

P. O. MIETH.
EYELET SETTING AND EMBOSSING PUNCH.
APPLICATION FILED MAR. 14, 1910.

960,104.

Patented May 31, 1910.

Fig. 1.

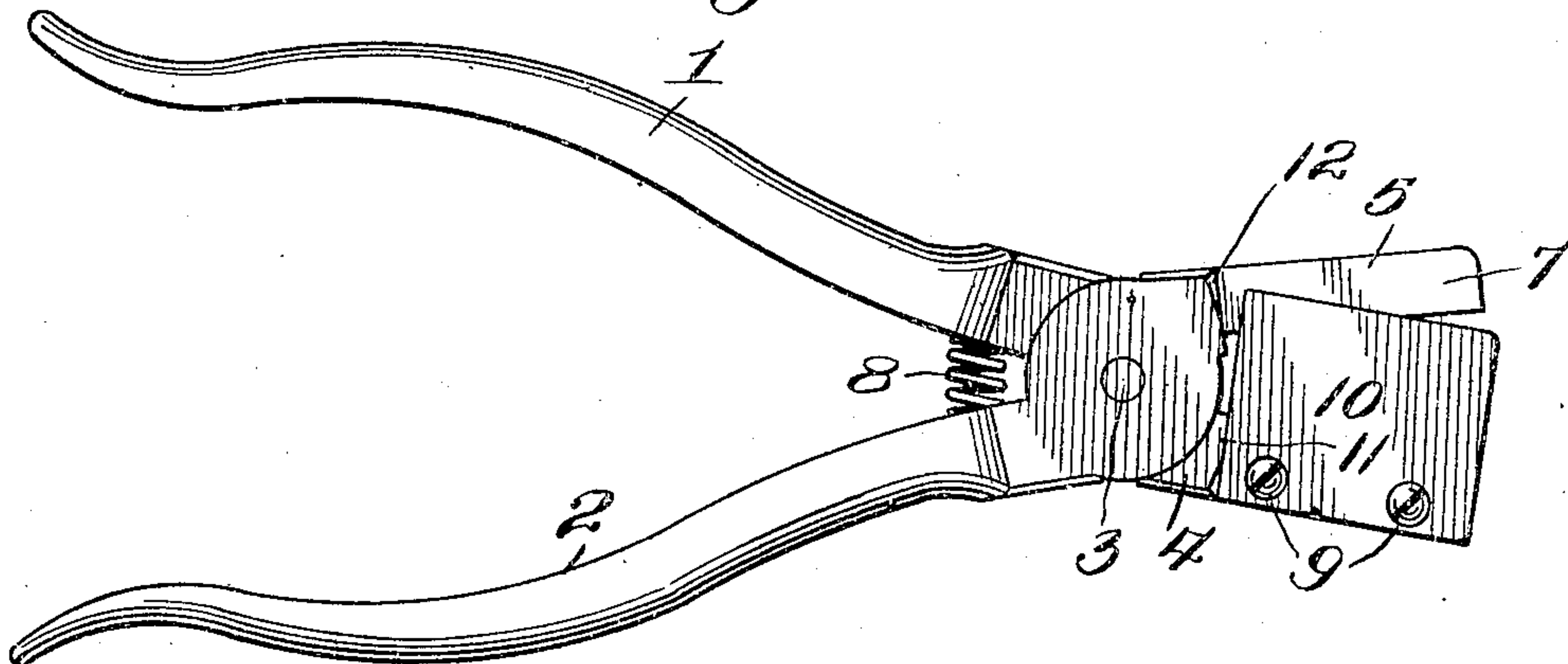


Fig. 2.

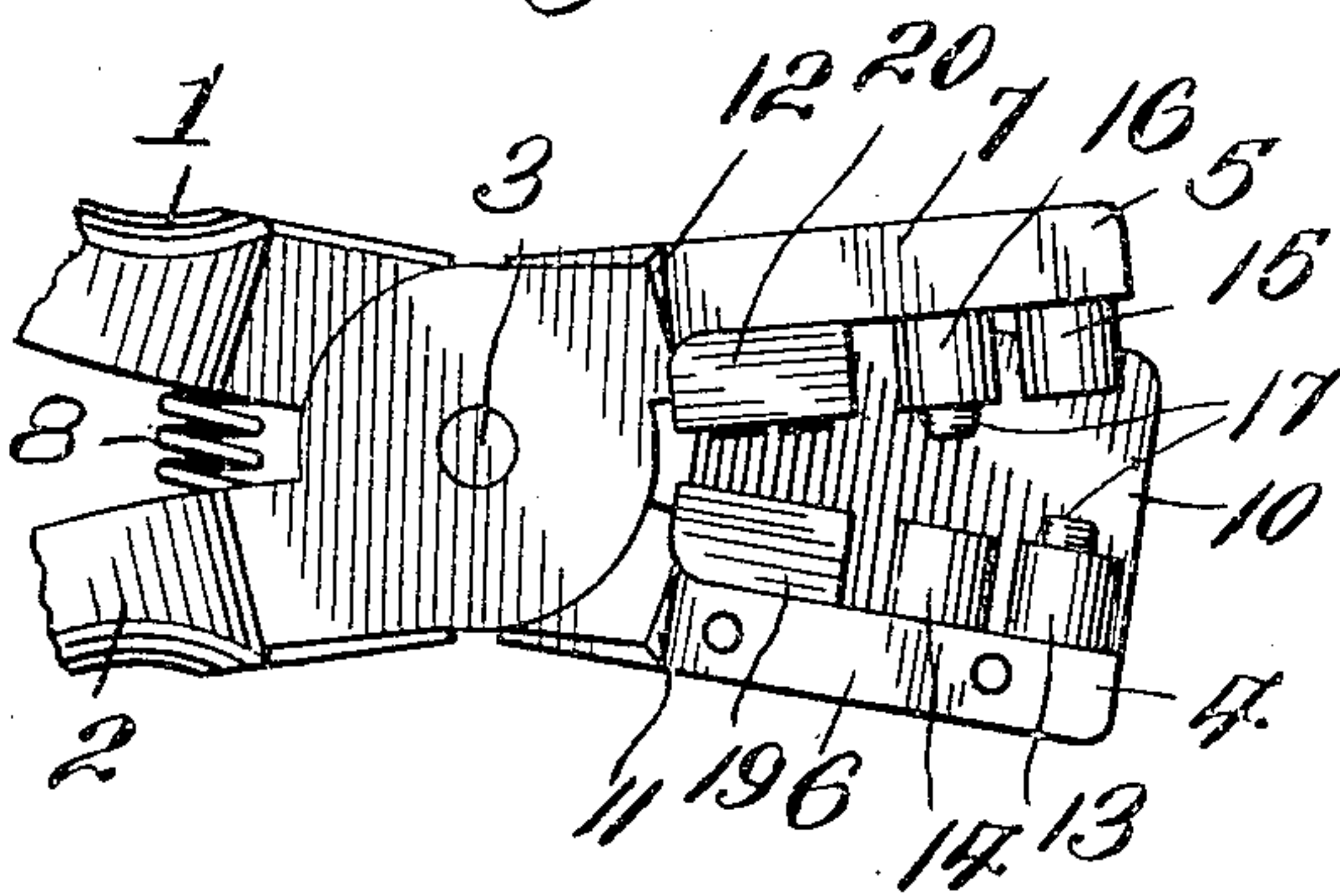


Fig. 3.

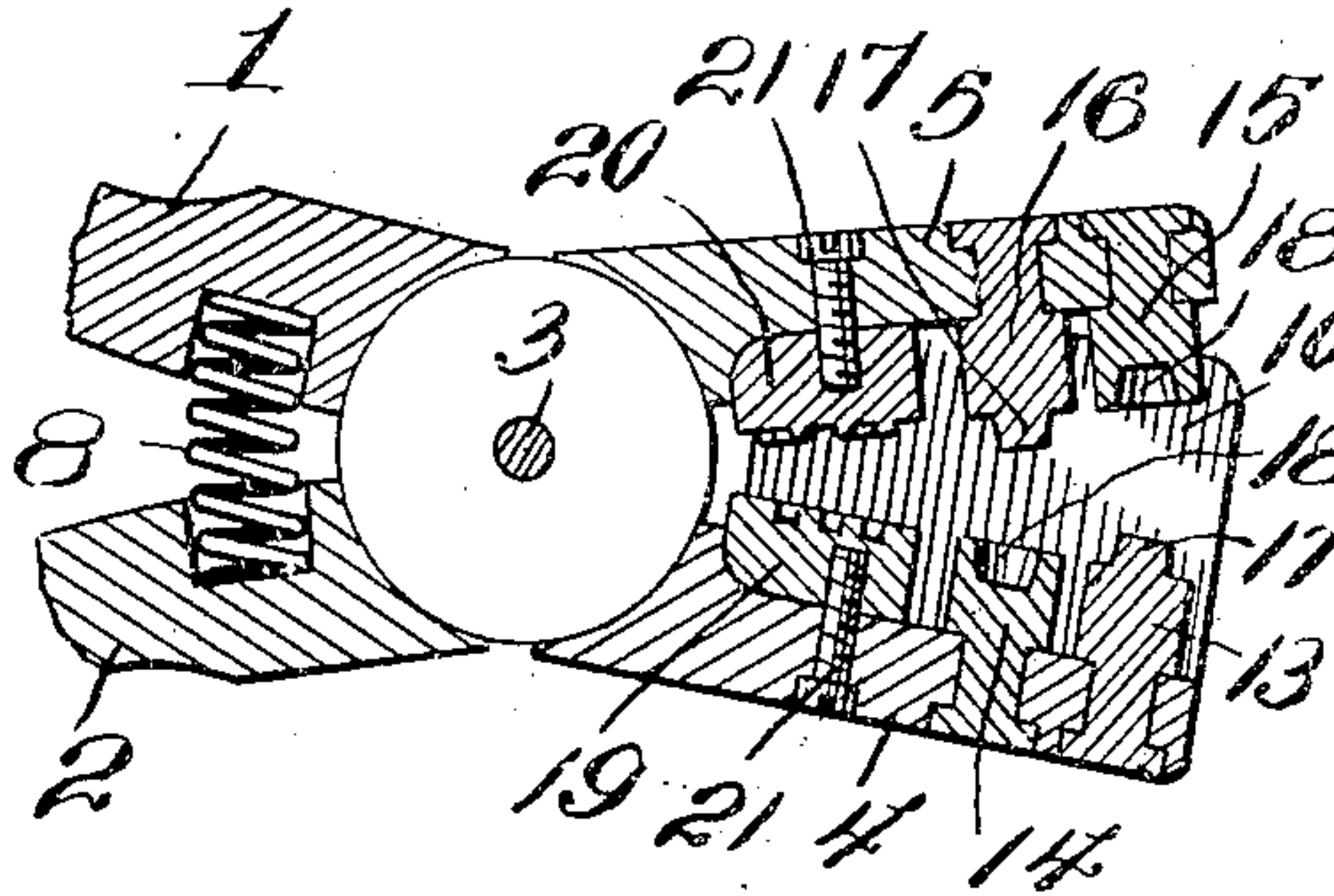


Fig. 4.

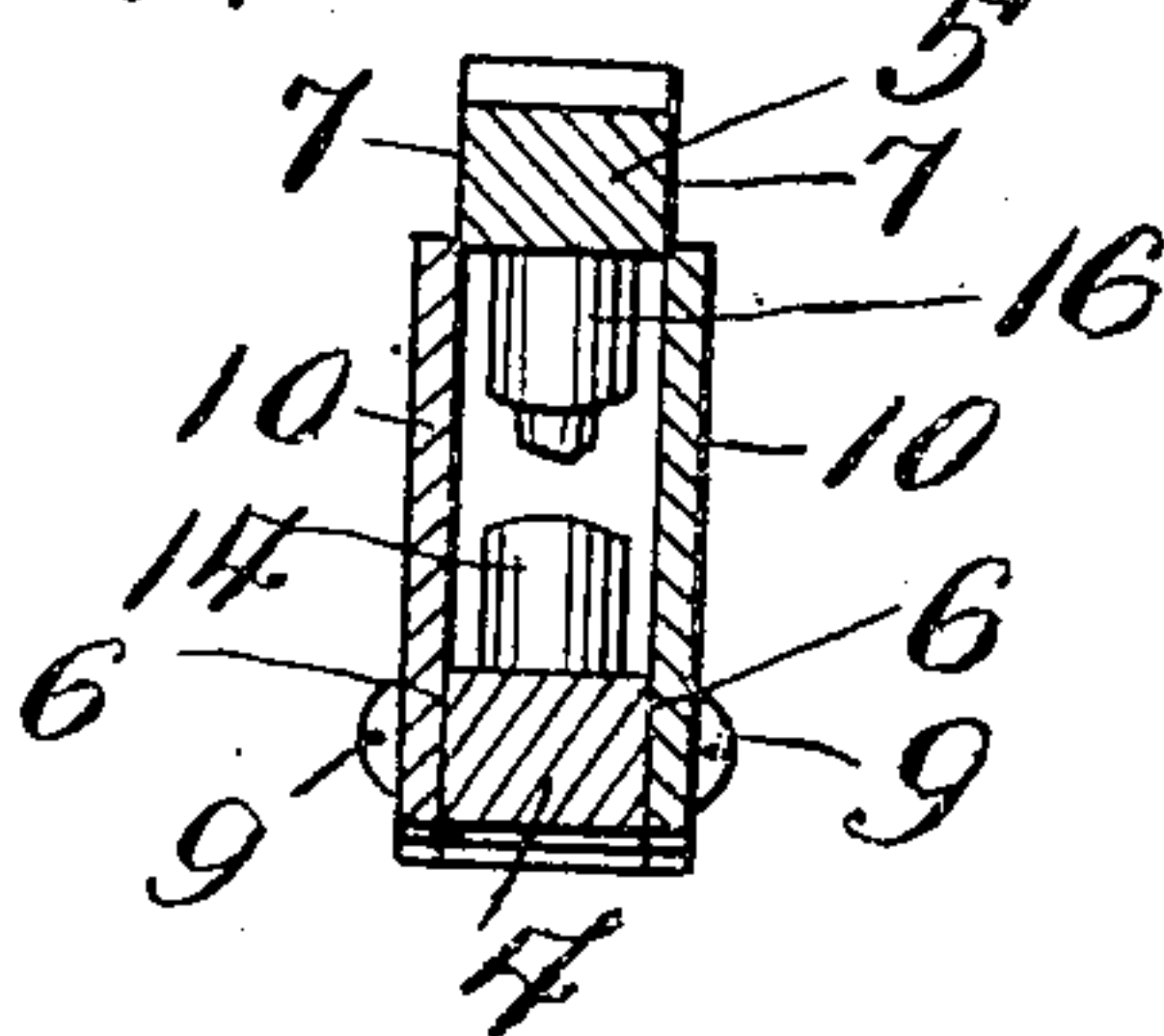


Fig. 6.



Fig. 5.



Witnesses

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UNITED STATES PATENT OFFICE.

PAUL O. MIETH, OF NEWARK, NEW JERSEY.

EYELET SETTING AND EMBOSSING PUNCH.

960,104.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, PAUL O. MIETH, a citizen of the United States of America, residing at Newark, in the county of Essex and State of New Jersey, have invented certain new and useful Improvements in Eyelet Setting and Embossing Punches, of which the following is a specification.

This invention relates to an eyelet setting and embossing punch or tool designed especially for use in setting the eyelets of car seals to close or lock such seals and to also simultaneously emboss or impress upon the locked or fastened ends of the seal a number or other designation indicating the station at which the car was locked and the seal closed.

The object of the invention is to provide a simple, inexpensive and efficient tool of this character by which the operation of locking and embossing a seal may be quickly and conveniently performed, and by which the seals of a number of cars may be fastened or locked within a minimum amount of time and with a minimum amount of labor.

The invention consists of the features of construction, combination and arrangement of parts hereinafter fully described and claimed, reference being had to the accompanying drawing, in which:—

Figure 1 is a side elevation of the tool. Fig. 2 is a similar view with the adjacent cheek or guide plate removed. Figs. 3 and 4 are longitudinal and cross-sections through the jaws. Figs. 5 and 6 are face views of the embossing dies.

The tool comprises a pair of operating handles 1 and 2, which are crossed and pivotally connected by a pin, bolt or screw 3 after the manner of the corresponding parts of a pair of pincers or pliers, one of the handles being slotted for the passage of the other at the crossing and pivotal point, as shown. The forward end of the handle 1 carries a jaw 4 and the forward end of the handle 2 a corresponding jaw 5. These jaws are comparatively long and narrow and in advance of the pivotal connection are provided with cut away portions or recesses 6 and 7, respectively, which extend to their forward or free ends and correspondingly reduce the width of said jaws. A coiled spring 8 is arranged between the forward ends of the handles in rear of the pivotal connection between the jaws and

serves to normally force the handles apart and hold the jaws open.

Detachably secured at their lower edges to the recessed sides or cut away portions of the jaw 4, as by screws 9, are opposite parallel cheek or guide plates 10, between the upper free edges of which the jaw 5 is adapted to move and by which said jaw is guided and held from lateral deflection in its movements toward and from the jaw 4. The lower portions of the rear edges of these plates bear against the side shoulders 11 formed at the rear end of the jaw 4 by the cut away portions 6, while the upper portions of the said rear edges of said plates are adapted to engage the side shoulders 12 formed at the rear end of the jaws 5 by the cut away portions 7, whereby the closing movement of the jaws is limited to prevent excess strain from being thrown upon the eyelet setting and embossing devices in the use of the tool.

The jaw 4 carries upon the forward portion of its upper face a male setting punch 13 and a female setting punch 14 arranged one in advance of the other, while the jaw 5 carries upon the forward portion of its lower face a female setting punch 15 and a male setting punch 16, arranged one in advance of the other, to respectively coöperate with said punches 13 and 14. Each male punch has a reduced setting pin or projection 17 and each coacting female punch is formed with a socket 18 to receive the same. The punches are arranged to engage the reversely disposed pair of spaced eyelets upon the ends of a common form of metallic car seal strip to set said eyelets and lock the ends of the seal together, as will be readily understood. The punches may be riveted to the jaws, as shown, or secured thereto in any other desired manner. Arranged upon the faces of the jaws in rear of the punches are male and female embossing blocks or dies 19 and 20, which are shown as detachably fastened in position by countersunk screws 21, but may be secured in any other suitable way. These embossing dies bear a suitable like numeral or designation, one in cameo and the other intaglio, for impressing such numeral or designation upon the ends of the metallic seal at the same time the eyelets are set, so that by one and the same operation the seal may be fastened and marked to indicate the station

at which the car was locked and the seal applied.

In the use of the device, the ends of the seal, after being passed through the guide 5 staples on the car body and door, or through the hasp of the door lock, are brought together and the punch manipulated to insert said ends of the strip longitudinally between the cheek plates and jaws, whereupon 10 by simply compressing the handles 1 and 2 the eyelets will be set to fasten the ends of the seal and mark the station number thereon. As soon as this operation is performed, the handles are relaxed and the spring 8 auto- 15 matically opens the jaws, so that the tool may be quickly withdrawn from engagement with the seal.

As the jaws are comparatively long and narrow, it will be understood that the ends 20 of the seal may be conveniently entered endwise between the forward ends of the jaws, and, as the cheek plates guide the ends of the seal into position and prevent lateral displacement thereof during compression of 25 the jaws, it will be apparent that the operation of applying the tool, locking and embossing the seal and removing the tool may be easily and rapidly performed. As a result, a single seal or a series of seals may be 30 locked and stamped with the number of the station in a minimum amount of time and with a minimum amount of labor.

Having thus fully described the invention, what is claimed as new is:—

35 1. A car seal fastening and embossing device comprising a pair of crossed and

pivoted handles, comparatively long and narrow jaws upon the forward ends of the handles, a spring acting on the handles to normally hold the jaws open, a pair of male 40 and female eyelet setting punches upon one jaw, arranged one in advance of the other, cooperating punches upon the other jaw, cooperating embossing dies upon the jaws in rear of said punches, and cheek plates 45 carried by one of the jaws and forming guides for the other jaw and for the entrance of the ends of the seal between said jaws.

2. A car seal fastening and embossing de- 50 vice comprising a pair of crossed and pivoted handles, comparatively long and narrow jaws upon the forward ends of the handles, one of said jaws having cut away or recessed sides forming shoulders at the 55 inner ends thereof, a spring acting on the handles to normally hold the jaws open, coacting sets of eyelet setting and embossing dies on said jaws, and cheek plates secured to the sides of the other jaw and engaging 60 the recessed faces of the first-named jaw to form guides for said jaw and the ends of the seal, and adapted to abut against said shoulders to limit the closing movement of the jaws. 65

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

PAUL O. MIETH.

Witnesses:

ERNEST C. VEHS�AGE,
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