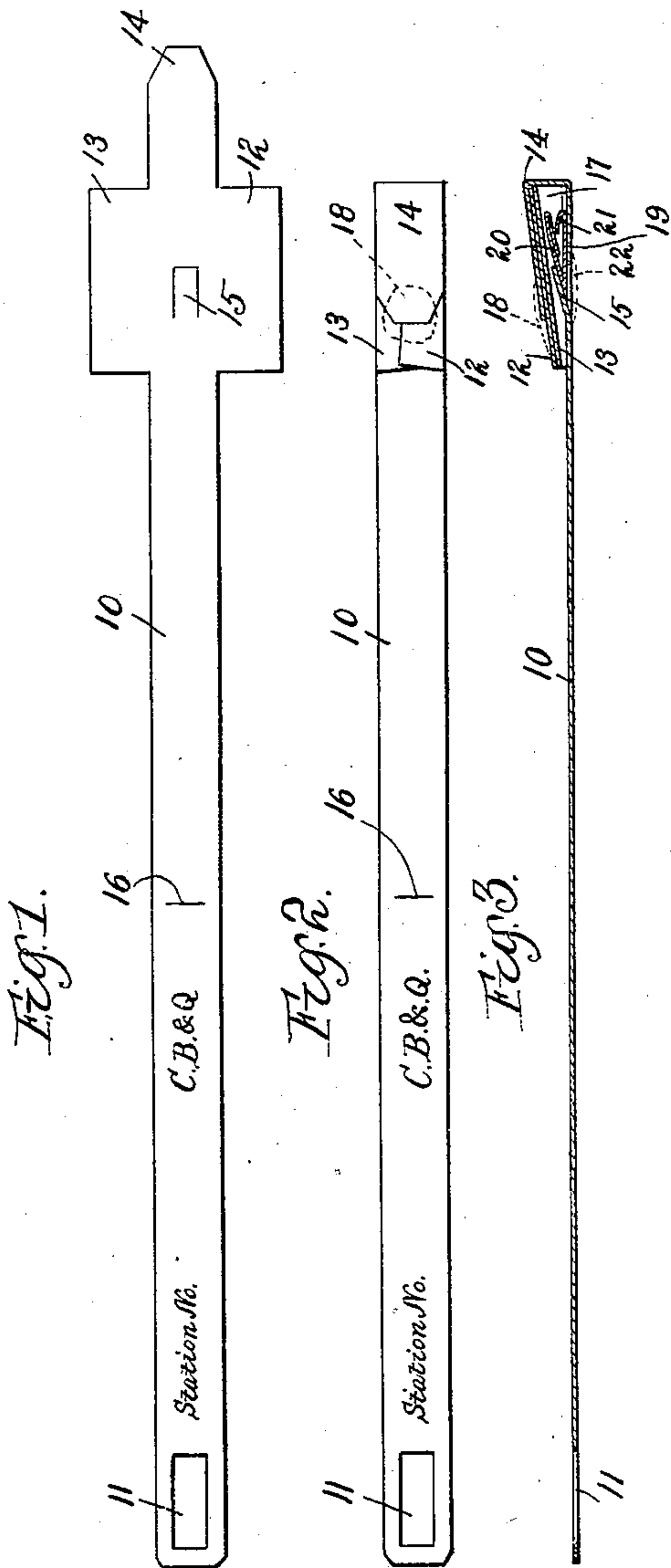


(No Model.)

L. J. GENETT.  
CAR SEAL.

No. 558,554.

Patented Apr. 21, 1896.



Witnesses.  
S<sup>m</sup> M. Rheems.  
Wm. L. Hanning

Inventor:  
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by  
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# UNITED STATES PATENT OFFICE.

LOUIS J. GENETT, OF MARQUETTE, MICHIGAN.

## CAR-SEAL.

SPECIFICATION forming part of Letters Patent No. 558,554, dated April 21, 1896.

Application filed January 13, 1896. Serial No. 575,275. (No model.)

*To all whom it may concern:*

Be it known that I, LOUIS J. GENETT, a citizen of the United States, residing at Marquette, in the county of Marquette and State of Michigan, have invented a new and useful Improvement in Car-Seals, of which the following is a specification.

This invention relates to car-seals.

The object of the invention is to produce a car-seal of simple and efficient construction and which cannot be opened or tampered with without detection.

The invention consists, substantially, in the construction, combination, location, and relative arrangement of parts, all as will be more fully hereinafter set forth, as shown in the accompanying drawings, and as specifically pointed out in the appended claims.

Referring to the accompanying sheet of drawings and to the various views and reference-signs appearing thereon, Figure 1 is a view in plan of a blank properly stamped out from which the car-seal is made. Fig. 2 is a similar view showing the side and end flanges bent up to form the casing. Fig. 3 is a central longitudinal sectional view of Fig. 2. Fig. 4 is a view in plan of the locking-piece. Fig. 5 is a view, partly in side elevation and partly in central longitudinal section and upon an enlarged scale, of the car-seal in locked position.

In carrying out my invention I stamp or otherwise form, preferably from a sheet, a strip of material 10, comprising a shank having in one end thereof a perforation 11 and at the other end provided with the side flanges 12 13 and end flap 14, and also with the tongue 15, adjacent to the flanges and end flap, and with the transverse slit 16, preferably about midway the length of the shank. I then bend up the side flanges 13 12 at substantially right angles to the plane of the shank and then at right angles to themselves to form a chamber or casing 17, the end flap being then bent over to form an end wall for said chamber, as clearly shown in Figs. 2, 3, and 5. These flanges and the end flap are then suitably soldered together, as indicated at 18, and the tongue 15 is bent out of the plane of the shank 10, as shown most clearly in Figs. 3 and 5.

Before the end flap 14 is bent or folded over upon the folded side flaps 12 13 the lock 19

is inserted in casing 17. This lock 19 is formed as follows: A blank piece of material is stamped or otherwise formed substantially as shown in Fig. 4, having the narrowed projecting end portion 20 and the tongue 21 formed therein. The tongue 21 is bent up to form a hook, as shown in Figs. 3 and 5, said hook being presented toward that end of the lock having the narrowed projection 20. Said narrowed projection 20 is bent back upon the main body portion of the lock and then downwardly and forwardly upon itself, as clearly shown in Figs. 3 and 5, thereby forming with the end of hook 21 a snap-clamp. This lock thus formed is introduced to the chamber 17, through the end thereof, before the end flap 14 is bent up to form an inclosure, and said hook is engaged by the flap 15, whereby it is prevented from being withdrawn from the chamber through the other or open end thereof.

In order to effect a locking of the seal for use in sealing a car, the shank 10 is passed through the staple of the car-door lock and is then bent upon itself, and the end thereof having the perforation 11 is introduced to the chamber 17 through the open end thereof. By forcing the shank endwise the end thereof will be carried over the bent projection 20 of the lock until said bent portion passes into the perforation 11 in the end of the shank. Then, by giving the shank a pull in the opposite direction, said end portion is snapped between the end clamp formed by the bent-up projection 20 and the hook 21, and into the position shown in Fig. 5, where it is absolutely held against displacement, and where it is impossible to release the same without destroying the seal.

When the hook 19 is introduced into chamber 17 and into position against flap 15, it may be held therein by means of solder 22, as shown.

If desired, and in order to facilitate the removal of the seal from the car-lock, I may provide the transverse slit 16, thereby enabling the seal to be broken when the car arrives at its destination with the ends of the seal remaining intact and in locked position, thereby enabling the station-agent to verify from his bill of lading the contents of the car by retaining the broken seal.



If desired, the station-number and also the name or initials of the railroad or any other matter may be stamped in the strip 10, as indicated in Figs. 1 and 2.

5 A car-seal embodying the principles of my invention may be constructed of any suitable or desirable material; but I prefer, on account of its adaptability for the purpose and also its cheapness, to employ sheet-tin.

10 Modifications of the details of construction and arrangement of the parts would readily suggest themselves to persons skilled in the art and still fall within the spirit and scope of my invention. I do not desire, therefore, to  
15 be limited to the exact details of construction and arrangement shown and described; but,

Having now stated the object and nature of my invention and a form of apparatus embodying the same, what I claim as new and of  
20 my own invention, and desire to secure by Letters Patent of the United States, is—

1. A car-seal, comprising a strip of material adapted to be formed into a casing or chamber at one end thereof and provided with a  
25 perforation at the opposite end thereof, a hook independent of the body portion of said strip arranged to be received in said casing or chamber, means for preventing the withdrawal of said hook, said hook adapted to receive the  
30 perforation in the end of said strip; as and for the purpose set forth.

2. A car-seal, comprising a strip of suitable material having a perforation in one end thereof, and having side flanges and an end  
35 flap at the opposite end thereof, adapted to be bent to form a chamber, said chamber adapted to receive the other end of said strip, and means for locking said perforated end

within said chamber or casing comprising a hook independent of the body portion of said 40 strip; as and for the purpose set forth.

3. A car-seal, comprising a strip of suitable material, having a perforation at one end thereof and having side flanges, an end flap 45 and a lip at the opposite end thereof, said side flanges and end flap adapted to be bent or folded upon each other to form a casing or chamber inclosing said lip, a clamping-hook adapted to be received in said chamber and to be held against withdrawal therefrom by 50 said lip, said clamp adapted to receive and hold against withdrawal the perforated end of said strip; as and for the purpose set forth.

4. A car-seal, comprising a strip of suitable material, provided with a perforation in one 55 end thereof and having side flanges and an end flap, and having a lip or tongue in the opposite end thereof, said side flanges and end flap adapted to be folded over upon each other to form a chamber, a clamping-hook 60 adapted to be received in said chamber and to be held against withdrawal therefrom by said lip or tongue, said clamping-hook comprising an upturned lip and a cooperating narrowed projection, said narrowed projec- 65 tion arranged to be passed through the perforation in the end of said strip to hold the same against withdrawal; as and for the purpose set forth.

In witness whereof I have hereunto set my 70 hand, this 8th day of January, 1896, in the presence of the subscribing witnesses.

LOUIS J. GENETT.

Witnesses:

M. I. CAVANAGH,  
S. E. DARBY.