No. 744,234. PATENTED NOV. 17, 1903.

C. J. REYNOLDS & O. E. CHAPMAN.

SEAL FOR SEAL LOCKS.

APPLICATION FILED APR. 12, 1902.

NO MODEL.

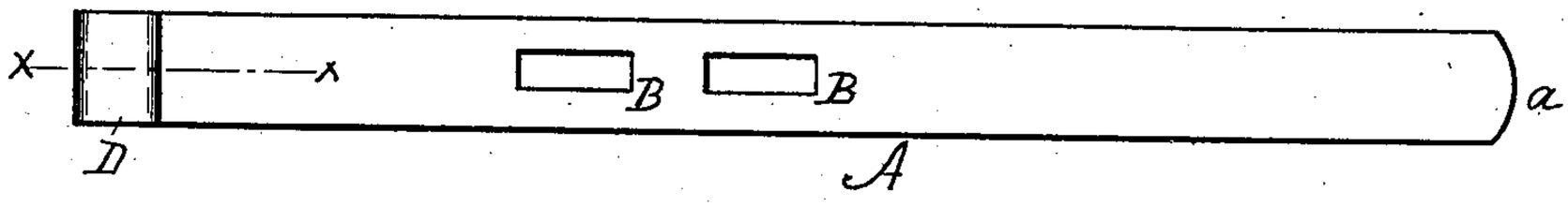

Fig. 1.

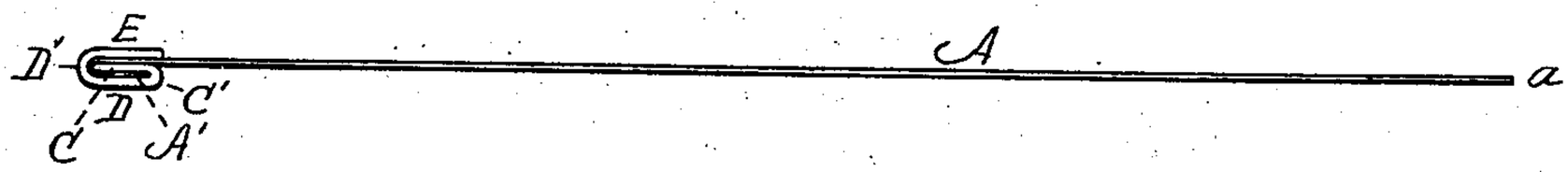

Fig. 2.

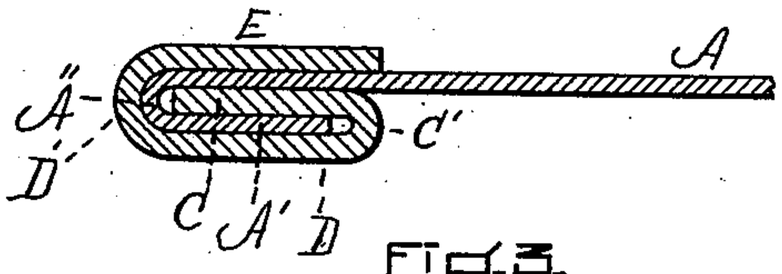

Fig. 3.

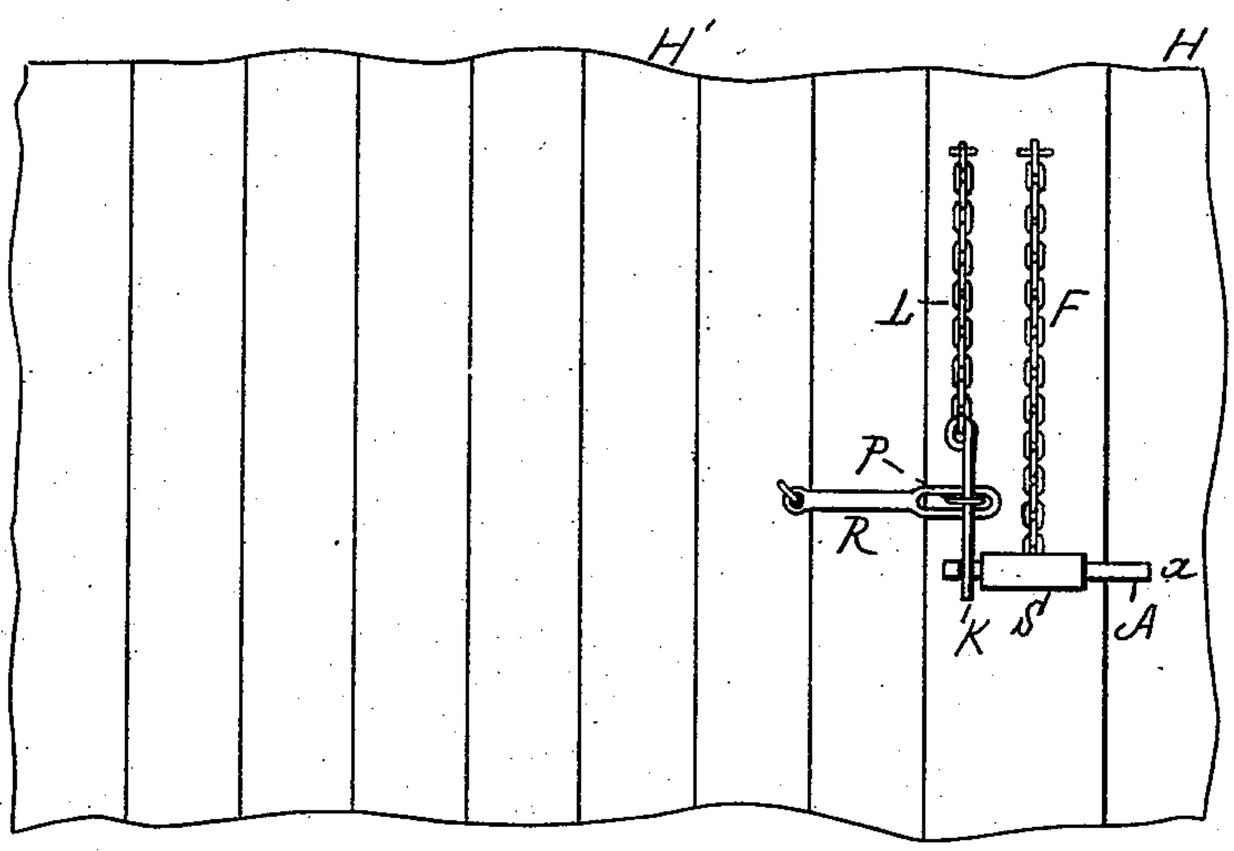

Fig. 4.

WITNESSES.

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No. 744,234. Patented November 17, 1903.

UNITED STATES PATENT OFFICE.

CHARLES J. REYNOLDS AND OLIVER E. CHAPMAN, OF BOSTON, MASSACHUSETTS, ASSIGNORS TO UNIVERSAL CAR SEAL COMPANY, OF KITTERY, MAINE, AND BOSTON, MASSACHUSETTS, A CORPORATION OF MAINE.

SEAL FOR SEAL-LOCKS.

SPECIFICATION forming part of Letters Patent No. 744,234, dated November 17, 1903

Application filed April 12, 1902. Serial No. 102,574. (No model.)

To all whom it may concern:

Be it known that we, CHARLES J. REYNOLDS and OLIVER E. CHAPMAN, both citizens of the United States, residing in Boston, in the county of Suffolk and State of Massachusetts, have invented a new and useful Improvement in Seals for Seal-Locks, of which the following is a specification.

This invention relates to seals (preferably metallic) which are adapted to extend into or between plates or locking devices making portions of seal-locks, such as are particularly applicable to freight-cars, although such seal-locks are sometimes used in other connections. The seal usually consists of a narrow flexible strip of metal having stamped upon it letters or characters referring to the railroad, destination of the freight-car, &c.

Our improved seal is intended particularly for application to seal-locking contrivances, in which the seal extends from the lock through a slotted pin, to which it is to be secured in such a manner that it cannot be withdrawn or removed without exhibiting indications of its having been tampered with.

In the accompanying drawings, in which similar letters of reference indicate corresponding parts, Figure 1 is an elevation of our improved seal. Fig. 2 is a plan or edge view of the same. Fig. 3 is an enlarged section taken on line X, Fig. 1. Fig. 4 is a front view of a portion of the side of a freight-car, showing the manner in which the seal is used.

A represents the narrow flexible metallic strip provided with openings B, through which the bolt or bolts of a suitable lock S are intended to extend when the seal is in position in the lock. This strip is adapted to receive suitable letters or characters applied in the ordinary manner. One end of the strip A is doubled back at A″ to produce the fold A′, which is parallel with the main portion A of the strip, but is not in contact with the surface thereof. Another plate or strip of metal of the same width as the strip A, but preferably thicker, is applied to the folded end of said strip by inserting the portion C thereof between the fold A′ and the main portion A of the strip, bending said portion C at C′ into the fold D, which lies against the portion A, and bending said fold at D′ around the portion A″ into the fold E, which is in physical contact throughout its entire length or width with the surface of the strip A on the other side from the fold C. These folds A′, C, D, and E are parallel with each other and with the strip A and are pressed by a suitable mechanism tightly together, and thus constitute a head which is several times as thick as the strip A. In practice the parts of the head above described are made of hot rolled iron.

In Fig. 4 a seal-lock S, of any desired construction, having internal bolts which are adapted to extend through the slots B, is suspended by a chain F from the side H of a freight-car. A pin K, suitably slotted vertically, is suspended by a chain L from the car and hangs through a staple P, driven into the car. A slotted bar R swings from the door H′ of the car and rests on and around the staple between the pin K and the side of the car. In practice the rear end *a* of the seal A is thrust through the slotted pin K and into the lock S, where it is held by suitable bolts in the ordinary manner. The head produced by the folds A′ C D E projects beyond the pin and being thicker than the slot cannot be separated therefrom without destroying the seal or, at least, so far injuring it that evidences will remain of its having been tampered with. As a matter of fact should any person endeavor to bend back the folds, which, as will be noticed, are very short, breakage will occur either at C′ or D′, and thus the condition of the lock will indicate that it has been tampered with.

No claim is made in this application on the lock or on any of the parts F, K, L, P, and R, as this invention relates solely to the seal, and said seal may be used in connection with any lock provided with internal bolts adapted to extend through the holes B and with any pin or similar device provided with a slot of suitable width to admit the body of the seal, but not to allow the passage through it of the head thereof.

Having thus fully described our invention, what we claim, and desire to secure by Letters Patent, is—

1. A seal for seal-locks, consisting of a strip

A provided with one or more slots B, said strip being formed with the backwardly-extending fold A′; and a head consisting of a piece of metal applied to the strip at its folded end and interlocking reversely therewith, whereby the strain on the seal forces the interlocking folds together at that end, substantially as and for the purpose set forth.

2. The herein-described seal for seal-locks, comprising the strip A formed at one end with the backwardly-extending fold A′; and the integral head comprising the three substantially parallel folds, C, D, E, the fold C being disposed between the strip A and the fold A′, and the folds D, E extending around and on the outside of the fold A′ and against the opposite surface of the strip A, said folds being pressed together, and held in position by friction, substantially as and for the purpose set forth.

In testimony whereof we have signed our names to this specification in the presence of two subscribing witnesses.

CHARLES J. REYNOLDS.
OLIVER E. CHAPMAN.

Witnesses:
HENRY W. WILLIAMS,
A. N. BONNEY.