

No. 624,217.

Patented May 2, 1899.

H. A. KENNEDY.  
CAR SEAL AND TAG.

(Application filed Jan. 3, 1899.)

(No Model.)

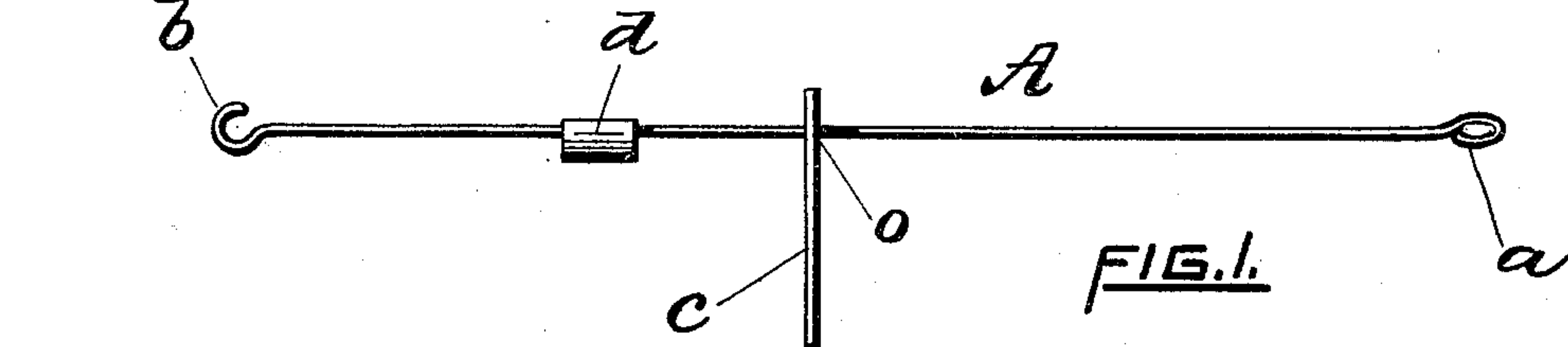


FIG. 2.

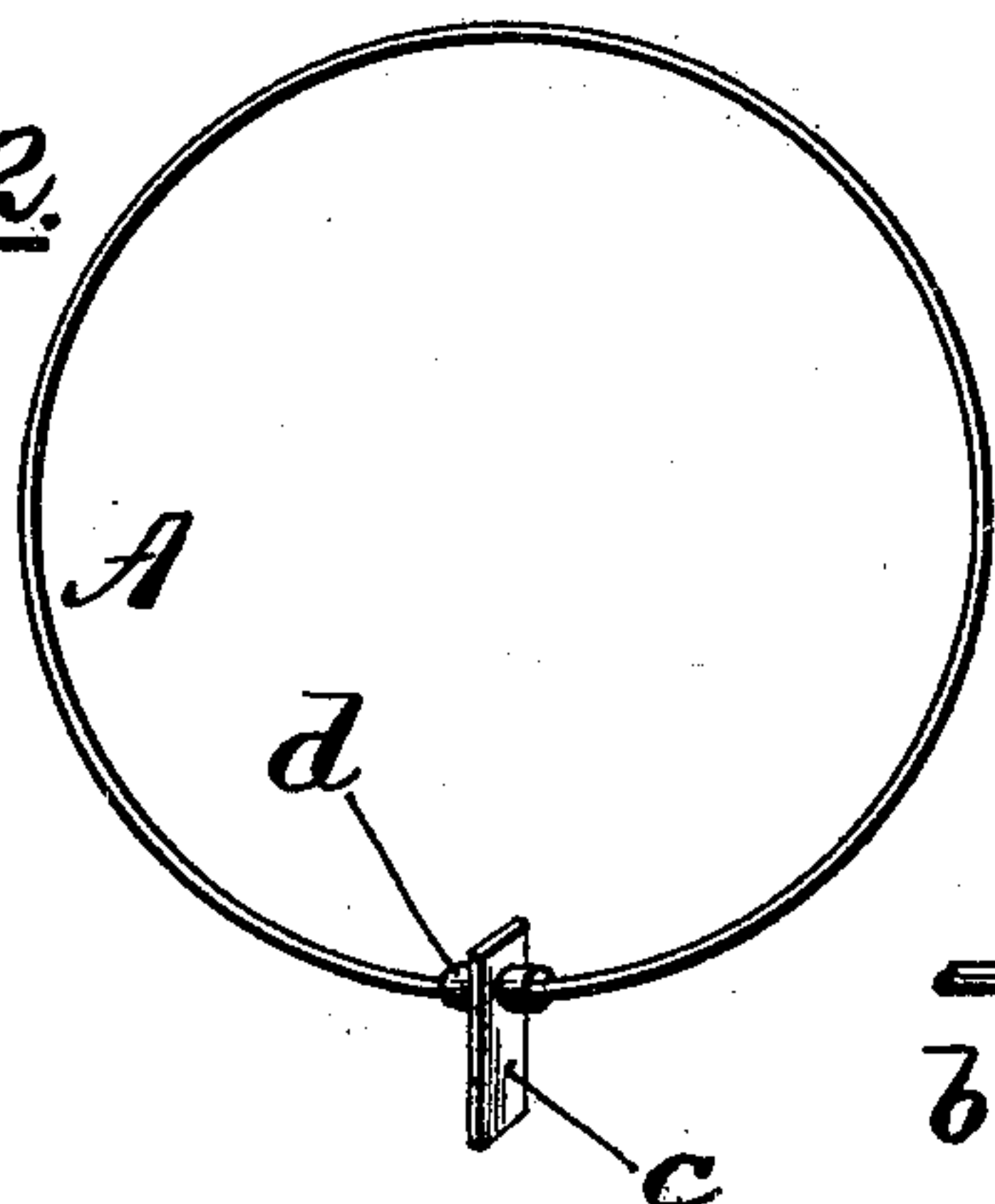


FIG. 3.

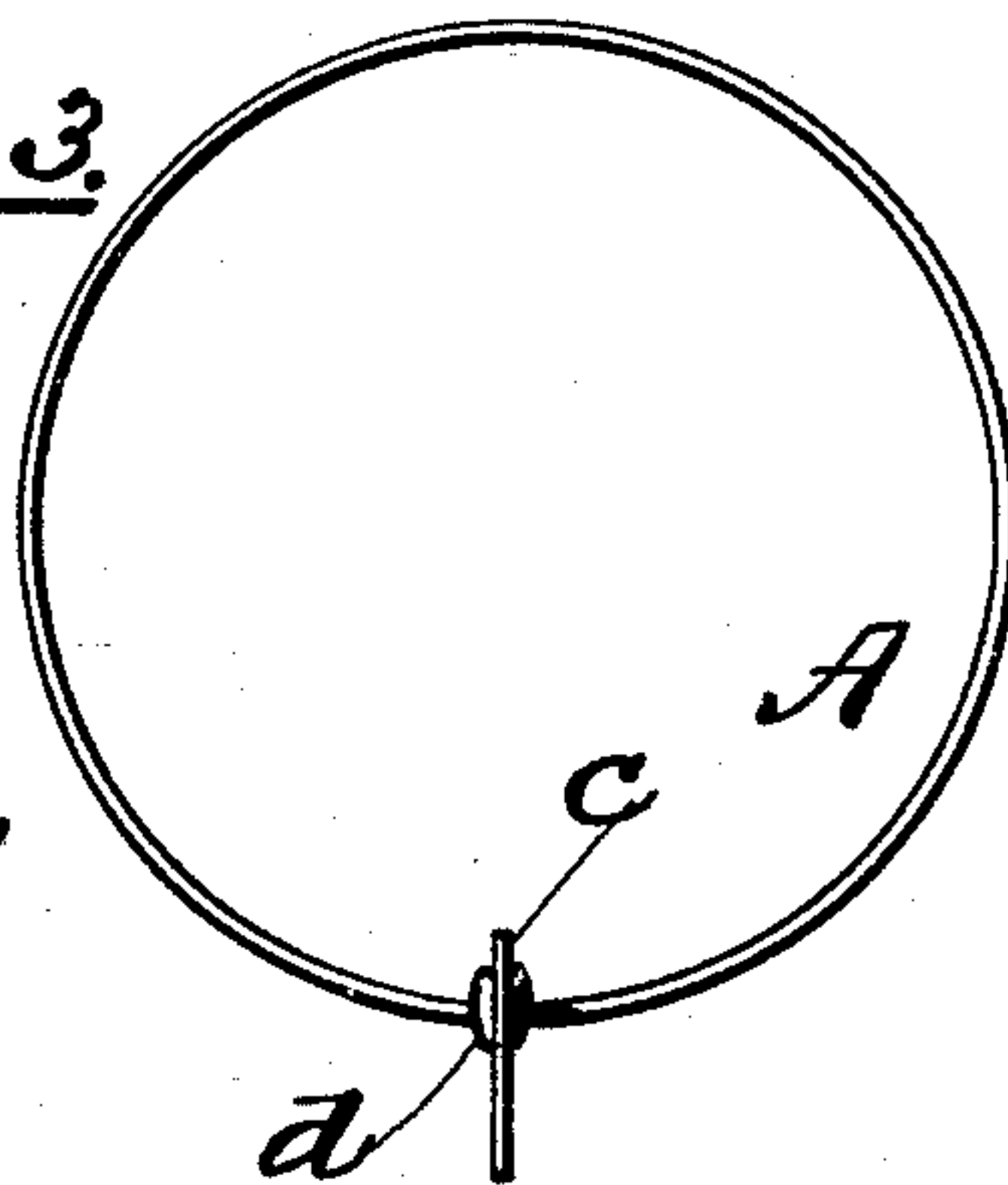


FIG. 6.

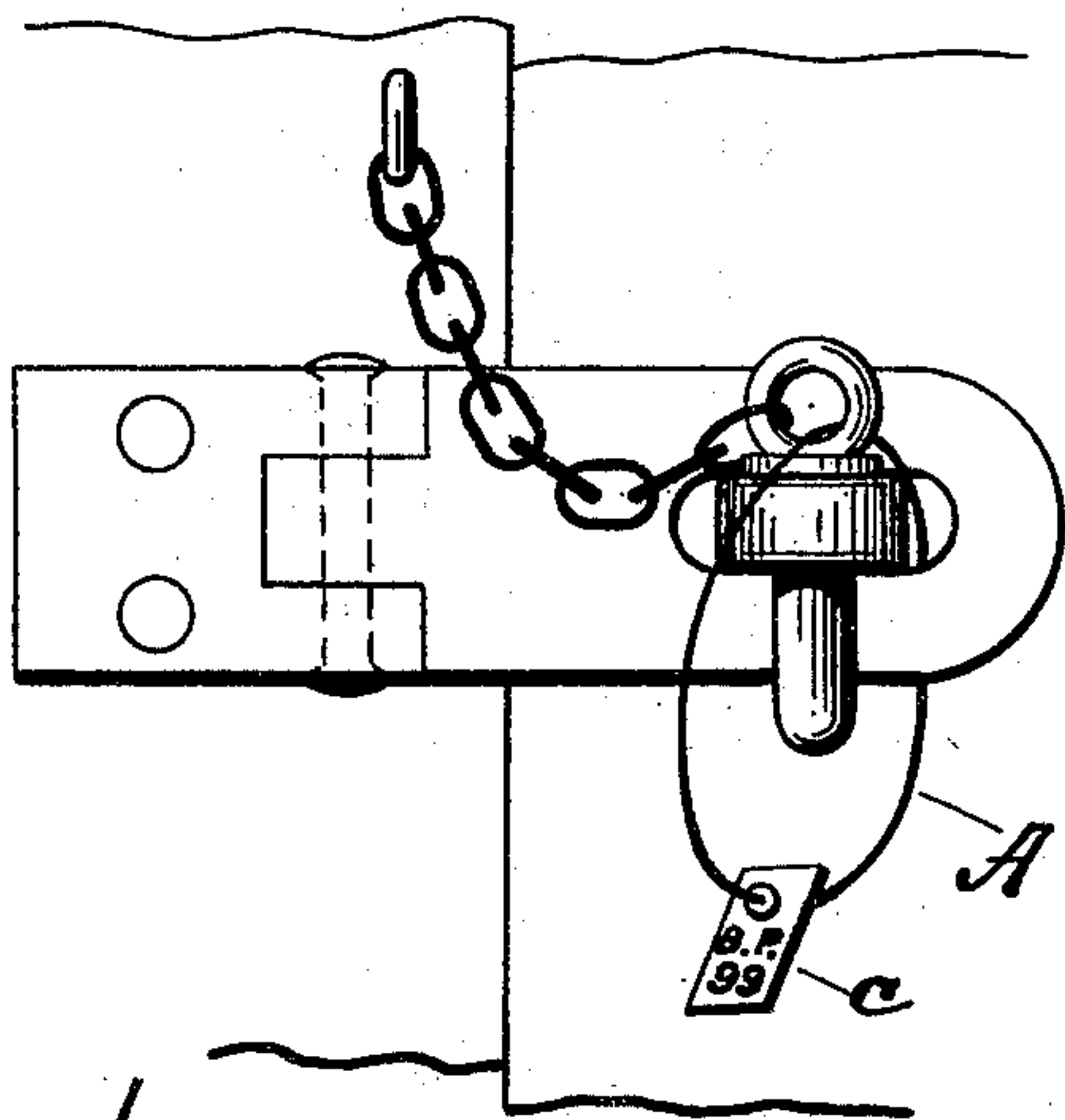
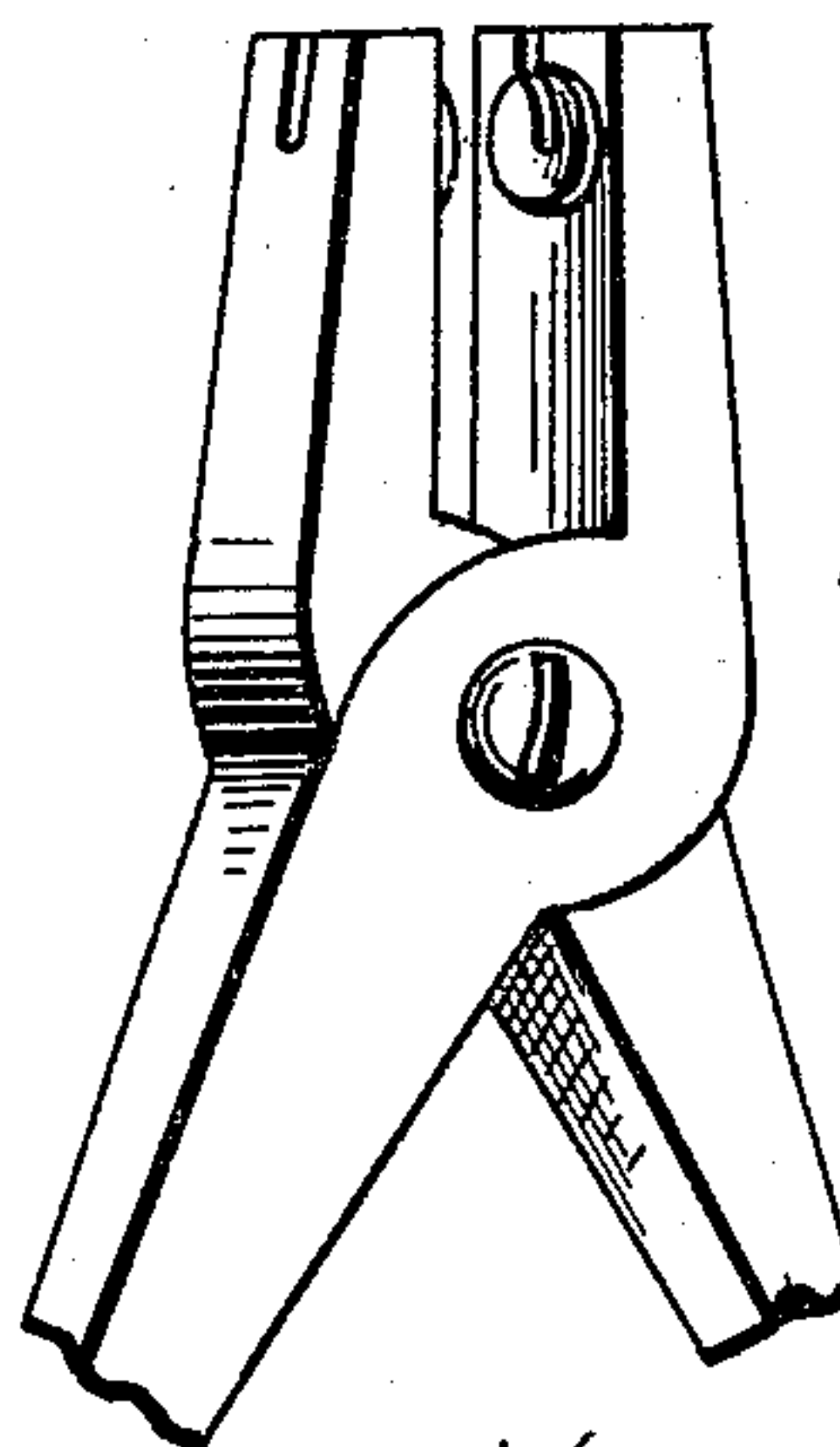
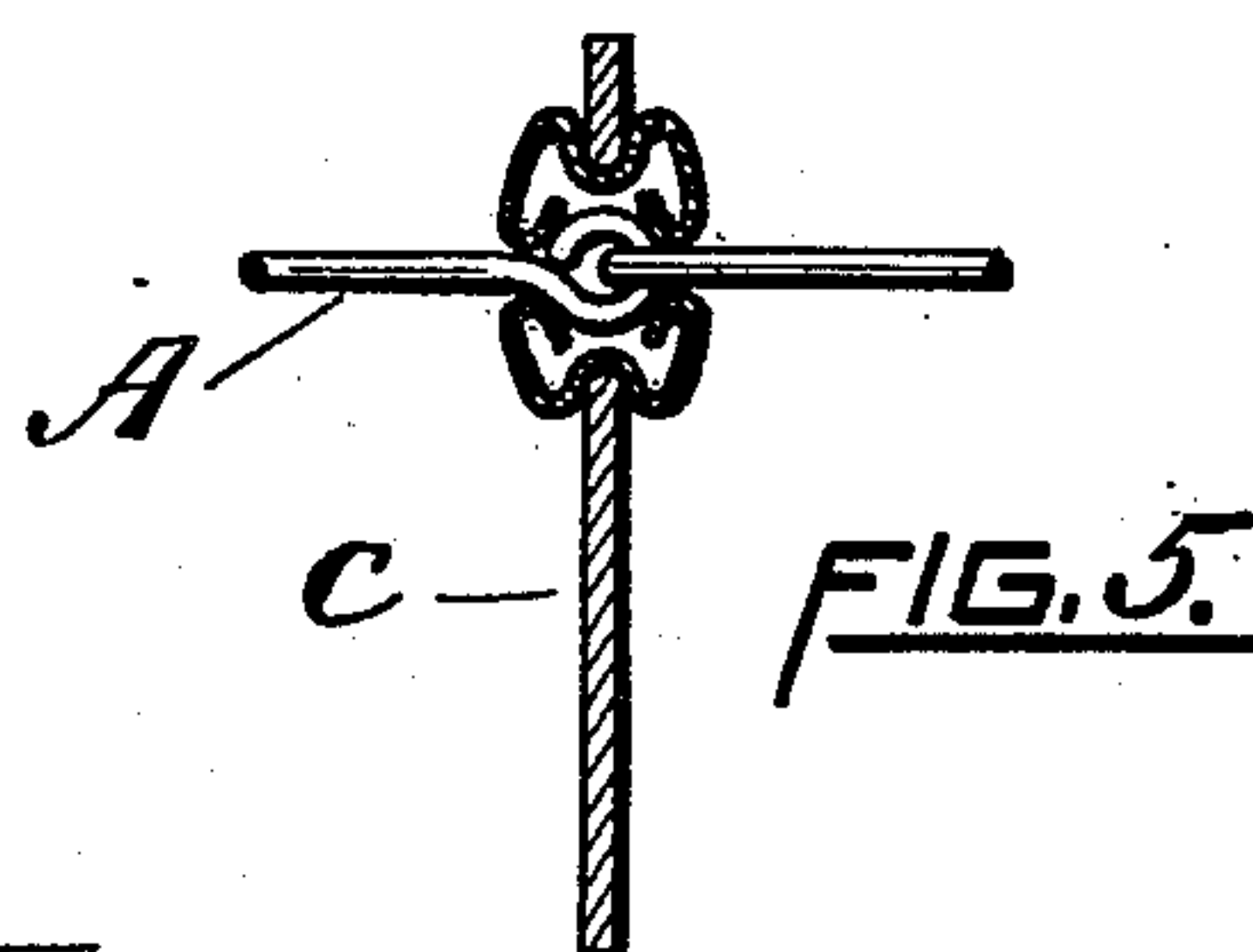
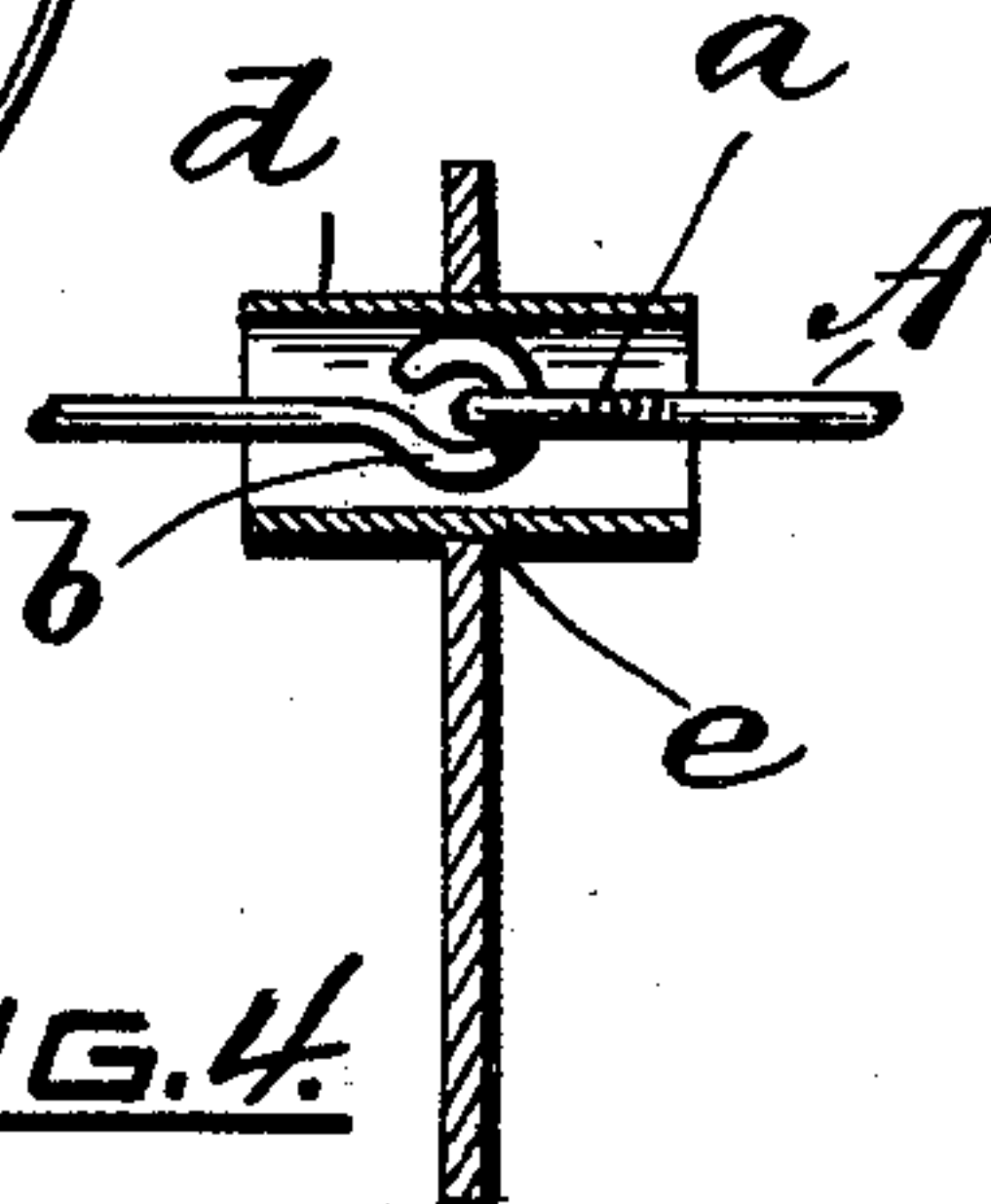


FIG. 4.



WITNESSES.

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# UNITED STATES PATENT OFFICE.

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PLACE.

## CAR-SEAL AND TAG.

SPECIFICATION forming part of Letters Patent No. 624,217, dated May 2, 1899.

Application filed January 3, 1899. Serial No. 700,961. (No model.)

*To all whom it may concern:*

Be it known that I, HENRY A. KENNEDY, a citizen of the United States, residing at Providence, in the county of Providence and State of Rhode Island, have invented certain new and useful Improvements in a Combined Car-Seal and Tag; and I hereby declare the following to be a full, clear, and exact description of the invention, reference being had to the accompanying drawings, which form a part of this specification.

My invention relates to a new and improved fastening and tag for sealing car-doors, arranged and constructed as herein described.

The object of my invention is to provide a permanent seal-record in conjunction with a fastening device of unique construction adapted to insure safety from forcible detachment and to disclose any attempt to rupture the fastening.

In the drawings, Figure I is a side elevation of the seal wire or shackle, upon which are an unadjusted seal and tag. Fig. II is a view in perspective of the seal wire or shackle, having its ends engaged, with the seal and tag adjusted thereon. Fig. III is a like view of the same after the punching or crushing operation. Fig. IV is a view, partially in vertical section, of the parts arranged as in Fig. II. Fig. V is a similar view of the parts shown in Fig. III. Fig. VI indicates the appearance of my device attached to a car-door. Fig. VII is a perspective view of the seal-punch.

Similar letters refer to similar parts throughout the several views.

My invention is adapted to use upon any of the present car-door fastenings, of which Fig. VI is a common form.

My device and its operation are as follows:

A wire or shackle A of a suitable length is provided at one end with a loop or eye a, adapted to receive the hook b, formed at the other shackle extremity. Suspended upon wire A, Fig. I, are an ordinary metallic tag c and a short hollow cylinder d of compressible metal. The tag has a perforation near its margin of sufficient diameter to admit the entrance therein of the cylinder d.

To operate my device, the hook b is en-

gaged with the eye a. Then the tag c and cylinder d are assembled as shown in Fig. IV, with the tag adjusted around the cylinder, midway the extremities of the latter, and the cylinder in turn completely inclosing the joined wire ends. The sealing is effected by a hand-punch or similar implement, Fig. VII, whose jaws inclose the two extremities of the cylinder d, and under this transverse pressure the ends of the cylinder d are forced inwardly and firmly grip the hook and loop, at the same time forcing the walls of the cylinder into folds on each side of the tag, which is then rigidly held in its final position, Fig. V.

It is not essential that the member d be a cylinder, as shown. It may have a conical outline, or one opening thereof may be closed by a bottom perforated to allow longitudinal movement upon the wire member.

Having thus described my invention, what I claim, and desire to secure by Letters Patent of the United States, is—

1. A car-seal and tag comprising a shackle having attachable ends, a tubular member designed to inclose said ends, a tag provided with an opening for the reception of the tubular member and means for retaining the tag thereon.

2. In a fastening device for car-doors the combination of a shackle with ends adapted to engage with each other, a tubular member inclosing the joined ends, and a metallic tag provided with a perforation to allow the insertion of the tubular member, preparatory to transverse compression of said member, substantially as described.

3. A car-seal and tag comprising a shackle having attachable ends, a tubular member arranged to inclose said ends, a tag mounted upon the tubular member, said tubular member being compressed longitudinally to form external and internal convolutions constituting respectively securing means for the tag and for the retention of the seal, substantially as specified.

4. A car-seal and tag comprising a shackle having attachable ends, a tubular member designed to inclose the ends of said shackle, a tag mounted upon the exterior of the tubu-



lar member, and retaining means upon the exterior and interior, respectively of the tubular member for retaining the tag upon said member and for retaining said member in its proper position with respect to the ends of the shackle, substantially as specified.

5 5. A car-seal and tag comprising a tubular member adapted to receive the connected

ends of a shackle, and a tag apertured for the reception of said member and secured thereto. 10

In witness whereof I hereunto set my hand in the presence of two witnesses.

HENRY A. KENNEDY.

Witnesses:

CHRISTOPHER H. COLEMAN,  
HORATIO E. BELLOWS.