

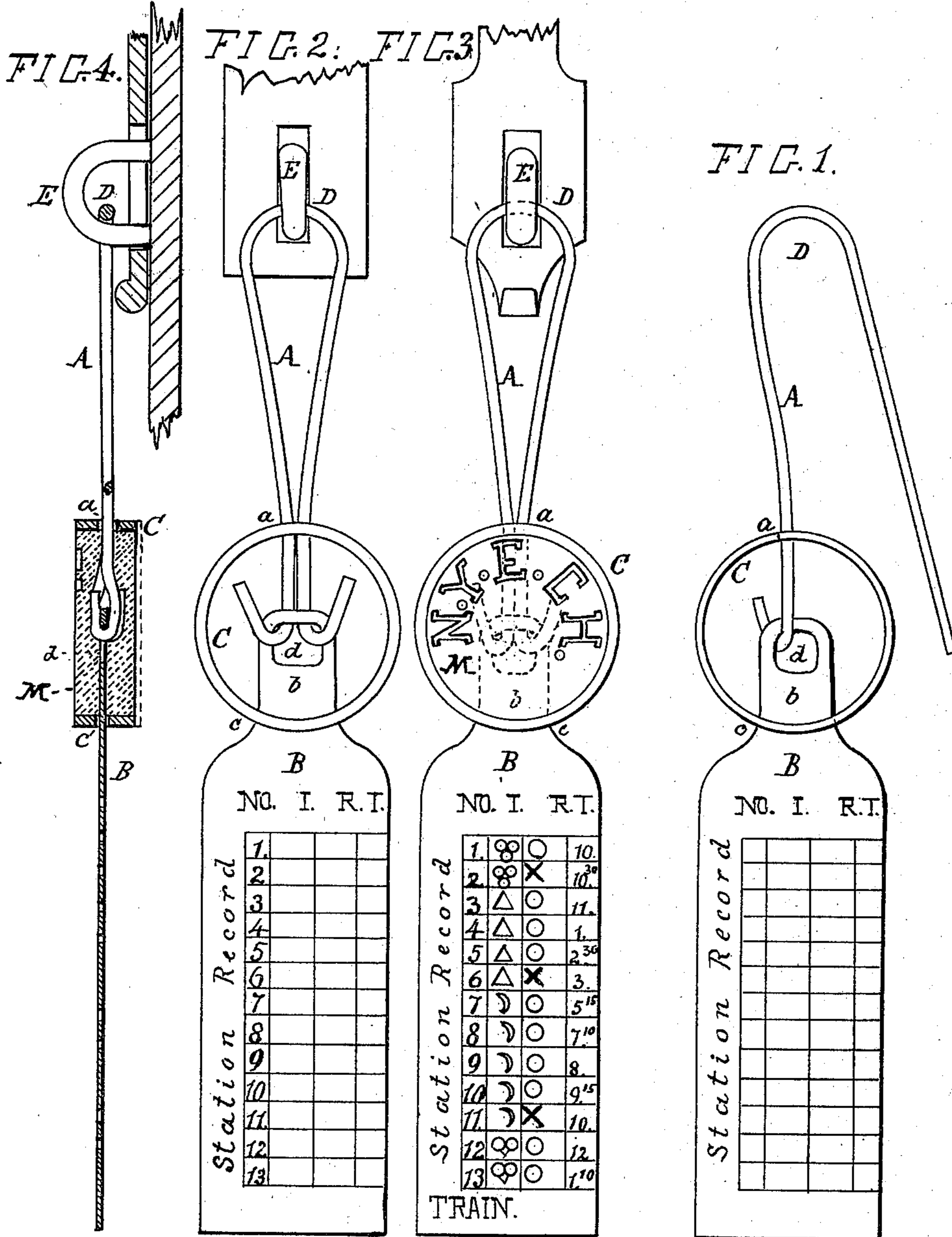
No. 625,837.

Patented May 30, 1899.

J. DELA MAR.  
SEAL.

(Application filed Sept. 6, 1898.)

(No Model.)



Witnesses  
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By

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# UNITED STATES PATENT OFFICE.

JOSEPH DELA MAR, OF NEW YORK, N. Y., ASSIGNOR OF ONE-HALF TO  
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## SEAL.

SPECIFICATION forming part of Letters Patent No. 625,837, dated May 30, 1899.

Application filed September 6, 1898. Serial No. 690,361. (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 New York, in the county of New York and State of New York, have invented a certain new and useful Seal, of which the following is a specification.

This invention relates to seals for protection against damage and robbery upon packages, boxes, and cars transported by vessel, railroad, or otherwise, and constitutes an important improvement on an invention for which I have filed an application for Letters Patent August 4, 1898, Serial No. 687,709.

My invention consists in a ring having openings made through opposite sides, a binding-wire which has its two ends inserted through one of said openings, a tag having an opening through its end, and which tag has its perforated end passed through the opening upon the opposite side of the ring, so that the bent ends of the wire can be passed therethrough, and the sealing material which is poured into the ring after the ends of the wire and the tag have been connected, as will be more fully described hereinafter.

Figure 1 represents a front view of my improved seal before being applied to a car. Fig. 2 is a similar view of the same, but shown in the condition of being applied and interlocked, but not yet sealed. Fig. 3 is a similar view of the same, but shown as applied, interlocked, sealed, and used. Fig. 4 is a vertical cross-section of the same.

In the above figures, A is a binding and interlocking wire, chain, or band.

B is a record-tag, made of thin sheet metal, leather, pasteboard or other suitable material.

C is a metal case, seal, ring, or box, within which the binding-wire A and the record-tag B are interlocked and covered by a sealing material M. Through the upper portion of the ring C, I form an opening *a* for the reception of both legs of the wire A, and for the entrance of the reduced upper part *b* of the tag B is made a suitable opening *c*, opposite the opening *a*.

The wire is formed with a central loop D, by which the seal attachment is suspended from the hasp E of the car-door fastening.

The wire A may be attached to any suitable fixed loop or ring connected with the inclosure or fixture of the goods shipped.

The neck or reduced part *b* of the tag B has a suitable opening *d* for reception of the legs of the wire A. The tag B may have a separate attached part to enter into the ring C, with a loop or opening to interlock with the wire A.

The seal attachment is manufactured to use in the condition shown in Fig. 1. One leg of the wire A is interlocked with the head of the tag within the ring C. The other leg of the wire is loose, ready to pass through a hasp E or a substitute. The tag B is printed or stamped with names or numbers indicating the successive stopping-stations of the train carrying the goods to which the seal attachments are applied, such names or numbers being preferably printed in the first row under the letters "No.," as shown in Fig. 2, of the tag B. The seal attachment in this condition, with the tag thus marked, printed, or stamped, is now applied to the hasp E, and the loose leg of the wire after having passed through the hasp E is then passed through the opening into the ring C and is also interlocked with the head of the tag, as shown in Fig. 2. The seal attachment is placed in horizontal position for casting the sealing material M (shown in Fig. 4) into the ring C. The said ring C may have a metal back formed thereon, as shown in dotted line, forming a case into which the sealing material is cast, and before solidifying the impression of the seal is applied upon the front side of the seal. If the ring C has no back plate provided, the impression of the seal is made between two seal-plates, with one on each side.

The sealing material may be plaster-of-paris or other similar material or compound possessing the property of solidification, or, when desired, it may be made of lead or a suitable soft alloyed metal. I prefer to use plaster-of-paris mixed with a small quantity of unslaked lime in powder, as I have found that such a compound has the property of setting or solidifying very rapidly. It has also the advantage of being both hard and brittle, and if broken in an attempt to withdraw

the interlocking wires the fracture cannot be made good or concealed.

The tag B may be of any suitable length and width. Its face is printed, stamped, or engraved with ruled lines and columns. In the drawings I have shown a convenient arrangement, where on the left edge are printed or impressed the words "Station Record." Next to the right side is shown a vertical column headed on its top with the letters "No.," and under the same are marked the numbers of the stopping-stations. The column next to the right is headed with the letter "I," and this column it is intended that the inspector of each successive station should mark with his own privy punch corresponding with the number of his station on the line or square opposite the number of the station in the column, by which means record of the examination of the seal by such inspector would be made on the tag. On the last column to the right and headed with the letter "R" it is intended that each inspector should punch a sign expressing the condition of the seals at the time of his inspection, the signs for this purpose having been previously agreed upon by the officials of the railroad company or shippers. Examples of such signs are shown in Fig. 3, in which the punch of a ring (O) or round aperture is shown as the sign expressing that the seals have been found unbroken, and the sign of a cross (X) meaning that the seals have been found broken or tampered with, in which event an additional seal is attached. Said tag may be printed or pressed with other marks and have other columns to be punched by the inspector, such as the column headed by the letter "T" for the inspector to punch the expression of the time of examination, and the tag B may be stamped with the number of the train upon which it

is used. It is obvious that the ruling and stamping of the record-tag may be varied to suit the requirements of shippers or carriers without departing from the principle of my invention, which is to provide a record-tag on which the condition of the seal attached can be readily and conveniently made at each successive point of inspection and so arranged that the whole record can be readily checked when the car or goods arrive at their destination.

By a seal attachment, as described in my specification filed August 4, 1898, combined with an interlocked and sealed record-tag, the actual handling and inspection of every seal on a line of cars would be insured, as the absence of the inspector's punch-sign would be readily detected, and any attempt to break or tamper with a seal would be discovered at the earliest possible moment, thereby largely adding to the security of the goods protected by the seal.

Having thus described the nature of my invention and how it is operated, what I claim, and desire to secure by Letters Patent, is—

In a seal, a ring having oppositely-located openings, a binding-wire which has its ends passed through one of the openings, and a tag having a perforation through its end which is passed through the other opening, combined with a sealing material which is poured into the ring after the ends of the wire and the tag have been connected, substantially as shown.

Signed at New York, in the county of New York and State of New York, this 2d day of September, A. D. 1898.

JOSEPH DELA MAR.

Witnesses:

JOS. S. KENNEDY,  
ANDREW ANDERSON, Jr.