

No. 876,838.

PATENTED JAN. 14, 1908.

E. S. PRIOR.
CAR SEAL.

APPLICATION FILED APR. 17, 1906.

Fig. 1.

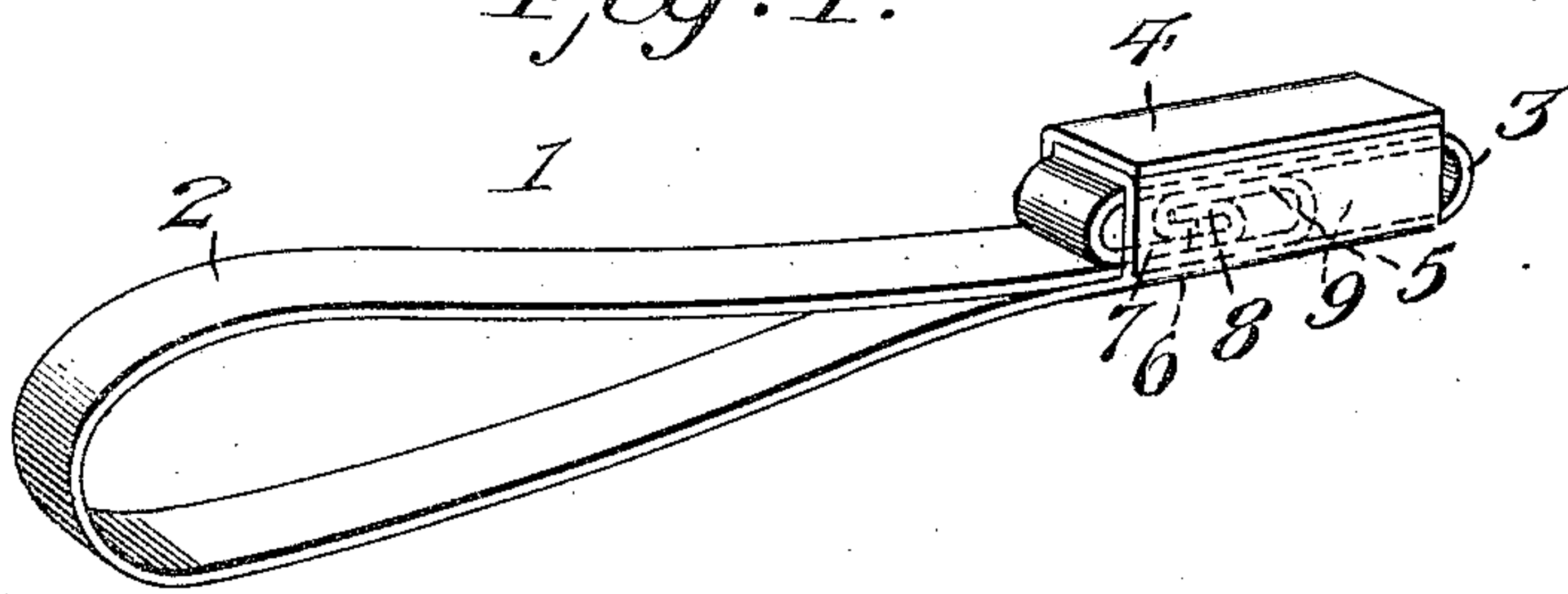


Fig. 2.

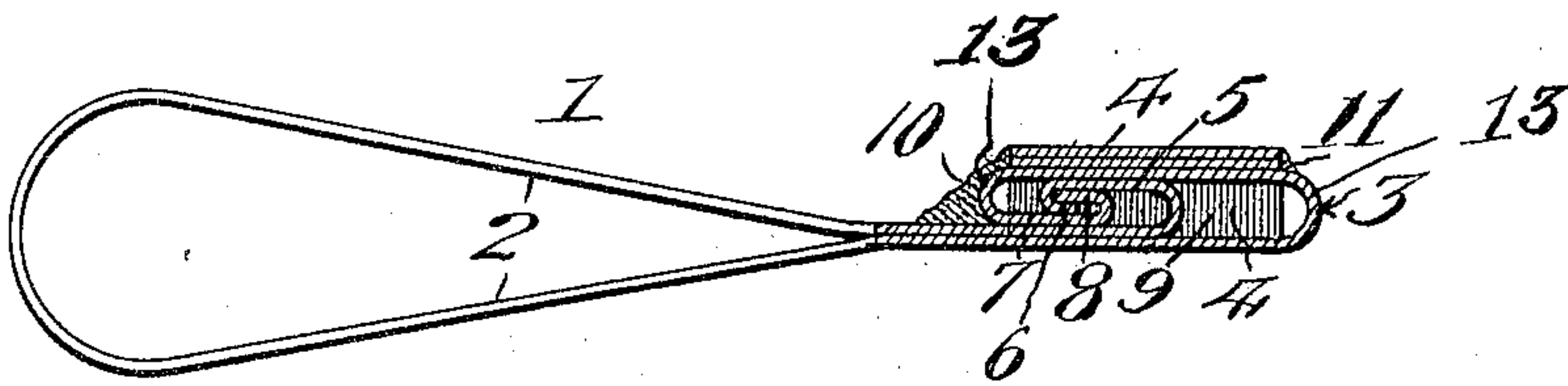
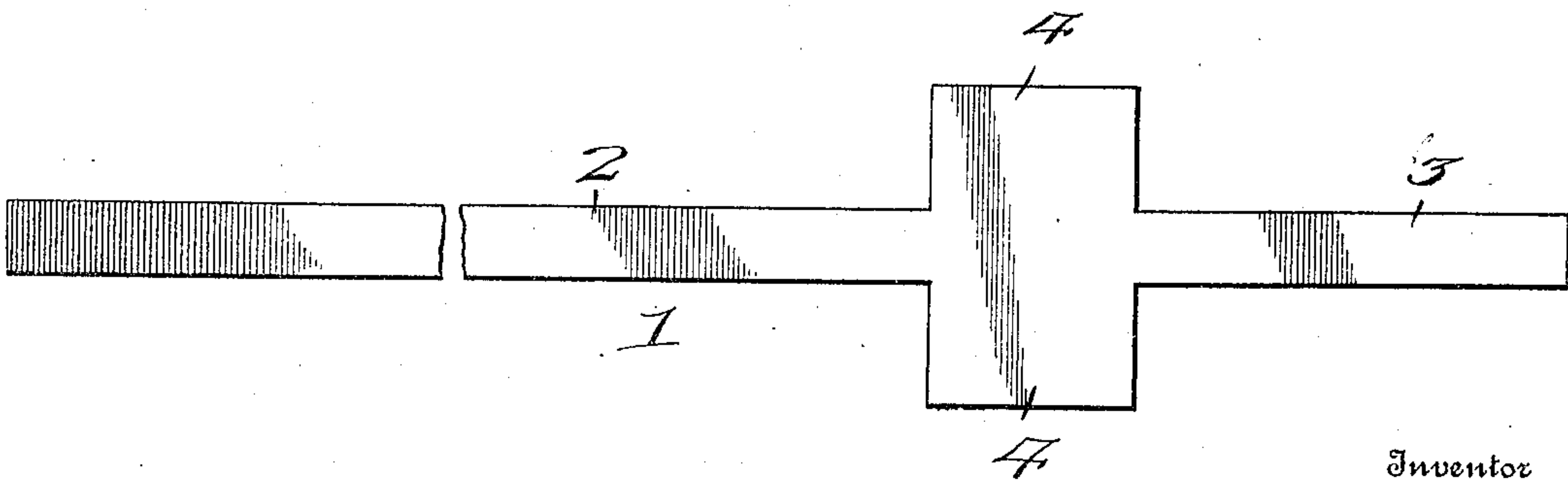


Fig. 3.



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CAR-SEAL.

No. 876,838.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, EDWARD S. PRIOR, citizen of the United States, residing at Omaha, in the county of Douglas and State of Nebraska, have invented new and useful Improvements in Car-Seals, of which the following is a specification.

This invention relates to seals of the type employed for securing freight car doors and has for its objects to produce a comparatively simple, inexpensive device of this character which, in practice, will efficiently perform its functions, one wherein the ends of the seal may be conveniently and securely interlocked, and one in which the interlocking ends of the seal will be firmly and strongly united, thus obviating opening of the seal except by breakage.

With these and other objects in view, the invention comprises the novel features of construction and combination of parts more fully hereinafter described.

In the accompanying drawings: Figure 1 is a perspective view of a seal embodying the invention. Fig. 2 is an elevation, partly in section, of the same. Fig. 3 is a face view of the seal blank.

Referring to the drawings, it will be seen that the improved seal, which is composed of sheet or strap metal, comprises a cruciform member or blank 1 presenting a major portion or section 2, a minor portion or section 3, extended in axial alinement with the section 2, and a pair of transversely extending portions or arms 4 disposed at the juncture of the portions 2 and 3, and each of a width somewhat greater than that of the said sections.

The blank having been produced by stamping or otherwise, the seal is completed in the following manner. The outer end of section 2 is folded backward upon the body portion of the latter to form a hook 5 having an intumed engaging portion or auxiliary hook 6 produced by folding the terminal of hook 5 backward upon itself, while the outer end of section 3 is bent in like manner but in a relatively reverse direction to form an intumed hook 7 designed for engagement with the hook 5 and an auxiliary intumed engaging portion or hook 8 for interlocking engagement with the portion 6. After forming hooks 7 and 8, the section 3 is folded at a point adjacent its inner end backward upon the body and within the compass of the transverse portions or arms 4 which are in

turn folded one upon the other over and to inclose the section, which it will be noted is spaced from the adjacent portion of the body to form in conjunction with the folded arms a longitudinally extending chamber 9 adapted to receive the end of section 2, as will presently appear, and in the rear end of which the hook 7 is disposed for interlocking engagement with the hook 5.

In locking the seal, the free end of the section 2 is brought into proper relation with the previously shaped section 3 and moved forwardly until the hook 5 is carried beyond hook 7 and then drawn rearward for effecting interlocking engagement of said hooks, after which a slight forward movement of hook 5 effects an engagement of auxiliary hook 6 with the companion hook 8, thus to prevent disengagement of hooks 5 and 7. If desired, however, the hooks on the ends of the sections may be interlocked by means of a relative lateral movement, after first bringing the ends together, one alongside the other, so that the hooks can be engaged by slipping the hooks of one end in the hooks of those of the other end. The arms 4 of the rectangular portion of the blank are then bent over the interlocked hooks, as shown in Fig. 1.

It is to be particularly observed that the chamber 9 is of a length to cover the hooks 5, 6, 7 and 8, and that the arms 4 when folded over the hooks serve not only to close the sides of the chamber but also to effectually retain the said hooks in locked position. It is apparent that after the seal has been locked through interengagement of the hooks 5 and 6, respectively, with the hooks 7 and 8 it will be impossible to open the seal except by breaking the same. After the ends of the rectangular portion are folded, as shown in Fig. 2, the overlapping ends are secured together, as by solder or cement, as shown at 10 and 11, Fig. 2. This solder also serves to secure the bends 13 on the minor section 3 to the overlapping ends of the rectangular portion 4.

Having thus described my invention, what I claim is:

1. A car seal comprising a blank having a rectangular portion and alining major and minor strips, the latter strip being of greater length than the width of the rectangular portion and doubled successively on itself a number of times and extending across the said rectangular portion, the major strip being doubled to form a loop and having its ex-

tremity bent back on itself to engage the doubled portions of the minor strip, the ends of the rectangular portion being bent over the interlocking parts of the strips and forming a housing open at both ends, and soldered joints between the edges of the rectangular portion and two of the bends of the minor strip that extend out of the ends of the housing.

- 10 2. A car seal comprising a sheet metal blank having a rectangular portion and alining major and minor strips extending oppositely from the long edges of the said portion, the minor strip being doubled back on itself
15 in a large curve adjacent one edge of the said portion and doubled back at an intermediate point in a smaller curve at the opposite edge of the said portion and finally bent backwardly at its extremity, the major strip being bent into a loop and doubled twice on
20 itself in a large and small bend, the extremity of the major strip bearing against the rectangular portion and engaged with the bent minor strip by a lateral movement, and the
25 ends of the rectangular portion being bent one after the other over the interlocking parts of the strips, and means for securing the ends of the rectangular portion together.

3. A car seal comprising a blank having a rectangular portion and alining major and 30 minor strips extending oppositely from the long edges of the portion, the minor strip being bent back on itself at three points, the bends being of successively diminishing size from the inner to the outer end of the said 35 strip, the larger and intermediate bends being spaced apart a distance greater than the width of the said rectangular portion, the major strip being doubled twice on itself and interlocked with the minor strip by a lateral 40 movement and bearing directly on the said rectangular portion, the ends of the rectangular portion being bent over the interlocking parts of the strips to form a housing therefor open at both ends through which the 45 largest and intermediate bends of the minor strip extend, and soldered joints between the edges of the rectangular portion and projecting bends of the minor strip.

In testimony whereof, I affix my signature 50 in presence of two witnesses.

EDWARD S. PRIOR.

Witnesses:

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HAROLD F. SEYMOUR.