

No. 840,434.

PATENTED JAN. 1, 1907.

C. COLUMBUS.
CAR DOOR SEAL.

APPLICATION FILED JUNE 18, 1906.

Fig. 1.

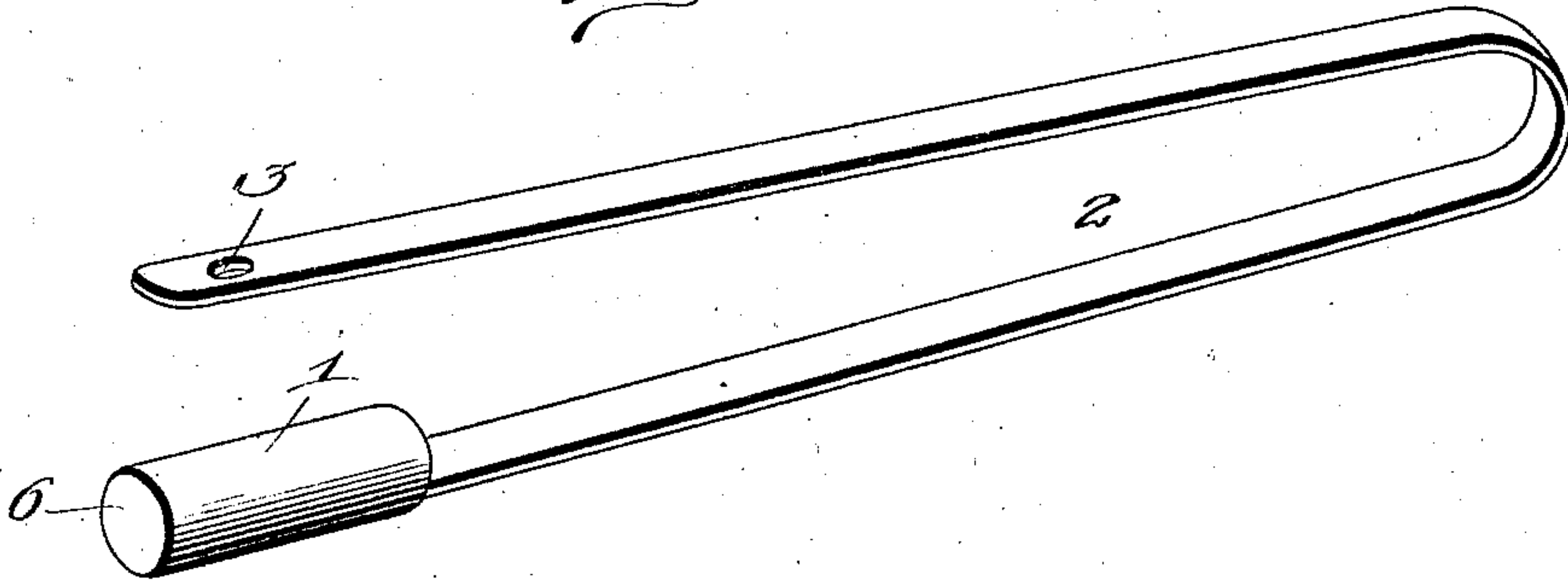


Fig. 2.

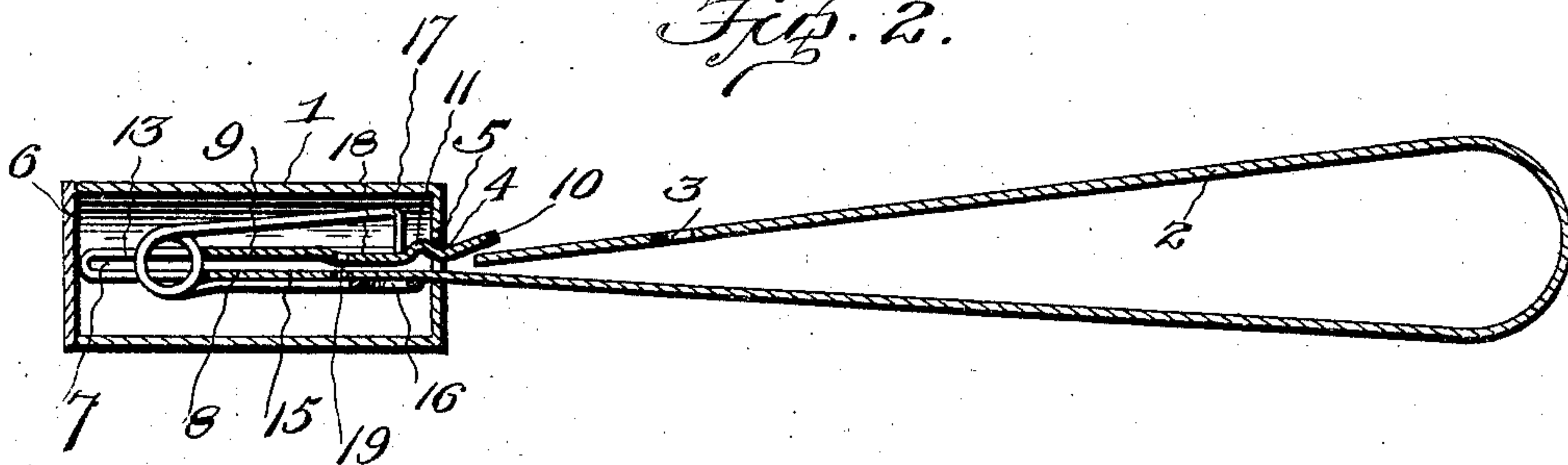


Fig. 3.

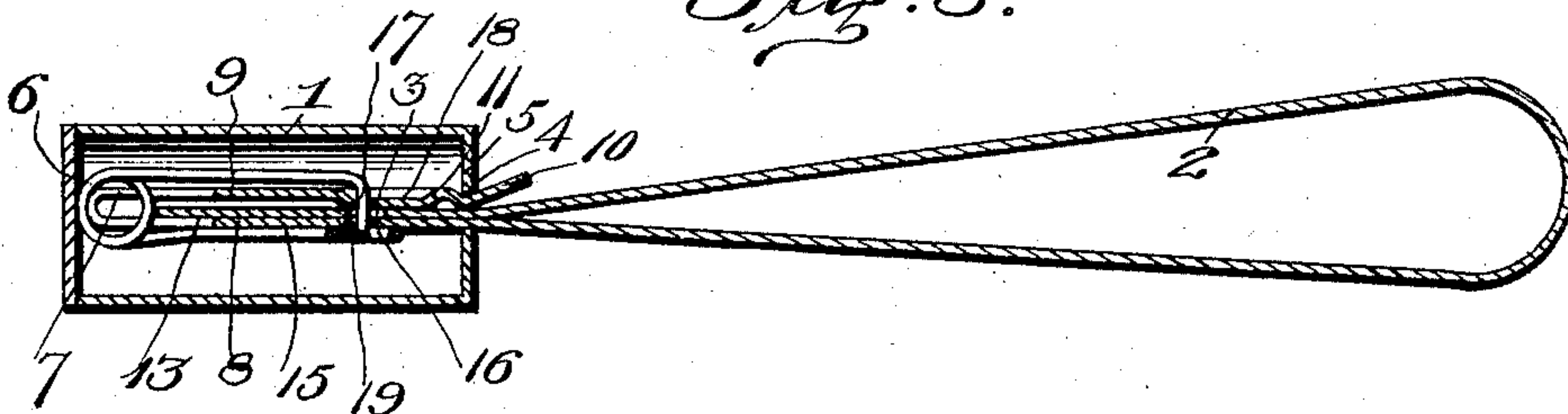


Fig. 4.

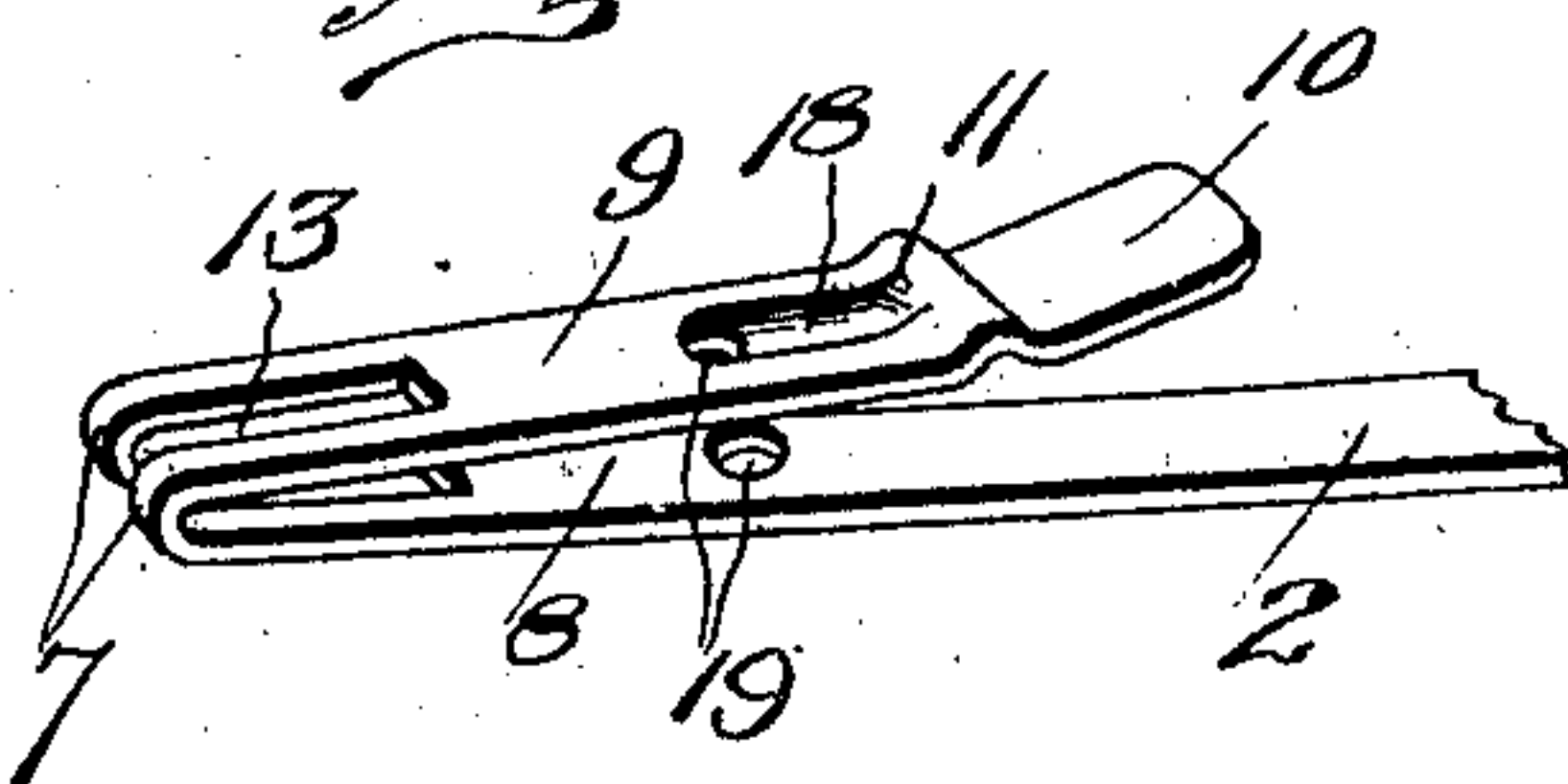
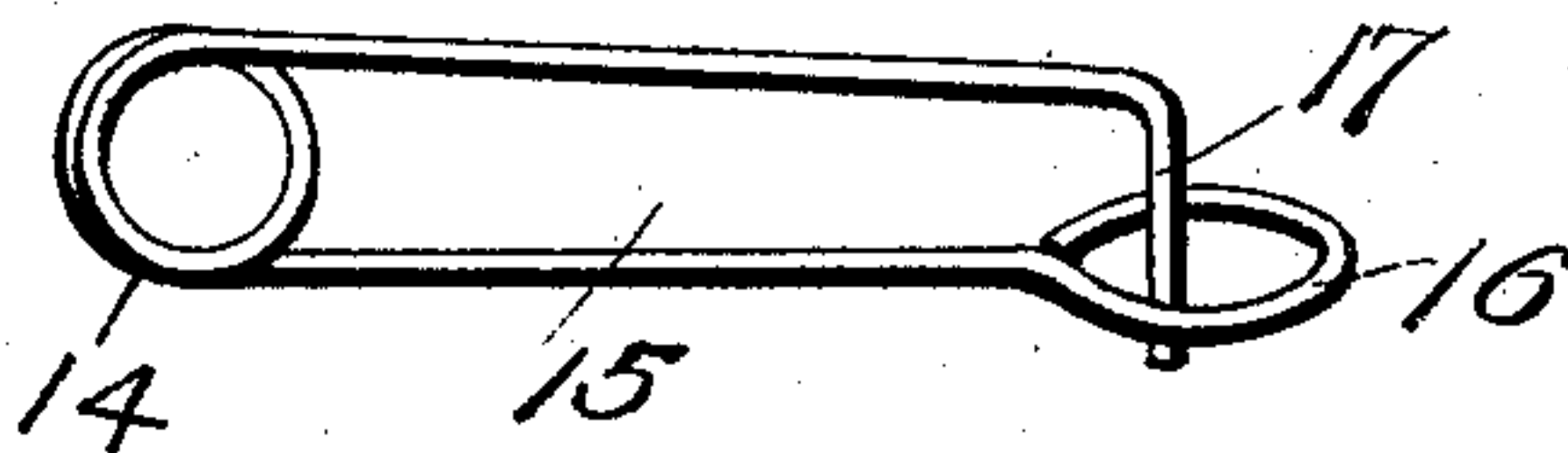


Fig. 5.



Witnesses
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UNITED STATES PATENT OFFICE.

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CAR-DOOR SEAL.

No. 840,434.

Specification of Letters Patent.

Patented Jan. 1, 1907.

Application filed June 18, 1906. Serial No. 322,286.

To all whom it may concern:

Be it known that I, CHARLES COLUMBUS, a citizen of the United States, residing at Spokane, in the county of Spokane and State of Washington, have invented certain new and useful Improvements in Car-Door Seals; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention is an improved seal for car-doors and the like; and it consists in the novel construction, combination, and arrangement of devices hereinafter described and claimed.

The object of the invention is to provide a simple, convenient, and inexpensive device of this character which may be used without a sealing-press and which cannot possibly be opened without destroying it.

The above and other objects, which will appear as the nature of my invention is better understood, are accomplished by means of the construction illustrated in the accompanying drawings, in which—

Figure 1 is a perspective view of the improved seal in its open position. Fig. 2 is a longitudinal sectional view through the same, on an enlarged scale. Fig. 3 is a similar view showing it in its closed or locked position. Fig. 4 is a perspective view of the inner end of the sealing strip or band, and Fig. 5 is a detail view of the locking-spring.

The improved seal comprises a body or casing 1, from which projects a strip or band 2 of metal. This strip is formed adjacent to its outer or free end with an elongated aperture 3, and its opposite end extends through a slot 4, formed in the end 5 of the body 1, which latter is preferably cylindrical in form and stamped from a single piece of metal, its opposite end being closed by a head 6, which is permanently secured in position after the locking mechanism has been set and adjusted in the body or casing. Said locking mechanism for the apertured end of the strip 2 is formed by bending or doubling the inner end of said strip upon itself, as shown at 7, to form spaced guide members 8 9, which project through the slot 4 in the body 1 and are adapted to receive the apertured free end of the strip between them, as shown in Fig. 3 of the drawings, the projecting outer end 10 of

the portion or member 9 being bent outwardly, as shown, to guide said apertured end of the strip into the body or casing. These portions or members 8 9 are prevented from being pulled out of the casing through the slot 4 by stamping in the portion 9 an outwardly-projecting detent 11. In the folded or doubled end 7 of the guide portions 8 9 is formed a longitudinally-extending slot 13 to receive the coiled portion of a locking-spring 15. The latter has one of its ends bent to form a loop or eye 16, which bears against the outer face of the member or portion 8, and its opposite end is shaped to form a spring catch or hook 17, which extends inwardly and is seated normally in a longitudinally-extending groove or recess 18, formed in the member or portion 9. At the inner end of the groove or recess 18 is formed in the two members or portions 8 9 transversely-aligned apertures 19, into which the hook end 17 of the spring is adapted to project when said spring is moved longitudinally upon said members.

When the strip 2 is secured in the body or casing 1 and before the latter is closed at its outer end 6, the coil 14 is moved to the inner end of the slot 7, so that the hook or catch 17 is seated in the groove 18. When the apertured outer end of the strip 1 is inserted between the members 8 9 and forced into the body or casing, it will engage the coil 14 of the spring and move the latter inwardly until the hook or catch 17 springs through the alining apertures 19 in the members 8 9 and also through the aperture 3 in said end of the strip 1. When the parts are in this position, which is shown in Fig. 3, it will be seen that both ends of the strip 2 will be effectively locked in the body or casing 1 and that it will be impossible to remove them without destroying the seal.

From the foregoing description, taken in connection with the accompanying drawings, the construction and operation of the invention will be readily understood without requiring a more extended explanation.

Various changes in the form, proportion, and the minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of this invention as defined by the appended claim.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

5 A car-seal comprising a closed casing having a slot in one end and a strip having one end bent upon itself with a slot formed longitudinally therein to form spaced guides, the free end of said bent portion being flared outwardly and provided with a detent, near
10 its terminal and with a longitudinal groove terminating at its inner end in an aperture, the other member of the bent portion having an aperture registering with said first-mentioned aperture, a spring slidable in the slot

in said bent end and having means resting in 15 said groove and adapted to extend into said registering apertures, said strip being bent to form a loop and having its free end apertured and adapted to slide between the members of said bent portion. 20

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

CHARLES COLUMBUS.

Witnesses:

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J. H. HARPER.