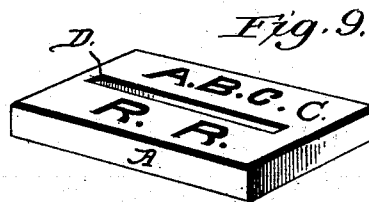
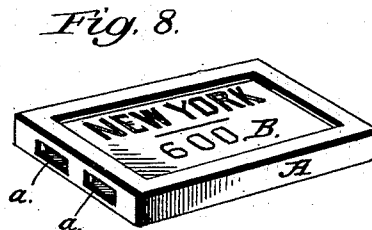
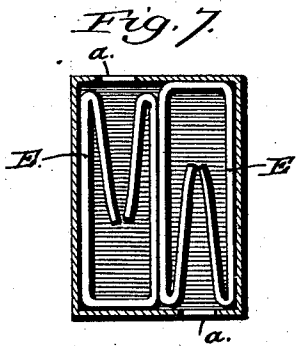
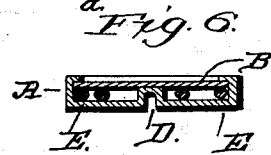
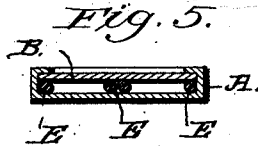
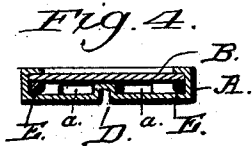
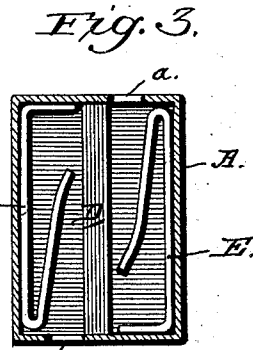
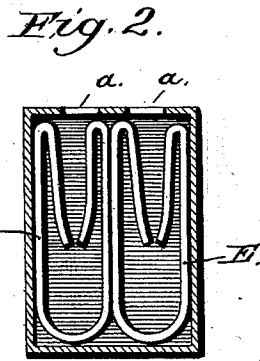
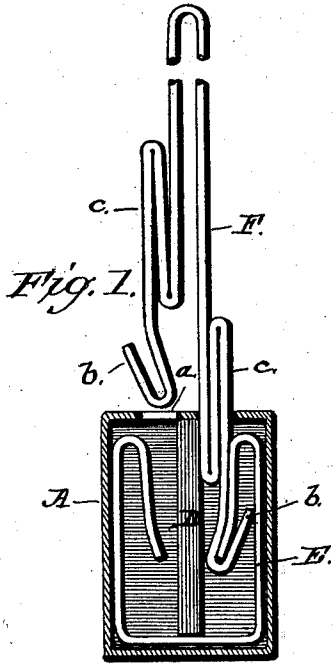


(No Model.)

F. W. BROOKS.
SEAL.

No. 580,763.

Patented Apr. 13, 1897.



Witnesses:
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Att'y.

UNITED STATES PATENT OFFICE.

FRANKLIN W. BROOKS, OF NEW YORK, N. Y.

SEAL.

SPECIFICATION forming part of Letters Patent No. 580,763, dated April 13, 1897.

Application filed May 8, 1896. Serial No. 590,721. (No model.)

To all whom it may concern.

Be it known that I, FRANKLIN W. BROOKS, a citizen of the United States, residing at New York, in the county of New York and State of New York, have invented certain new and useful Improvements in Seals for Cars, Baggage, &c.; and I do hereby declare the following to be 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 certain new and useful improvements in seals for cars and other purposes, and has for its objects economy and simplicity of construction coupled with security against fraudulent tampering with the same; and with these ends in view my invention consists in the peculiarity of construction and arrangement of the several parts hereinafter fully described.

In order that those skilled in the art to which my invention appertains may know how to construct and use the same, I will proceed to describe the construction of the several parts and the manner in which they cooperate, referring by letters to the accompanying drawings, in which—

Figure 1 is a plan view, partly in section, of one of my improved seals with one end of the shackle-wire in locked position. Fig. 2 is a similar view showing a modification of the interlocking wire or spring for securing the hook ends of the shackle. Fig. 3 is a similar view showing still another modification of the interlocking wire and also a modification of the sheet-metal case, whereby the two ends of the shackle-wire may be introduced and locked through opposite ends of the case. Fig. 4 is a cross-section of Fig. 1. Fig. 5 is a cross-section of Fig. 2. Fig. 6 is a cross-section of Fig. 3. Fig. 7 is a similar view to Fig. 3, with double locking springs or wires. Fig. 8 is a perspective view of the sheet-metal casing which contains the locking-springs and showing on the top surface the embossed or intaglio characters designating the station at which the seal is used and also the serial number of the seal. Fig. 9 is a similar view showing the reverse or bottom of the casing with embossed or intaglio characters designating the railroad using the seal.

Similar letters of reference indicate like parts in the several figures of the drawings.

A is a sheet-metal case turned up to constitute or form the sides and ends of the case and to overlap and securely hold in place a flat metal top B, as clearly shown in Fig. 10.

The bottom portion C of the casing is struck up to form a central rib or partition D, (seen in Figs. 1, 3, 4, 6, and 9,) which constitutes a guide for the movement of the hook ends of the shackle-wire and causes it to interlock with the spring locking device E.

One end of the casing A is formed with the two slots or openings *a a* for the passage of the shackle-wire F, or each end of the casing may be formed with a single slot or opening, as shown in Figs. 3 and 7.

The shackle-wire is formed with a hook *b* at each end and adapted to firmly interlock the corresponding hook end of the locking devices contained within the casing, as clearly shown at Fig. 1, and inasmuch as the openings *a* in the ends of the casing must be sufficiently large to permit the passage of the hook *b* on the end of the shackle the latter is folded against itself, as shown at *c*, Fig. 1, so that when the shackle is properly interlocked with the locking device E the channels or openings *a* will be entirely filled or closed, and thus prevent the introduction of any tool or device designed to disengage the hook of the shackle from the locking device E.

It will also be observed that the fold in the shackle-wire is of such extent that when the hook end of said shackle is interlocked with the locking device E the folded portion fills the passage *a* and extends for some distance both above and below the said passage *a*, thus more perfectly guarding against the cutting of the wire near the passage and inserting the cut end and temporarily concealing the same.

It will be understood that in lieu of folding the shackle-wire, as shown at *c*, Fig. 1, it may be similarly folded back and forth horizontally to such an extent as to produce the same result.

The locking device consists of a single piece of wire bent into the form shown at Fig. 1, or of duplex form, as shown at Figs. 2, 3, and 7, and when made and used in the form

shown at Figs. 2 and 7 the rib or web D in the casing A may be dispensed with, as the vertical central arms of the locking device constitute an equivalent therefor. It will
 5 also be observed that by the employment of the locking devices (shown at Figs. 3 and 7) the casing may be made either with or without the central rib or web D, and at the same time permit of the shackle-wire entering the
 10 casing from opposite directions, as indicated in Figs. 3 and 7.

The top B of the casing is laid upon the locking device and the edges of the casing turned up and over the same to securely hold
 15 the locking device in place, and one end of the shackle-wire is preferably interlocked with the locking mechanism, as shown in Fig. 1, in which condition the seal is shipped from the factory, and when it is desired to use the
 20 seal the free end of the shackle, after being passed through the hasp or staple or other fastening device, is then forced into the sheet-metal casing and caused to interlock, as shown. The seal cannot then be removed
 25 except by cutting the wire in the usual way.

I so construct the shackle-hook and the locking devices that the distance between the free end of the locking device and the end of the case will be just a little greater than the
 30 length of the hook of the shackle, and thus there will be no possibility of releasing the hooks after they have once interlocked.

I am aware that it is not new to construct a casing of friable material with interior abutments or shoulders adapted to interlock with
 35 spring-hook ends of a wire-shackle, and do not wish to be understood as making claim to any such construction.

What I claim as new, and desire to secure by Letters Patent, is—
 40

1. A seal embodying in its organization a hollow sheet-metal casing A with shackle-passages *a*, a sheet-metal cover B secured in position by flanges on the casing, an interiorly-arranged independent double-hooked
 45 locking device E, and a shackle-wire F formed with hooks *b* at each end engaging with the oppositely-trending hooks of the locking device, substantially as hereinbefore set forth.

2. The casing A crimped to constitute a
 50 central straight rib D, and provided with shackle-passages *a*, in combination with the cover B, an independent locking device E having its ends arranged each side of the rib D, and a shackle-wire F provided with lock-
 55 ing-hooks *b* at each end, substantially as and for the purposes set forth.

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

FRANKLIN W. BROOKS.

Witnesses:

WM. C. MCINTIRE,
 N. CURTIS LAMMOND.