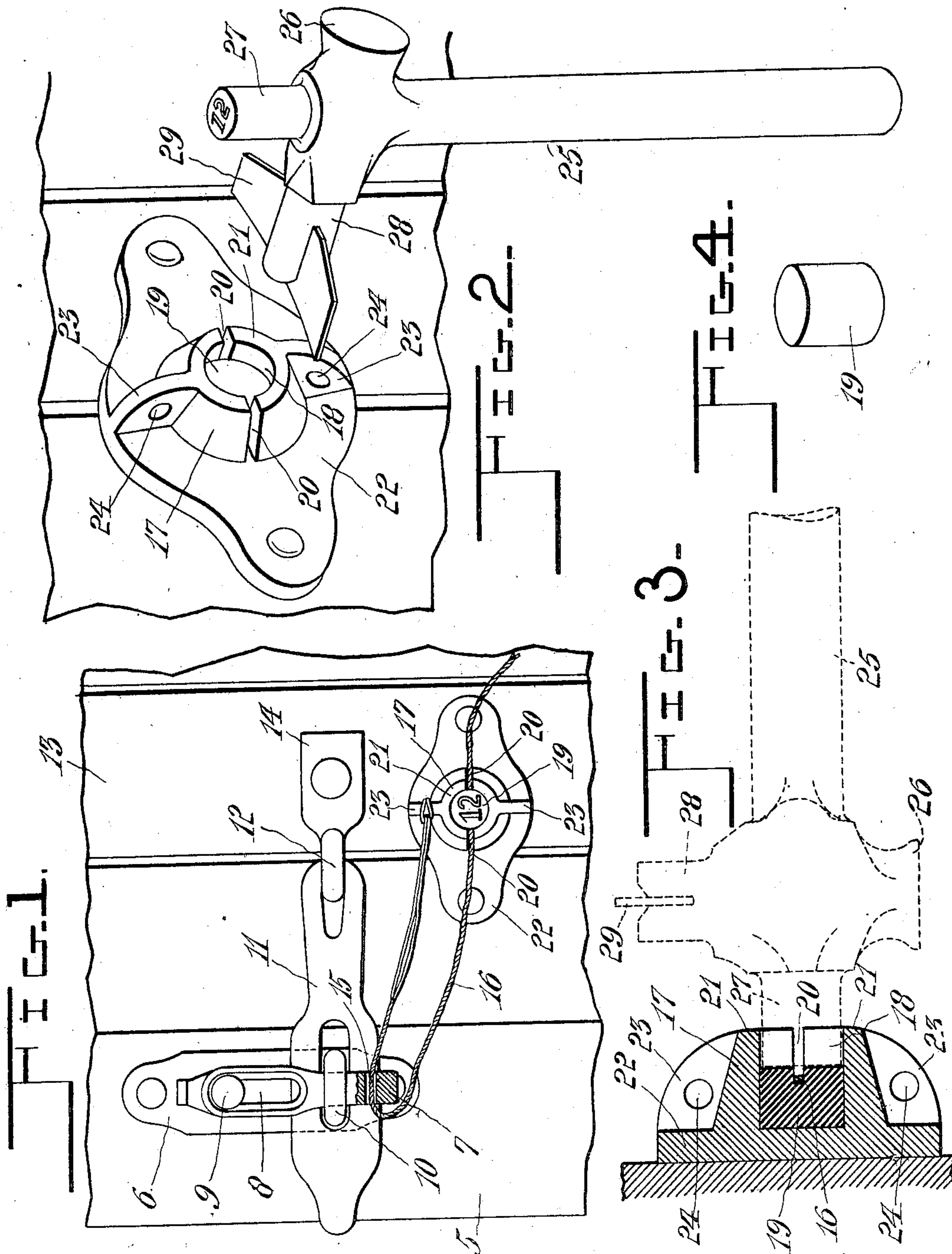


No. 887,187.

PATENTED MAY 12, 1908.

G. BRYAR.  
CAR SEAL.

APPLICATION FILED OCT. 27, 1904.



Witnesses:

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# UNITED STATES PATENT OFFICE.

GEORGE BRYAR, OF ST. JOHN, NEW BRUNSWICK, CANADA, ASSIGNOR OF TWO-THIRDS TO JOHN WHITE AND ONE-THIRD TO WALTER THOMAS WHITE, OF ST. JOHN, NEW BRUNSWICK, CANADA.

## CAR-SEAL.

No. 887,187.

Specification of Letters Patent.

Patented May 12, 1908.

Application filed October 27, 1904. Serial No. 230,199.

*To all whom it may concern:*

Be it known that I, GEORGE BRYAR, a subject of the King of Great Britain, residing at St. John, county of St. John, in the Province of New Brunswick, Canada, have invented certain new and useful Improvements in Car-Seals; and I do hereby declare that the following is 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.

My invention relates to improvements in devices for sealing cars, and it consists in the constructions, combinations, and arrangements herein described and claimed.

The object of my invention is to provide an improved sealing device comprising a pocket for containing suitable material for forming a seal, in such manner that said material can be conveniently used without renewal for sealing the car a number of times; such material being renewed from time to time, when necessary.

In the annexed drawings, in which similar numerals of reference indicate corresponding parts, Figure 1 is a face view of a fragment of a car showing a portion of the door frame with the door in closed position in proximity thereto, with my improved seal placed in position upon the side of the car. Fig. 2 is a perspective view showing the seal pocket hereinafter referred to with the manipulating tool placed in proximity thereto as in position just prior to forming the channel for the sealing wire hereinafter described. In this view, the operating tool is shown equipped with a cutting knife and the numeral 12, which may be the station number. Fig. 3 is a sectional view showing in full lines the seal pocket, and in dotted lines showing in full the sealing tool placed in position for accomplishing the sealing, and Fig. 4 is a detached detail view of a plug of soft metal which may be inserted in the seal pocket.

Referring to the parts, 5 represents the stile of the door of a car, upon which is supported the plate 6, which carries the slidable locking pin 7, which pin is provided with the longitudinal slot 8 riding upon the stud 9, which projects from the car and is adapted to cooperate with the staple 10 for the purpose of locking thereon the hasp 11, which is pivotally connected at 12 to the car door 13 by means of the supporting plate 14. These features, from 5 to 14 inclusive, are not new,

but are in common use upon railway cars as at present equipped, and the pin 7 is ordinarily provided with a transversely extending slot 15, through which may be passed the sealing wire 16, which is commonly run to a soft metal plug, which plug incloses the ends of such wire for the purpose of sealing the car, as is well understood.

Difficulty has been encountered with seals of this character, owing to the fact that it is possible in many instances to remove the seal without destroying the external surface thereof on which is stamped or impressed the station number or other indicating mark which is commonly fixed to such seals; and when the seal is removed, unlawful access may be obtained to the interior of the car, and after the door is closed the seal may be replaced by a careful manipulation, in such manner that it will be almost impossible to determine the fact that the seal has been disturbed. These practical defects are eliminated in my invention, in which a plug 19 of soft metal, confined and retained in the cavity 18 of a seal pocket 17, can be utilized for repeatedly sealing and resealing the car.

It will be observed that the pocket 17 is slotted laterally at 20, the slot extending approximately from the outer edge 21 of the sealing pocket 17 to the base plate 22 thereof. For the purpose of strengthening the seal pocket 17, and if desired to provide an attaching point for the sealing wire 16, lugs 23 are formed integral with the pocket 17 and plate 22, which lugs are perforated at 24, so one portion of the wire 16 may be passed through such perforation 24, and afterwards secured in position, while the other end of the wire is left free to pass from its point of attachment through the perforation 15 in the locking pin 7, thence back to the seal pocket 17, where the wire 16 is passed through the slots 20 of such seal pocket and secured in position.

To secure the wire 16 within the sealing pocket, the tool 25 is provided, which tool carries the hammer portion 26 and extension 27 of approximately the inner contour of the sealing pocket 17, and has on its end the indicating numeral as 12, or other mark of identification which it may be desired to impress upon the metal plug 19 to form the seal.

It will be evident that a more perfect sealing may be effected if a channel for the wire 16 is provided, and for this purpose the tool



25 is provided with the angular extension 28 opposite the hammer head 26, which extension 28 is bifurcated, and has projected through the bifurcation thereof the cutting 5 blade 29, which, as will be noted in Fig. 2, is longer than the external diameter of the seal pocket 17.

The lateral extension 28 is represented as circular in form, so as to adapt it to fill the 10 socket 18 of the seal pocket. The blade 29 extends slightly beyond the end of the extension 28, so that when said extension 28 is inserted in the socket 18 and the hammer portion 16 is struck a smart blow with a suitable 15 tool, the cutting-blade 29 will be forced into the soft metal within the socket 18, thereby forming a channel in alinement with the slots 20, within which channel the wire 16 may rest.

20 It will be understood, of course, that before placing the wire in such channel, it will have been first passed through the perforation 15 of the locking pin, and after the wire has been thus placed, the sealing end 27 of the 25 tool 25 is inserted in the socket 18, and such end 27 is driven against the plug 19 with sufficient force to impress therein the numeral or other mark upon the end of the member 27, during which time the soft metal within 30 the seal pocket will be closed over the wire 16, and a perfect seal be provided therefor, which must be broken before the wire can be removed from the door locking pin.

It will be evident that the seal pocket 17 35 may be of any desired form, and the socket 18 may be of any desired contour, in which

case it is desirable that the members 27 and 28 shall be approximately the same size and contour as the socket 18.

While I have shown in the accompanying 40 drawings the preferred form of my invention, it will be understood that I do not limit myself to the precise form shown, for many of the details may be changed in form or position without affecting the operativeness 45 or utility of my invention, and I therefore reserve the right to make all such modifications as are included within the scope of the following claims, or of mechanical equivalents to the structures set forth. 50

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

In a device for sealing cars, a base plate adapted to be secured to the side of a car, a 55 slotted wall projecting from said base plate to provide an open-ended pocket, sealing material within said pocket, a perforated lug extending from said base plate and wall exterior to said pocket, and a length of dou- 60 ble wire looped through said perforated lug, and having its free ends extending through the slots in said wall and securely embedded in said sealing material to provide a closed length of double wire for engaging a locking 65 device, substantially as described.

In witness whereof I have hereunto set my hand in the presence of two witnesses.

GEORGE BRYAR.

Witnesses: .

WILLIAM A. EWING,  
W. M. P. McLAUGHLIN.