

(No Model.)

N. S. KLINE.
CAR SEAL.

No. 600,916.

Patented Mar. 22, 1898.

Fig. 1.

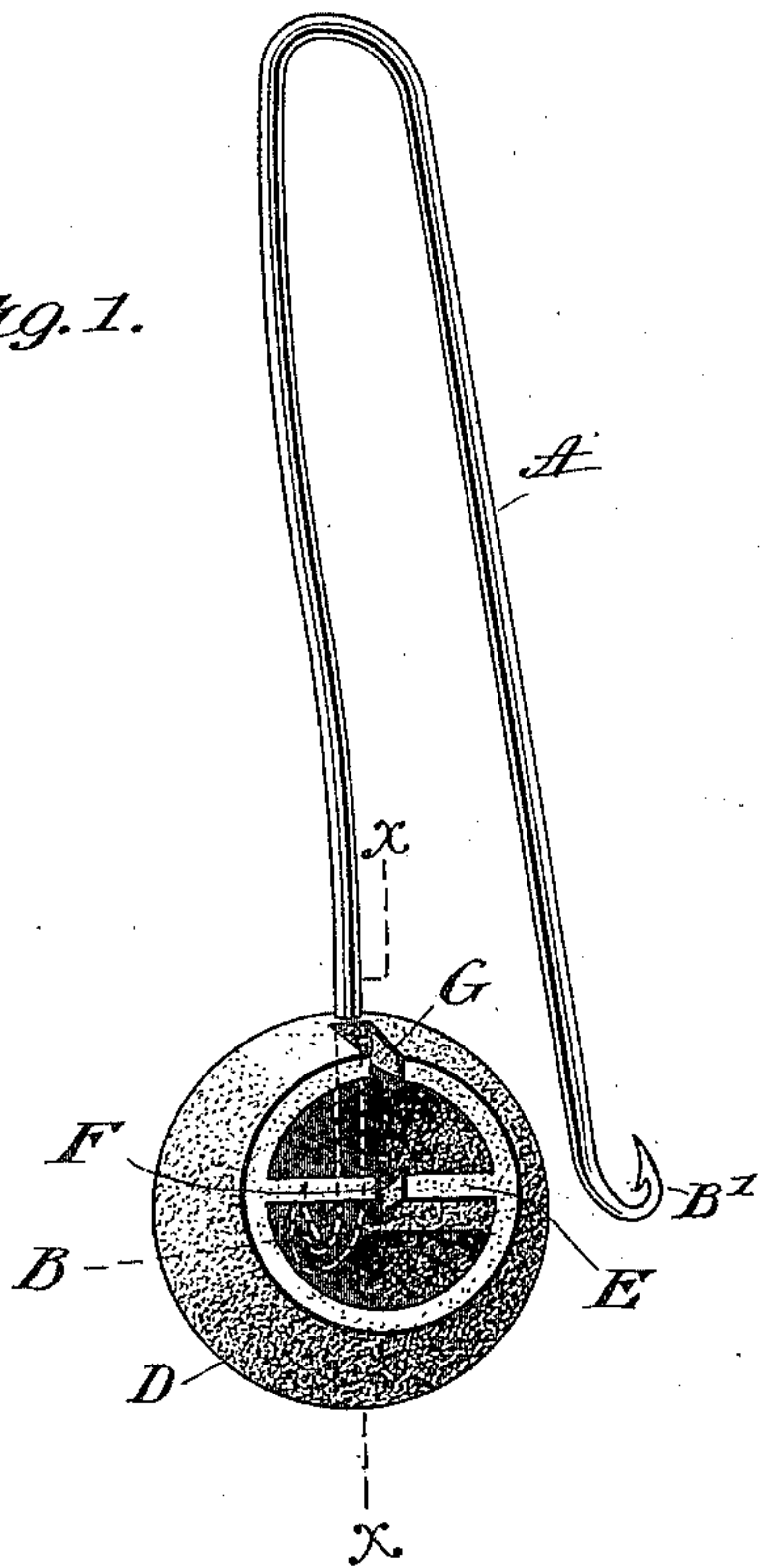


Fig. 2.

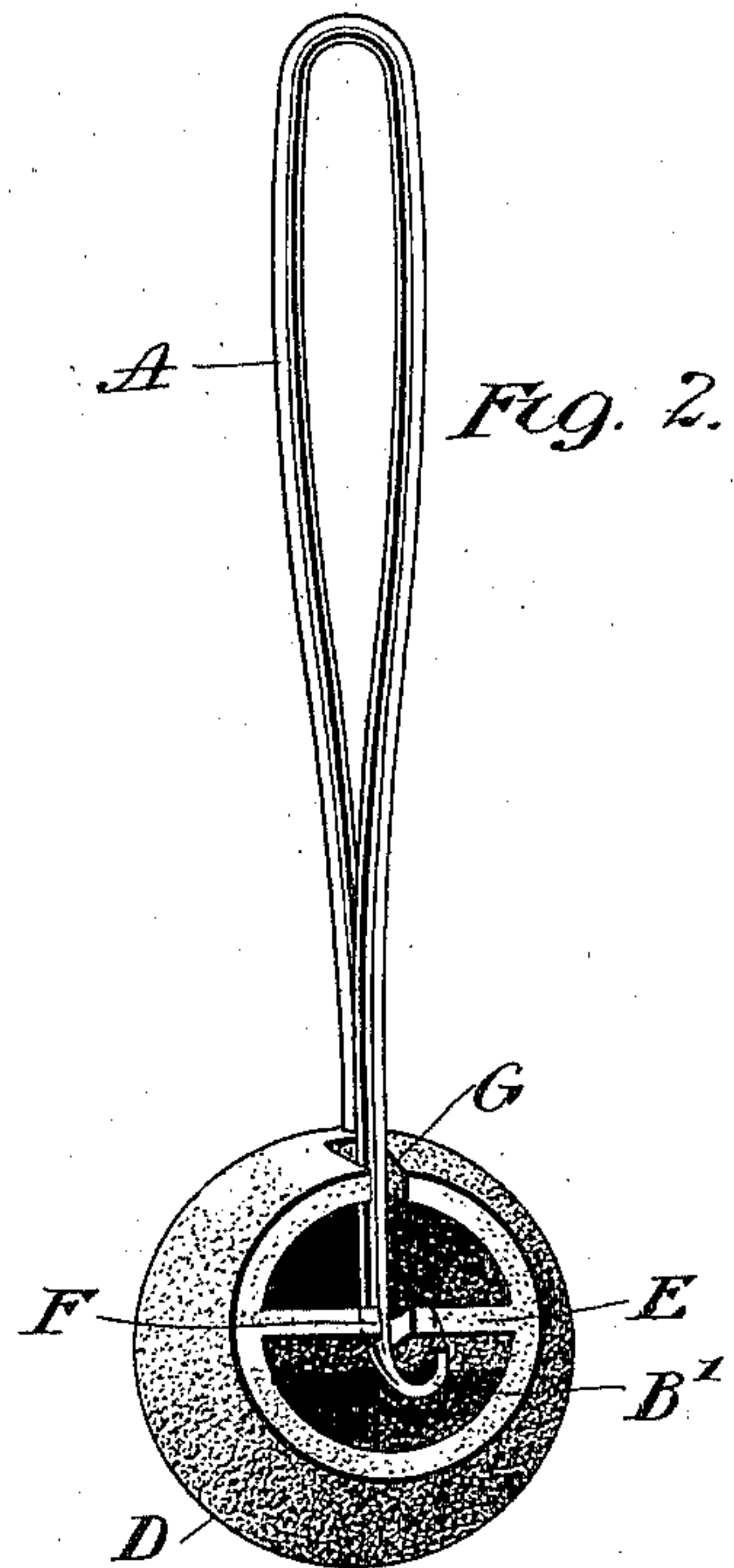


Fig. 3.

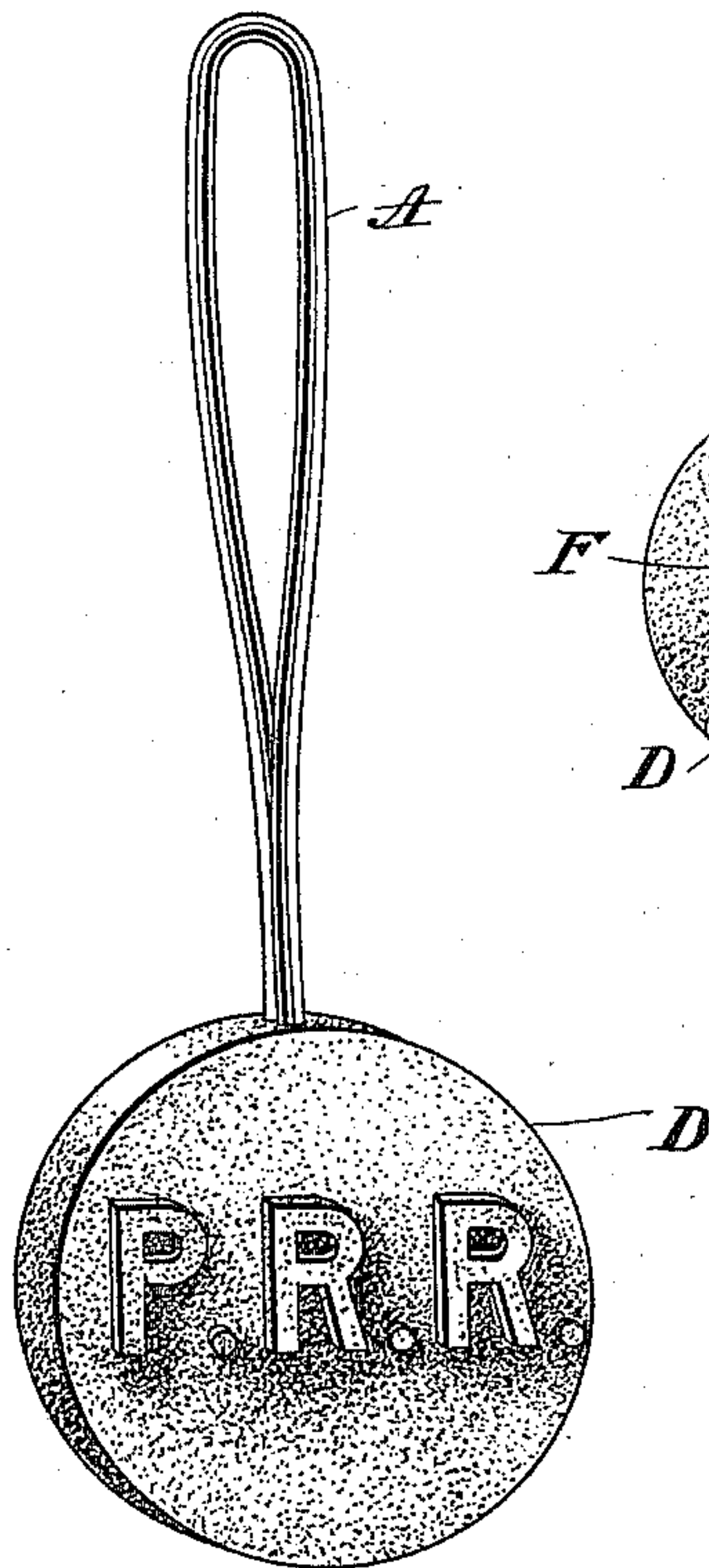


Fig. 5.

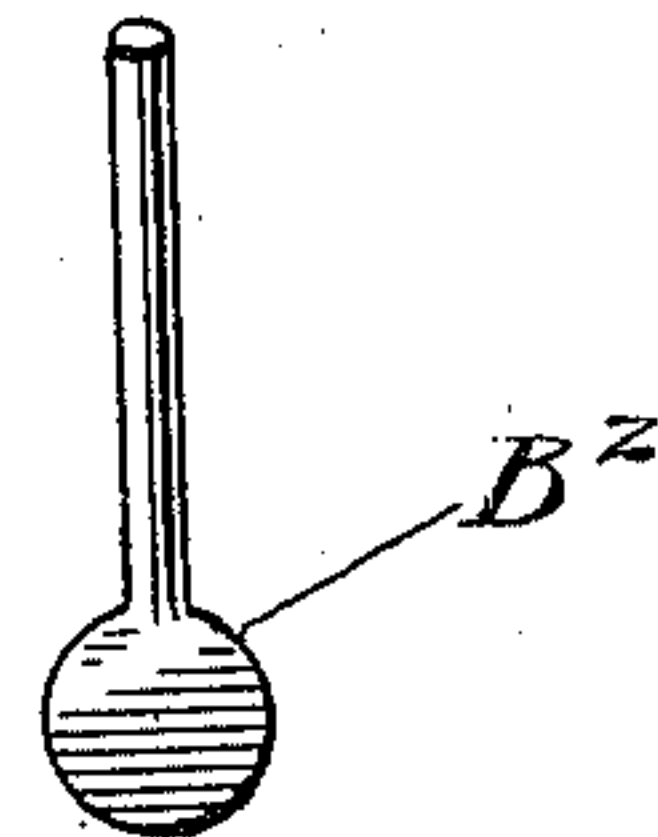
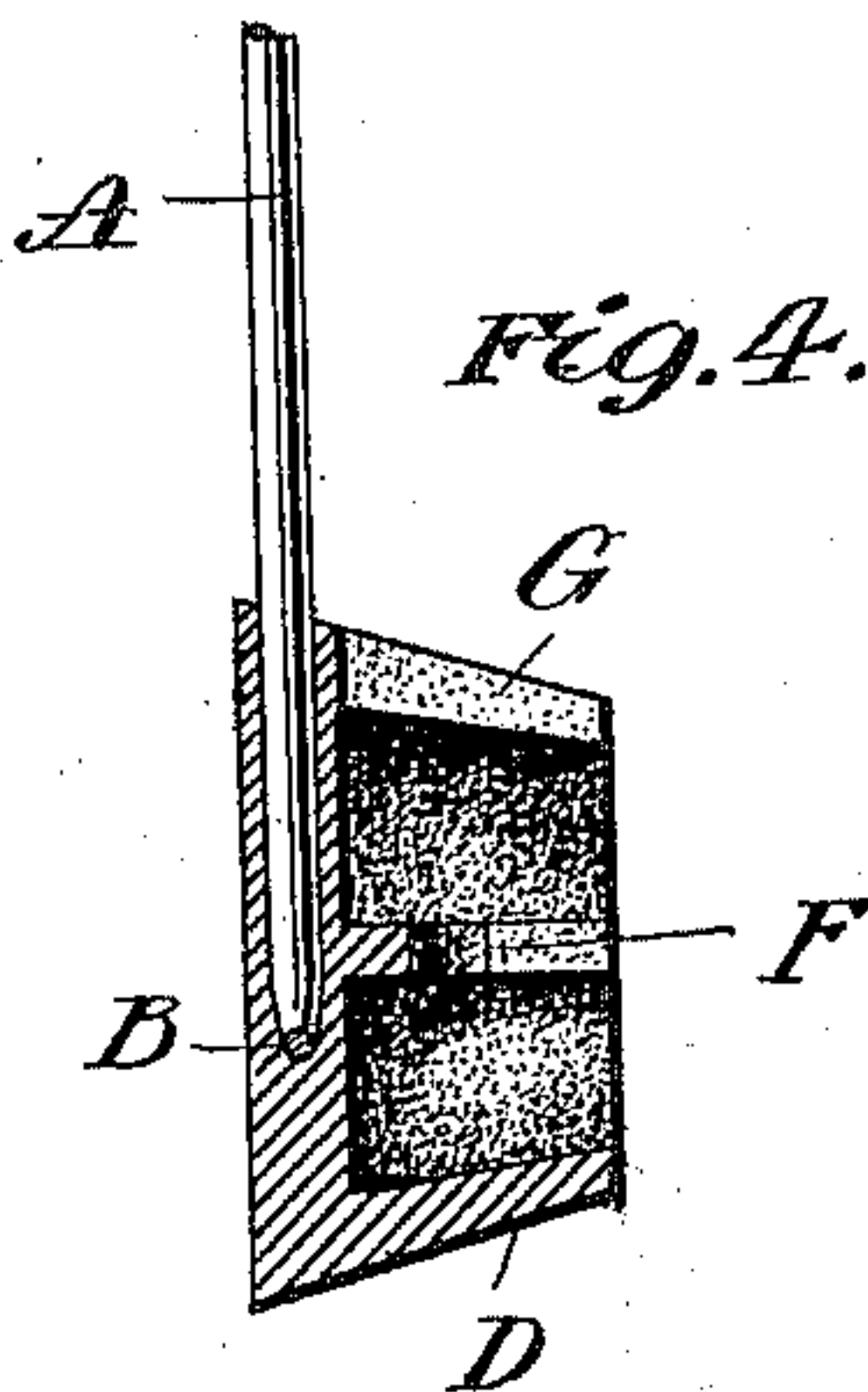


Fig. 4.



WITNESSES:

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CAR-SEAL.

SPECIFICATION forming part of Letters Patent No. 600,916, dated March 22, 1898.

Application filed March 16, 1897. Serial No. 627,748. (No model.)

To all whom it may concern:

Be it known that I, NORMAN S. KLINE, residing at Brooklyn, in the county of Kings and State of New York, have invented certain
5 new and useful Improvements in Car-Seals, of which the following is a full, clear, and exact specification.

My invention relates to improvements in car-seals; and it consists in the novel arrangement and construction of the parts thereof
10 hereinafter fully described.

The object of my invention is to provide a simple, inexpensive, and effective means whereby the lock upon the door of a car or
15 other vehicle may be sealed in such a manner that the opening of the lock is made impossible without injuring the seal to such a degree that the same may be readily detected.

My invention is illustrated by the accompanying drawings, in which—

Figure 1 is a perspective view of my car-seal before it is attached. Fig. 2 is a similar view showing the first step taken after attaching and prior to the closing of the seal. Fig.
25 3 is a perspective view of the closed seal; and Fig. 4 is a vertical section on the plane of the line *xx*, Fig. 1. Fig. 5 illustrates a modifying detail.

A is a wire looped in the usual manner, the
30 extremities of said wire being provided with suitable hooks B B'.

D is a suitable disk-shaped retaining-piece or seal proper, usually formed of lead or some other soft metal, and which I shall designate
35 herein by the word "lead." The lead D is hollowed out, substantially as shown in Fig. 4.

E is a raised central portion or partition in the hollowed-out portion of said lead.

F is a slot formed in said partition substantially midway in its length. The lower
40 end of the slot F is by preference slightly enlarged.

G is a slot in the side wall of said lead. One end of the wire loop A is normally embedded in the lower portion or base of the lead
45 D, as shown in Fig. 1 by the dotted lines. The width of the slots F G by preference is substantially the same as the diameter of the wire A.

50 In operation the wire loop is passed through or attached in the usual manner to the lock (not shown) which it is desired to seal. The

free end of loop A is then dropped into the slots F G. Then by exerting a slight pull the hook B' may be set into the partition E (see
55 Fig. 2) sufficient to prevent its accidental detachment just prior to and during the application of the commonly-used seal-press. (Not shown.) By the use of a seal-press the lead is then smashed down and closed in around
60 the free extremity of the wire A, entirely enveloping the same and preventing, unless the lead is injured, the opening of the wire loop A.

The presence of the partition, slotted as described, permits the hook B' of the wire loop
65 to be seated well into the center of the lead.

The provision of the hook B', as previously stated, enables the user to secure the free end of the loop within the lead to a sufficient degree to prevent accidental displacement when
70 the seal is ready for the application of the press. This is a feature of particular importance, as in the practice of sealing the doors of freight-cars the operator is frequently required to reach high into the air and can use
75 but one hand effectively, and in many forms of seals it frequently happens that the free end of the loop springs out and becomes disengaged from the lead at just the time it is desired to apply the press, thus occasioning
80 annoyance and loss of time.

It is obvious that in carrying out my invention certain changes in the construction specifically referred to herein may be made, and I therefore do not limit myself to the exact
85 construction shown and described, but hold myself at liberty to make such changes as are fairly within the scope and spirit of my invention. For instance, the modification shown in Fig. 5 discloses in place of the hook at the
90 end of the wire a flattened portion B², which may be formed by swaging the ends of the wire slightly, so as to increase the diameter of the same sufficient to engage in the opposite side walls of the slotted partition E, thus
95 accomplishing the same end for which the hook is intended, the enlargement thus formed preventing when the seal is entirely closed in the withdrawal of the ends of the wire without injuring the seal.
100

What I claim is—

1. In a car-seal, a soft-metal retaining-piece, a hollowed-out portion in one side thereof, a partition across said hollowed-out por-

tion, a slot in said partition, and in the side wall of said retaining-piece, a seal-wire, one end of which is embedded in and held by said soft-metal retaining-piece, and means at the
5 opposite end of said wire to prevent its being withdrawn from the retaining-piece when the parts are pressed together.

2. In a car-seal, a soft-metal seal, an undercut hollowed-out portion in one side thereof,
10 a transverse partition across said hollowed-out portion, a slot in said partition and in the side wall of said seal, a seal-wire, one end of which is embedded in and held by said soft-

metal seal, the opposite end of said wire being provided with a rigid hook. 15

3. The combination in a car-seal, of a soft-metal retainer or seal, a wire projecting therefrom, its free end being provided with a bent rigid hook, the point of said hook projecting rearwardly, and being offset from the shank 20 thereof.

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Witnesses:

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