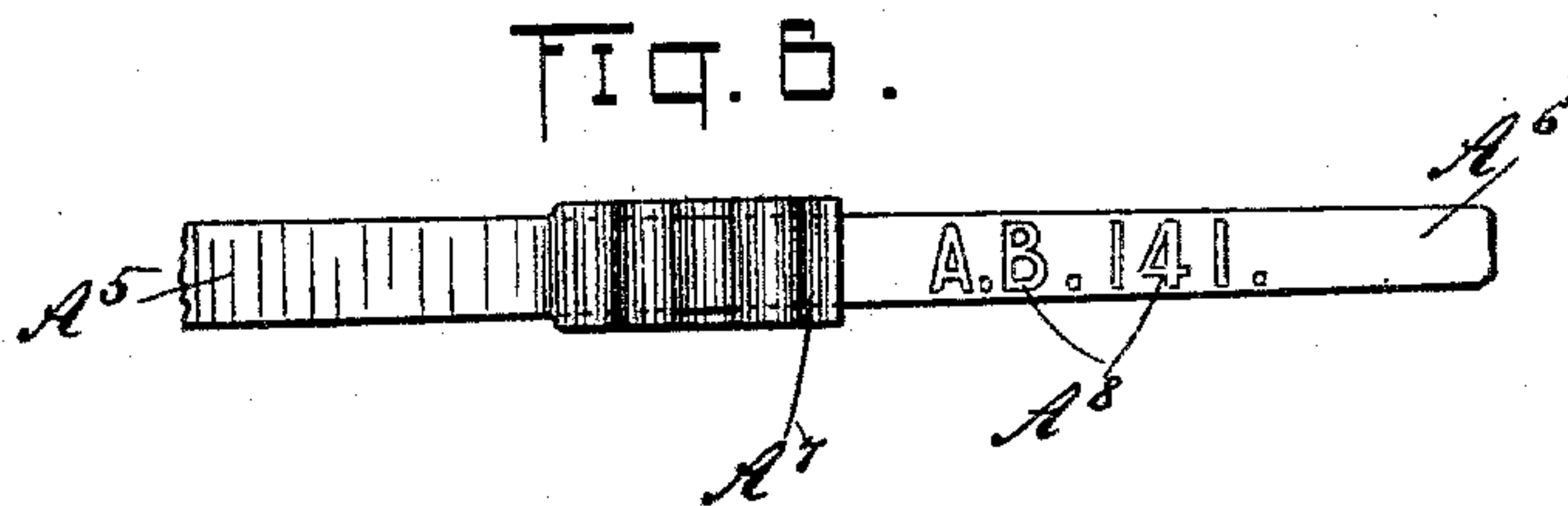
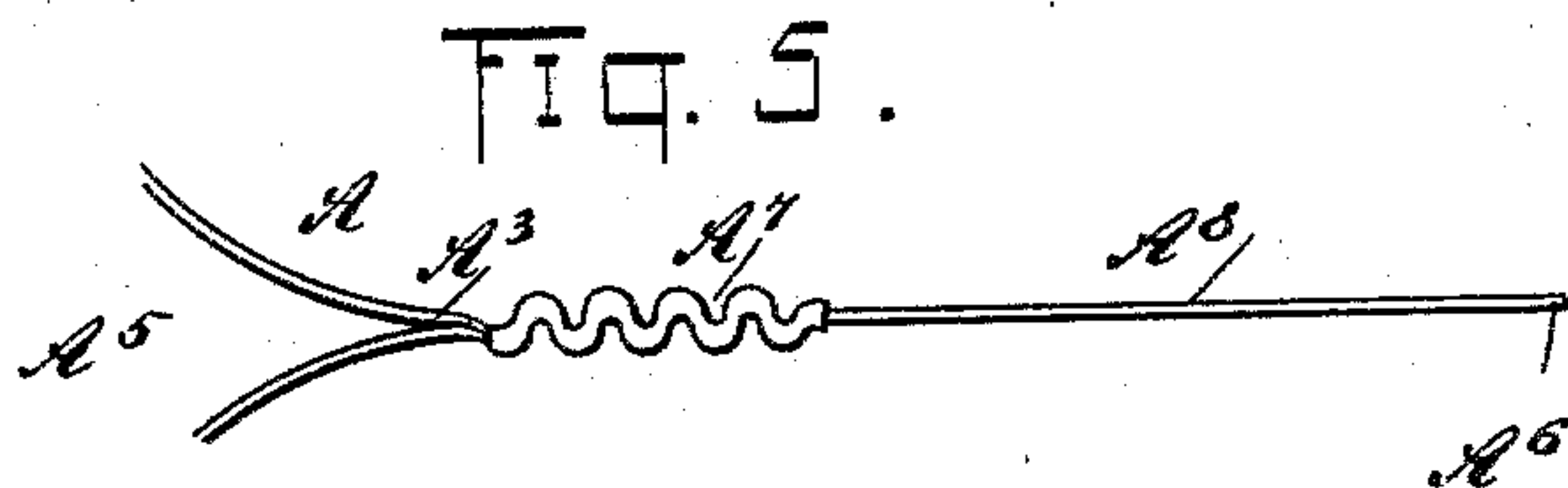
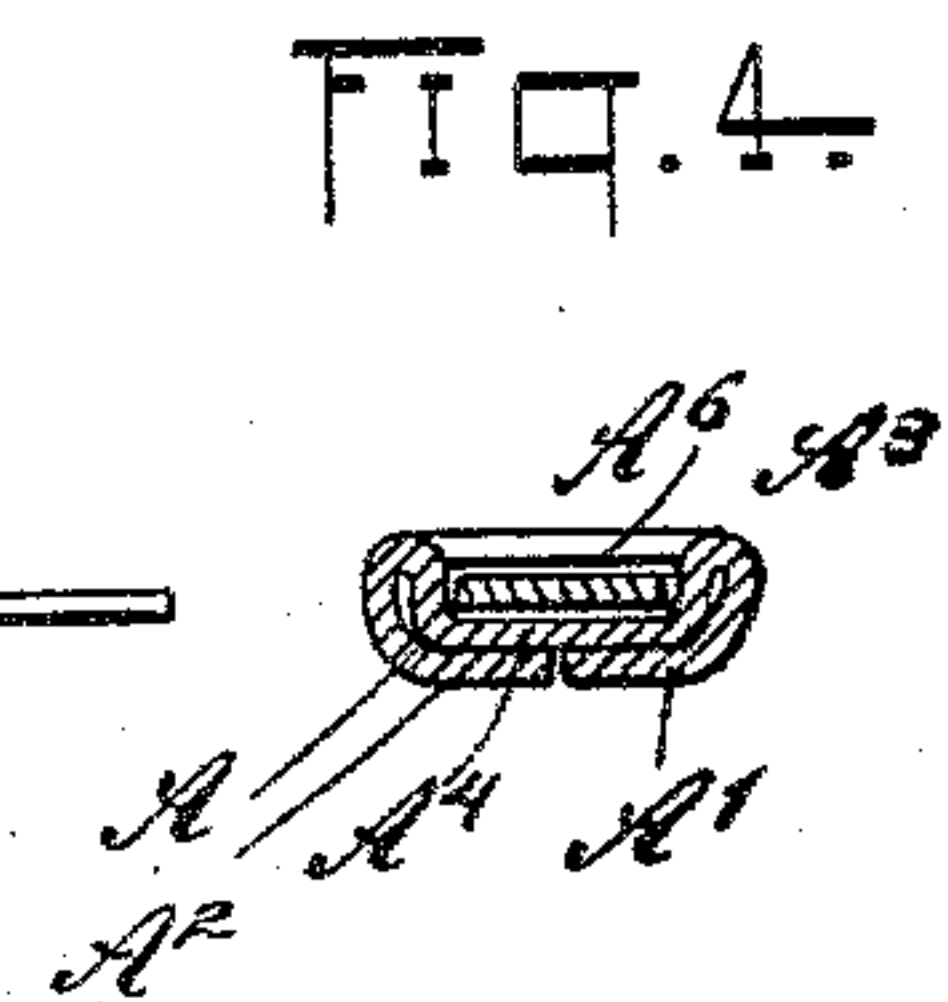
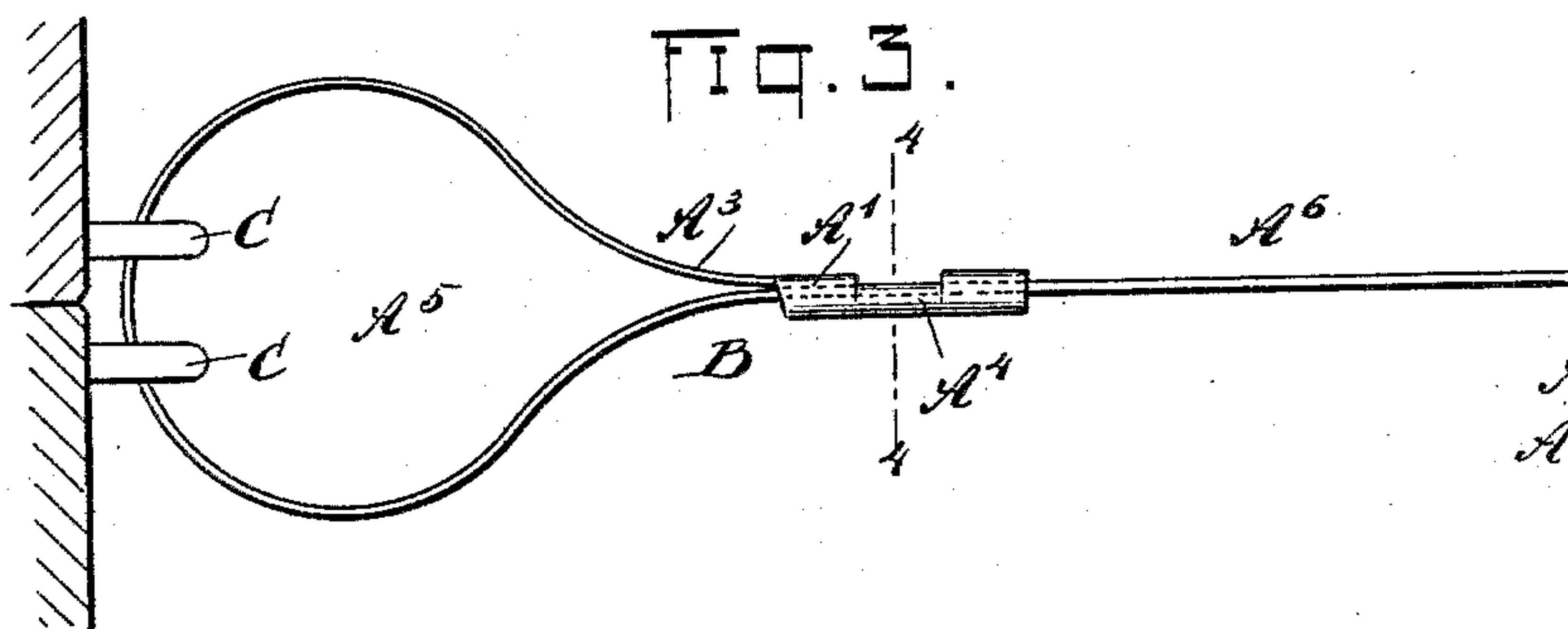
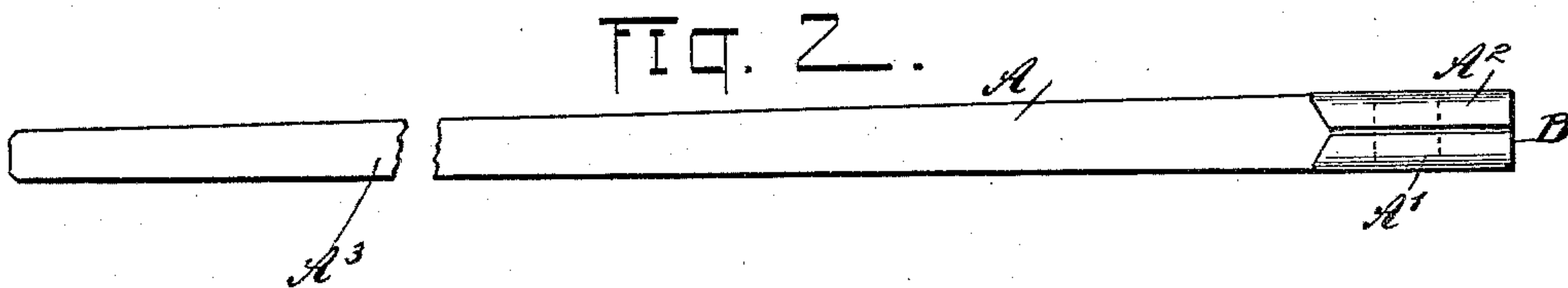
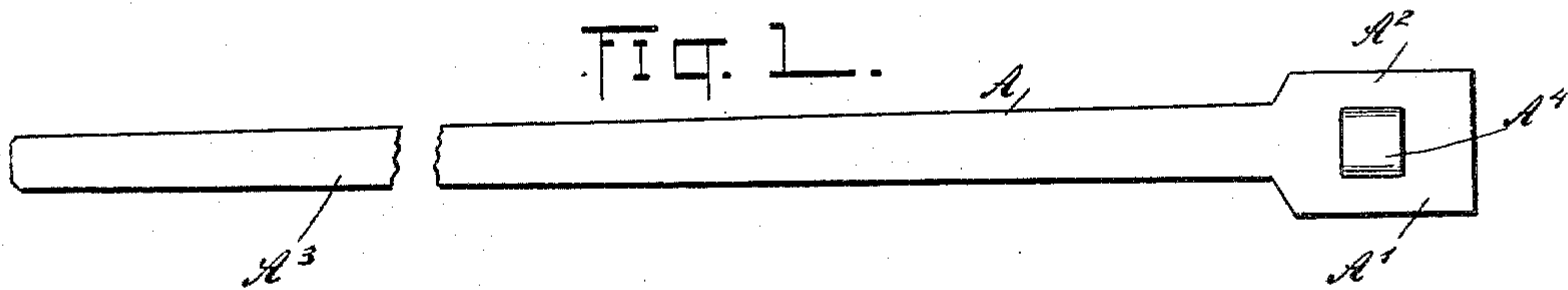


(No Model.)

E. DE LAMATER.
CAR SEAL AND TAG.

No. 597,959.

Patented Jan. 25, 1898.



WITNESSES:

H. Kelly.
Geo. Foster.

INVENTOR
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ATTORNEYS.

UNITED STATES PATENT OFFICE.

EDGAR DE LAMATER, OF OGDEN, UTAH.

CAR SEAL AND TAG.

SPECIFICATION forming part of Letters Patent No. 597,959, dated January 25, 1898.

Application filed September 21, 1897. Serial No. 652,439. (No model.)

To all whom it may concern:

Be it known that I, EDGAR DE LAMATER, of Ogden, in the county of Weber and State of Utah, have invented a new and Improved Car Seal and Tag, of which the following is a full, clear, and exact description.

The object of the invention is to provide a new and improved car seal and tag which is simple in construction, cheap to manufacture, arranged for convenient application to the doors of railroad freight-cars to effectually seal the same, and is not liable to allow an accidental opening of the cars or tampering therewith without detection.

The invention consists of certain parts and combinations, as will be fully described hereinafter and then pointed out in the claim.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the figures.

Figure 1 is a plan view of the blank for forming the seal. Fig. 2 is a like view of the blank formed with a bearing. Fig. 3 is a plan view of the improvement as applied. Fig. 4 is an enlarged transverse section of the same on the line 4 4 of Fig. 3. Fig. 5 is a plan view of the same after corrugating and embossing, and Fig. 6 is a side elevation of the same.

The improved car seal and tag is formed of a single strip of metal A, formed at one end with a bearing B by providing the sides of the strip at that end with lips A¹ A², bent over to meet at or near the center of the strip, so as to form a longitudinal passage for the other end A³ of the strip. The end of the strip containing the bearing is also provided with a depressed portion A⁴ by forming in the strip transverse slits and then pressing the part between the slits inward upon the lips A¹ A², so that the end A³ in being passed through the passage of the bearing passes over the said depressed portion, as is plainly indicated in Fig. 4. Now when the strip has been formed with the bearing, as shown in Fig. 2, and it is desired to apply the same to a freight-car

then the end A³ is passed through the staples C, as shown in Fig. 3, and then the end is passed into the inner end of the bearing B and through the passage thereof in a longitudinal direction to produce a loop A⁵ and to form a tag A⁶, extending beyond the outer end of the bearing B. When this has been done, the tag A⁶ and the bearing B, with the part contained therein, are passed between the dies of a suitable plier or a like tool to produce longitudinal crimps or corrugations A⁷ at the bearing B, so as to lock the bearing and the part contained therein securely together, and at the same time provide the tag A⁶ with embossed characters A⁸, indicating the number of the seal or the like.

It is evident that when the bearing B, with the parts contained therein, are formed with longitudinal corrugations then the several parts are securely locked together, so that they cannot be separated without breaking the seal, thus insuring easy detection.

Now by the arrangement described the tag projects beyond the bearing, as plainly indicated in Figs. 3, 5, and 6; to permit of conveniently reading the tag whenever desired.

Having thus fully described my invention, I claim as new and desire to secure by Letters Patent—

A car seal and tag, consisting in a strip of metal at one end of which is a bearing, the bearing being formed by providing the sides of the strip at said end with oppositely-located lips bent over the strip to cover one face thereof at said end, the lips and the strip at the point adjacent thereto being provided with a depressed portion so that the remaining end of the strip may be passed over the depressed portion and between the remaining parts of the lips and the main portion of the strip preparatory to securing the said remaining end of the strip in place.

EDGAR DE LAMATER.

Witnesses:

ALAN DE FOREST REYNOLDS,
WM. MCCREA THOMPSON.