

J. A. BAEUERLE.

SEAL.

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931,670.

Patented Aug. 17, 1909.

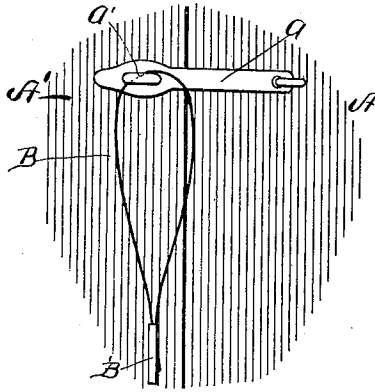


Fig. 1.

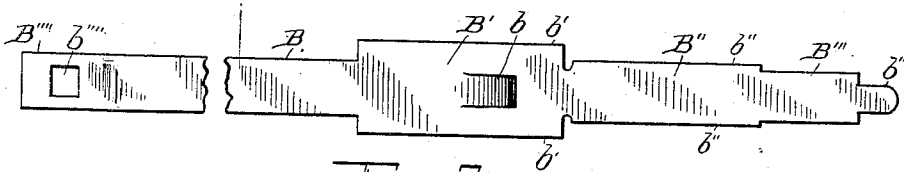


Fig. 2.

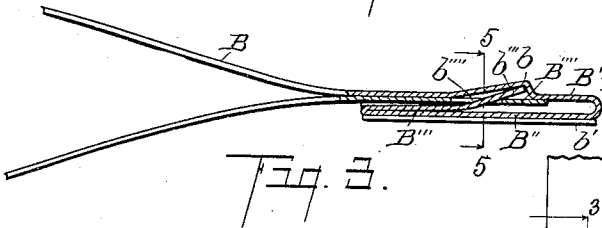


Fig. 3.

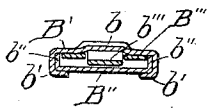


Fig. 5.

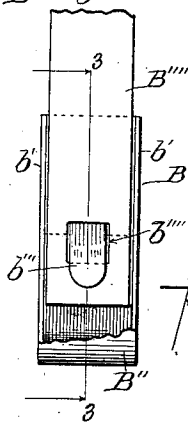


Fig. 4.

Witnesses:

Lulu Greenfield
Arthur F. Greenfield

Inventor,

Jerome A. Baerle
By Chappell & Co.
Att'ys

UNITED STATES PATENT OFFICE.

JEROME A. BAEUERLE, OF KALAMAZOO, MICHIGAN, ASSIGNOR OF ONE-HALF TO, OLIVER A. LA CRONE, OF KALAMAZOO, MICHIGAN.

SEAL.

No. 931,670.

Specification of Letters Patent.

Patented Aug. 17, 1909.

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To all whom it may concern:

Be it known that I, JEROME A. BAEUERLE, a citizen of the United States, residing at Kalamazoo, in the county of Kalamazoo and State of Michigan, have invented certain new and useful Improvements in Seals, of which the following is a specification.

This invention relates to improvements in seals:

10 It relates particularly to improvements in seals such as are generally designated as car seals, although it is adapted for use in other relations.

The objects of this invention are, first, to 15 provide an improved seal which is very simple and economical in structure and at the same time very secure. Second, to provide an improved seal made of one piece of metal.

Further objects, and objects relating to 20 structural details, will definitely appear from the detailed description to follow.

I accomplish the objects of my invention by the devices and means described in the following specification.

25 The invention is clearly defined and pointed out in the claim.

A structure embodying the features of my invention is clearly illustrated in the accompanying drawing, forming a part of this 30 specification, in which—

Figure 1 is a detail elevation showing my improved seal in position upon a car door. Fig. 2 is a detail plan of the blank of my improved seal. Fig. 3 is an enlarged detail, 35 partially in longitudinal section, on a line corresponding to line 3 3 of Fig. 4. Fig. 4 is a detail plan with the top portion of the seal body broken away to show structural details. Fig. 5 is a cross-section taken on a 40 line corresponding to line 5 5 of Fig. 3.

In the drawing similar letters of reference refer to similar parts throughout the several views, and the sectional views are taken looking in the direction of the little arrows at the 45 ends of the section lines.

Referring to the drawing, A A' represent the doors of a car, a a hasp, and a' a staple. The hasp is secured to one door and the staple to the other. The strap portion B of 50 my improved seal is shown in Fig. 1 arranged through the staple a'. On one end of the strap is a head consisting of a casing having a catch inclosed therein arranged to automatically engage the free end B''' of

the strap when the same is inserted in the 55 casing.

The top plate or wall B' of the casing is provided with side walls b' which are folded downwardly over the upturned side walls b'' of the bottom plate B''. The bottom wall, 60 which is formed in one piece with the top wall, is folded under the same, as clearly appears in Fig. 3. This bottom wall or plate is a plane surface. The edges of the side walls of the top plate are folded or clamped 65 over the bottom plate, thereby securing the parts together and forming a casing open only at its inner end for the reception of the free end B''' of the strap B.

On the end of the bottom plate B'' is a 70 catch member B''' having a tongue-like engaging portion b'''. The catch member is folded inwardly upon the bottom plate so that it is inclosed by the casing. The engaging portion b''' of the catch is arranged 75 so that it extends upwardly and rearwardly across the casing and projects into the central chamber b, preferably formed by punching up a portion of the top wall B' of the casing. (See Fig. 3.) When thus ar- 80 ranged, when the free end of the strap is inserted into the head or casing the engaging portion b''' of the catch snaps through the hole b''' in the strap, thereby automatically locking the strap so that it cannot be with- 85 drawn. It is evident from an inspection of the drawing, that after the strap has been engaged by the catch it cannot be disengaged without destroying the seal.

It will be noted that in inserting the end 90 of the strap into the casing it will have a flat surface to travel over, and that the tongue B''' will be deflected downwardly against a flat surface, enabling the structure to slip together very easily, when, owing to the fact that the tongue is inserted by the plane surface underneath, it will slip into position in the depression or chamber b in the upper wall. As the parts thus work to- 95 gether very snugly and smoothly, it will be impossible to insert anything into the aperture in addition to the end of the strap, and as the tongue is supported by the flat surface the slightest bend prevents any accidental displacement thereof from the insertion of 105 the tongue, and as a consequence, the device is very effective without danger of a breakage of parts accidentally; and it will show

marks upon it if there has been any attempt to tamper with it because the metal is not heavy and would very readily bend, and it would be impossible after such bending to
5 put the same in the original form.

The form of blank for my improved seal preferred by me is shown in Fig. 2. In forming this blank there is very little waste material, and the operations necessary to
10 form the seal therefrom are very simple.

My improved seal is very secure and is neat and attractive in appearance. It has the further advantage of not being likely to be disarranged or damaged by handling or
15 transportation.

I have illustrated and described my improved car seal in detail in the form preferred by me, although I am aware that it is capable of considerable variation in structural details without departing from my in-
20 vention.

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

25 A seal comprising a strap with a straight flat free end having a hole therethrough; a head formed integral with said strap, said head consisting of a top plate or wall on the end of said strap with a centrally-located

recess therein at a distance from the end; a
bottom plate or wall connected to the end of
and folded rearwardly under said top plate,
said bottom plate presenting a plane inner
surface and having upturned edges or side
walls, and said top plate presenting a sub-
stantially plane surface in opposition to
said bottom surface and in proximity there-
to except the central recess in said top plate,
and having downturned edges or side walls
folded or clamped under said bottom plate;
40 and a fastener member connected to the end of said bottom plate and folded inwardly upon the same, said fastener member having an upwardly and rearwardly projecting tongue-engaging portion extending into the
45 cavity in said top plate and arranged to engage the hole of the said free end of said strap, the said top and bottom plate and fastener member being spaced to closely engage said strap end except at said recess, as
50 specified.

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

JEROME A. BAEUERLE. [L. S.]

Witnesses:

OTIS A. EARL,

AMELIA J. ALBER.