No. 625,836. Patented May 30, 1899.

J. DELA MAR.

SEAL.

(Application filed Aug. 4, 1898.)

(No Model.)

FIG. 1.

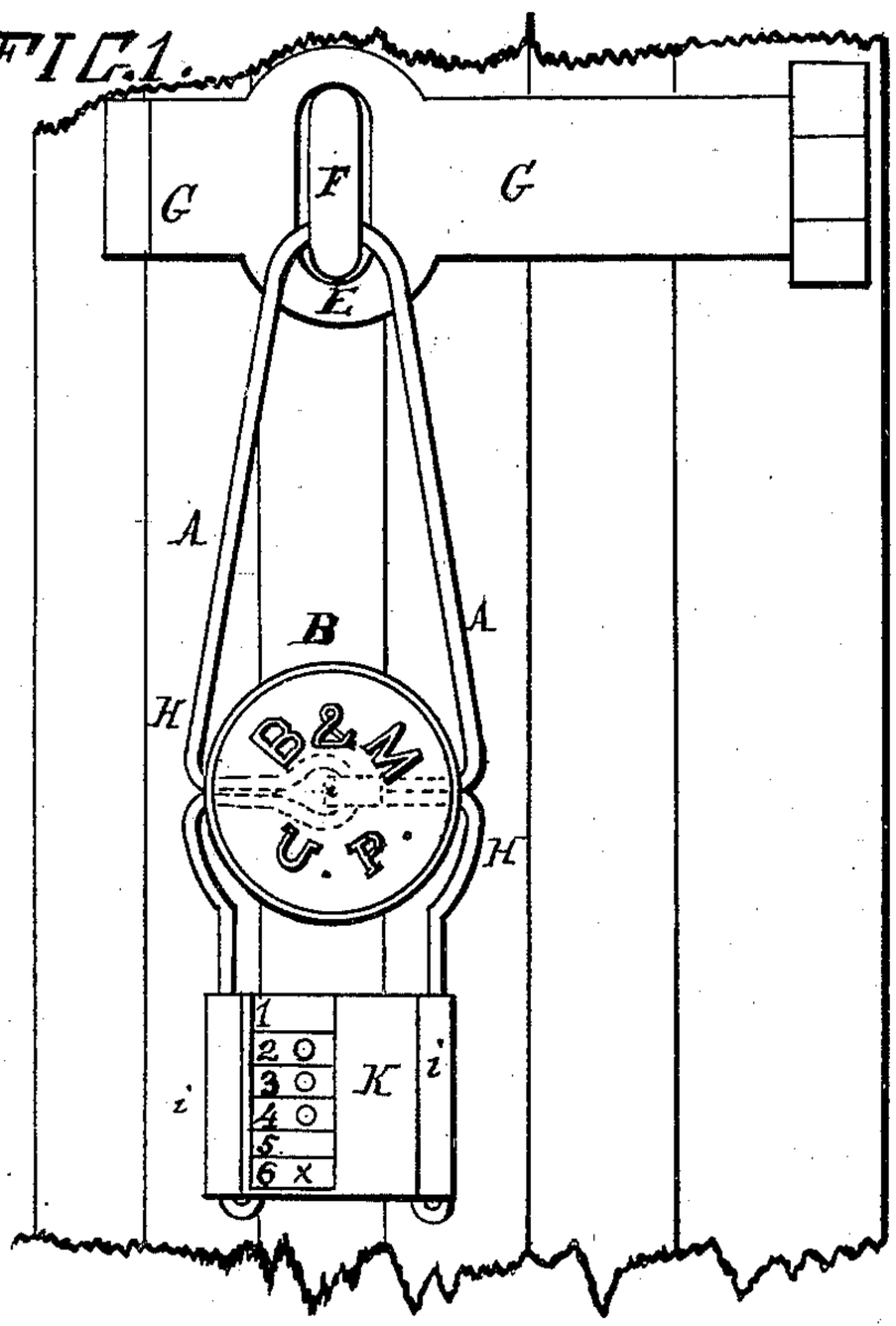


FIG. 2.

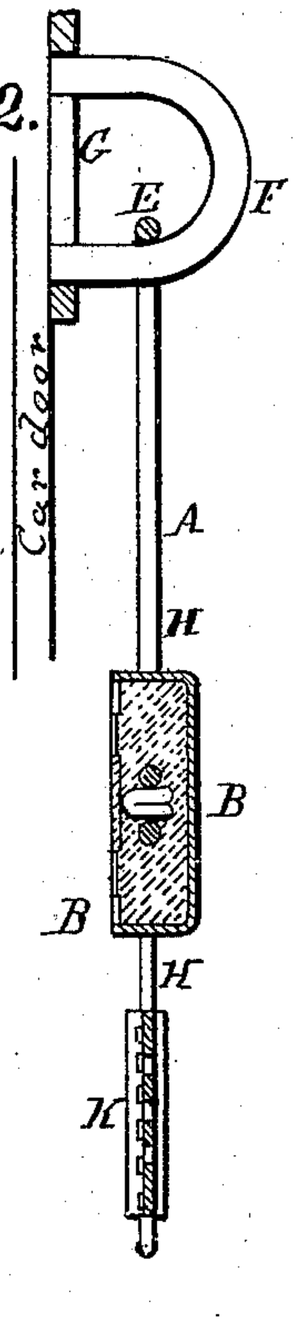


FIG. 3.

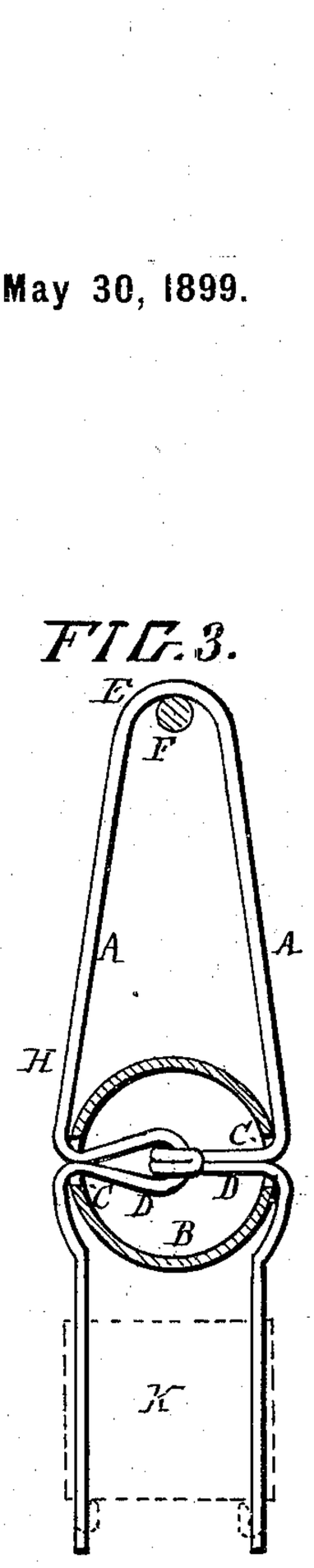


FIG. 4.

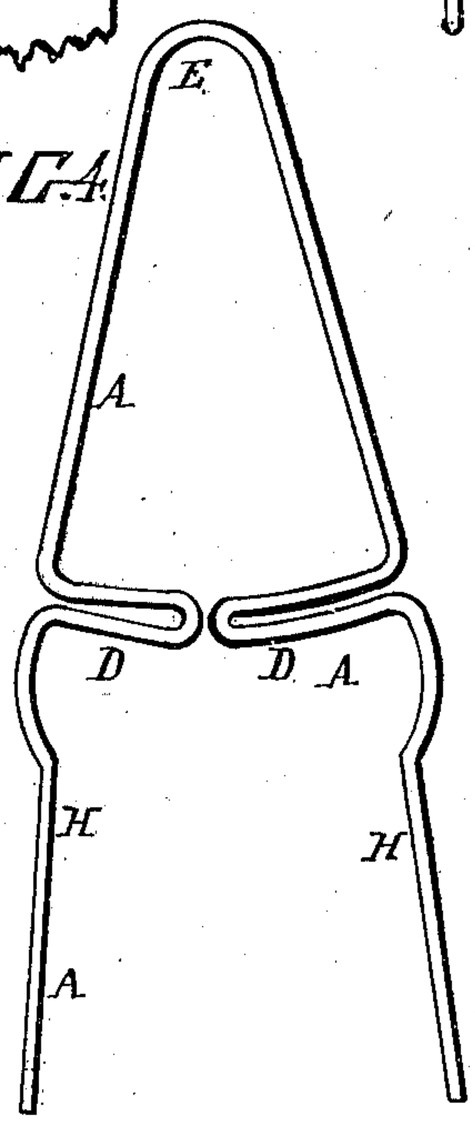


FIG. 5.

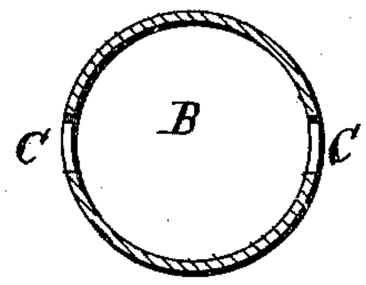
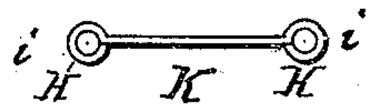


FIG. 6.

FIG. 7.



Witnesses
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UNITED STATES PATENT OFFICE.

JOSEPH DELA MAR, OF NEW YORK, N. Y., ASSIGNOR OF ONE-HALF TO ANDREW ANDERSON, JR., OF SAME PLACE.

SEAL.

SPECIFICATION forming part of Letters Patent No. 625,836, dated May 30, 1899.

Application filed August 4, 1898. Serial No. 687,709. (No model.)

To all whom it may concern:

Be it known that I, JOSEPH DELA MAR, a citizen of the United States, and a resident of the city of New York, in the county of New York and State of New York, have invented certain new and useful Improvements in Freight-Car and Analogous Seals, of which the following is a specification.

This invention relates to seal attachments for freight-car doors, boxes, and packages being transported by vessel, railroad, or otherwise and being generally constructed with a soft-metal closing-seal for the binding or attachment wire. The soft-metal seal is easily rejointed and resealed and the joints made unobservable. Therefore such seals, by these reasons, are frequently fraudulently unsealed, rejointed, and resealed, and detection is avoided.

The object of my invention is to construct the attachment with a binding and closing privy seal of a non-rejointable character and material which when resealed shall expose being broken and be readily detectable, and said attachment shall also carry with it a record-ticket with a mark or number for each or a long-stopping place of the travel of the car with sealed goods, so that at each stopping or station their seals may be inspected and if found not having been resealed a certain punch or mark to be put on said ticket by the inspector opposite or across the corresponding station-mark; but should the inspector find seal attachments resealed another mark to be made opposite the station-mark to detect the station at which seals have been broken and resealed, and possibly trace the perpetrators.

In the drawings annexed, forming part of this specification, Figure 1 represents a front view of my improved sealing attachment in condition of completely closed and sealed and applied on the staple and hasp of a freight-car. Fig. 2 is a vertical central section of the same. Fig. 3 is a front view of the metal parts of my seal attachment in condition ready to receive the non-rejointable stamped privy seal and my record-ticket for tracing the locality of unsealing the attachment. Fig. 4 is a detached front view of the loose attaching and binding wire of the seal to the car in condition before used. Fig. 5 is a detached sectional front view of the loose cap for receiving the sealing material and to cover the connecting ends of the attaching-wire. Fig. 6 is a side view of the same. Fig. 7 is a horizontal section of the record-ticket.

The letter of reference A indicates the attaching and binding wire of the seal attachment, and B the box or cap to contain the interlock of the wire A and the sealing material or plaster or other suitable material. It is made of sheet-tin or other sheet metal. It is drawn or stamped from a round flat plate to the cap shape or box, as shown. The periphery of the same has two central oblong opposite openings C C, into which the opposite loops D, formed on the attaching-wire A, enter, as shown in Fig. 3.

E represents the eye of the wire A for suspension of the seal in the staple F of the car, and G is the hasp of the car-door. Said wire A has two opposite legs H H extending down from its eye E. A suitable distance down from the eye E each leg H has the opposite inward-bent loop D, and below the loops D the legs extend on each equally and sufficiently to attach the record-ticket K.

When the seal is attached to the car, the hasp of the door is passed over the staple E, and the wire A is passed through the staple until its eye E is adjusted in the staple. The cap B is now passed between the legs H of the wire. The loops D D of the legs of the wire A are each passed into its respective opposite openings C C in the side of the cap B. The end of the loop D of the right leg is now bent over to form a hook, as shown, and the loop D of the left leg is spread out by a pointed tool to pass the hook of the right leg through the loop of the left leg, as shown in Fig. 3. By this means the cap B is firmly attached, and the loops D are interlocked to one another between said legs, as shown, within the cap B. The record-ticket consists of a flat plate of sheet-tin or other material. On each vertical end is turned an eye *i*, as shown in Fig. 7. Into the eyes *i* of the record-ticket the legs H H of the wire A are inserted, and the ends of the legs protruding below the ticket are bent up, as shown, to lock the ticket from being removed from the legs. After the

ticket is thus secured upon the legs of the wire A the seal attachment is turned in horizontal position, and the cap B is now filled with liquid plaster-of-paris, cement, or other rapid solidifying material, and before such material has hardened an impression of the privy seal of the transmitter or railroad company is made into the face of the exposed plaster or material in the cap B. I prefer as a sealing material in the cap B plaster-of-paris; but other material may be used of a character being irregular in separating and crumbling and breaking to pieces by removing the same, which is preferred, because being not rejointable, so as to avoid observation or detection.

The face of the ticket K has a number for each dangerous or long or lengthy stopping or station impressed or marked on the ticket in its following passing order by the train and an inspecting-officer of the road to mark at each stopping-place a mark on the ticket opposite the number of the station distinguishing the condition of the seals on the ticket suitably, as found by the inspection undisturbed, resealed, or broken. By these means the locality where seals have been broken are detected or traced.

What I claim, and desire to secure by Letters Patent, is—

1. In a seal attachment, a binding-wire, provided with two loops which are adapted to be interlocked, combined with a ring having perforations through which the loops are passed, and a sealing medium placed in the ring around the interlocking loops, substantially as shown.

2. In a seal attachment, a binding-wire, provided with two inwardly-extending loops which are adapted to interlock, and which loops are formed at a suitable distance above the two ends of the wire, a ring provided with perforations through which the loops are passed for the purpose of being interlocked, and a sealing medium placed in the ring around the interlocking ends, combined with a tag provided with an eye at each end, and which is secured to the two projecting ends of the wire, substantially as set forth.

Signed at New York, in the county of New York and State of New York, this 1st day of August, A. D. 1898.

JOSEPH DELA MAR.

Witnesses:
THOMAS T. WHITE,
W. R. MOON.