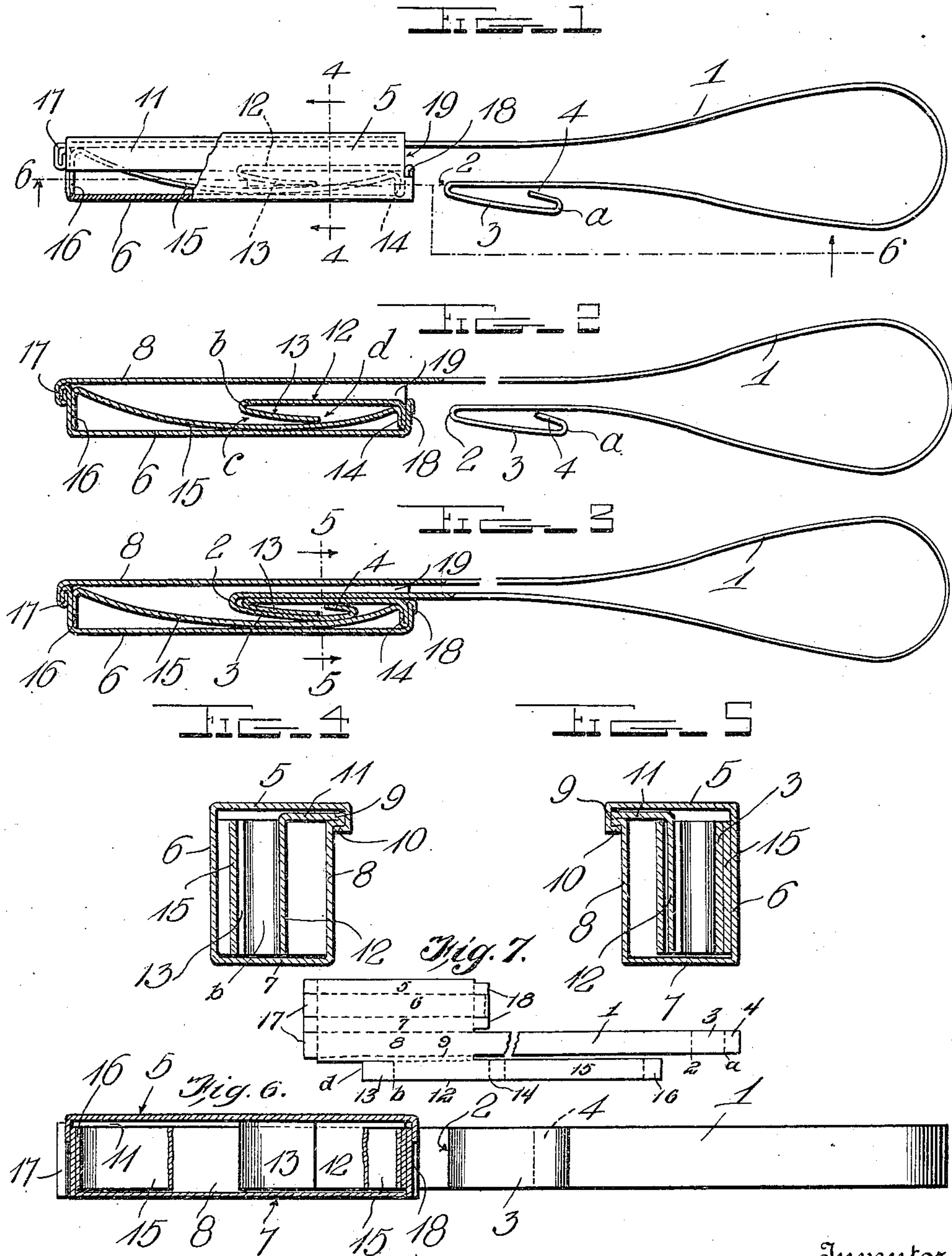


J. P. GALLAGER.
CAR SEAL.

APPLICATION FILED JUNE 15, 1910.

990,540.

Patented Apr. 25, 1911.



Witnesses

[Signature]

A. M. Sawyer

Inventor

James P. Gallagher

by *[Signature]*

Attorney

UNITED STATES PATENT OFFICE.

JAMES P. GALLAGER, OF MUSKOGEE, OKLAHOMA.

CAR-SEAL.

990,540.

Specification of Letters Patent. Patented Apr. 25, 1911.

Application filed June 15, 1910. Serial No. 566,956.

To all whom it may concern:

Be it known that I, JAMES P. GALLAGER, a citizen of the United States, residing at Muskogee, in the county of Muskogee and State of Oklahoma, have invented certain new and useful Improvements in Car-Seals, of which the following is a specification.

This invention relates to car seals, and one of the principal objects of the invention is to provide a simple, reliable and efficient self locking car seal to be made of a single piece of sheet metal.

Another object of the invention is to provide a self locking seal for use on freight car doors and other purposes, which cannot be opened or operated after it has been locked without indicating the fact that the seal has been tampered with.

Still another object of the invention is to provide a self locking car seal made from a single piece of sheet metal and in which the locking elements of the seal extend entirely across the casing which receives the end of the shackle or strap, thus providing a more substantial and secure seal than those provided with the usual stamped up locking tongues, which are liable to be broken off in use.

Another object of the invention is to provide a single piece car seal to be stamped and bent up from sheet metal and assembled without the use of solder or other extraneous means.

These and other objects may be attained by means of the construction illustrated in the accompanying drawing, in which,

Figure 1 is a side elevation of the self locking car seal made in accordance with my invention, a portion of one side of the casing being broken away. Fig. 2 is a similar view showing the casing in longitudinal section. Fig. 3 is a longitudinal sectional view showing the seal in locked position. Fig. 4 is a transverse sectional view on the line 4—4 of Fig. 1 looking in the direction indicated by the arrows. Fig. 5 is a sectional view taken on the line 5—5 of Fig. 3 looking in the direction indicated by the arrows. Fig. 6 is a longitudinal sectional view taken on the line 6—6 of Fig. 1 looking in the direction indicated by the arrows. Fig. 7 is a plan view of the blank before it is bent up to form the car seal.

Referring to the drawing the numeral 1 designates the strap or shackle of the seal which is adapted to be bent upon itself and

to be adjusted through the staples on the car door and car frame. The free end of the shackle 1 is bent upon itself at 2, to provide an outwardly extending portion 3. The terminal end of the shackle or strap is bent inwardly, as at 4 to form a locking hook. The casing to receive the locking end of the shackle is formed integral with said strap or shackle 1 and comprises a rectangular casing consisting of a side 5, a bottom 6, a side 7 and a top 8. From the top 8 an outwardly extending bent portion 9 is formed and the edge of the side 5 is bent over said projecting portion 9, as at 10, thus inclosing the casing at the sides, top and bottom without the use of solder, owing to the manner of bending the sheet metal. From the bent portion 9 the metal is bent inwardly parallel with the side 5, as at 11, and from thence inwardly to form an interior member 12, provided with an outwardly extending integral hook 13 which extends entirely across the casing. The outer end of the member 12 is bent upon itself as at 14, and a curved longitudinal spring 15 extends from the bend 14 to the outer end of the case where said spring member 15 is bent downward, as at 16, to bear against the inner wall of the bottom 6. The outer end of the casing is closed by means of the compound bend 17 formed by bending the metal, as shown more clearly in Figs. 2 and 3. At the outer end of the casing the terminal end of the bottom 6 is bent upward, as at 18, against the portion 14 and an opening for the shackle is provided at 19.

The operation of my invention may be briefly described as follows: After the shackle 1 has been engaged with the staples the bent portion 2 is inserted in the opening 19 and pushed inward until the bent portion *a* passes beyond the bend *b* when the portion 3 will spring downward against the spring 15 and permit the bend *a* to enter the space *c*. When the shackle is drawn outward the hook 4 springs into the space *d* and from this position the shackle cannot be withdrawn from the casing without mutilating the parts. Should the shackle be pushed inward the end of the hook 4 would ride in the space *d* and cannot be pulled outward without entirely destroying the casing or shackle.

From the foregoing it will be obvious that a car seal made in accordance with my invention, cannot be opened after it is sealed by any implement without mutilating the

shackle or casing. It will also be obvious that the hooks or engaging members of the shackle and casing extend entirely across the shackle and casing and cannot be readily
5 broken off. The locking of the parts is rendered particularly secure for the reason that an implement to unlock the same would be required to pierce the metal in order to get at the locking members, since they are confined
10 within a plurality of layers of metal extending the full width of the casing.

My invention is of simple construction, can be made at low cost, is reliable and efficient in use, and cannot be unlocked or tampered with, without detection.
15

I claim:

1. A car seal made from a single piece of sheet metal bent to form a casing having an opening therein, a curved integral spring,
20 and an integral hook having its terminal end extended toward the opening in said casing,

and a shackle having a reversely bent hook on its terminal end for engaging the hook in the casing.

2. A car seal made from a single piece of
25 sheet metal and provided with a casing at one end, said casing having an integral curved spring and an integral hook bearing upon said spring at its terminal end, said casing having an opening therein to admit
30 the locking end of the shackle, a shackle having a hook bent against the shackle and extending in opposite direction to the hook within the casing, said hooks extending en-
35 tirely across the width of the casing and shackle.

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

JAMES P. GALLAGER.

Witnesses:

W. F. SCHUER MEYER,
W. Y. DILLEY.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."
