

W. H. SULLIVAN.
CAR SEAL.

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932,351.

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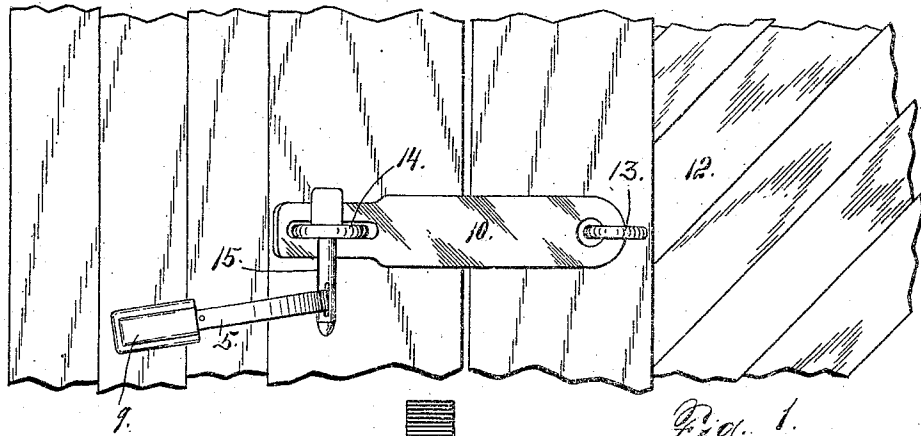


Fig. 1.

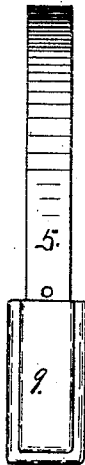


Fig. 2.

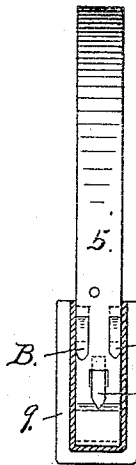


Fig. 3.

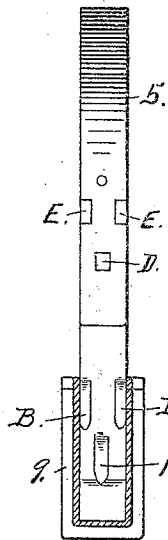


Fig. 4.

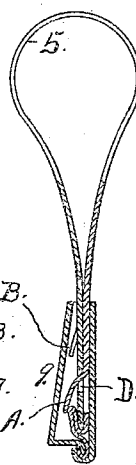


Fig. 5.

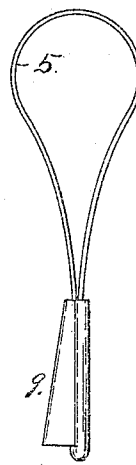


Fig. 6.



Fig. 7.

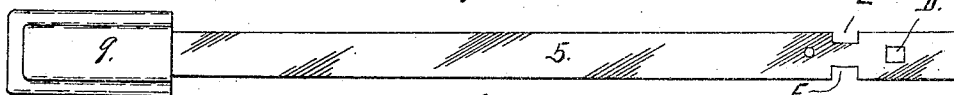


Fig. 8.

Witnesses
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UNITED STATES PATENT OFFICE.

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CAR-SEAL.

932,351.

Specification of Letters Patent.

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Application filed August 24, 1906, Serial No. 331,869. Renewed January 4, 1909. Serial No. 470,737.

To all whom it may concern:

Be it known that I, WILLIAM H. SULLIVAN, a citizen of the United States, residing in the city and county of Denver and State of Colorado, have invented certain new and useful Improvements in Car-Seals; and I do 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, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form a part of this specification.

My invention relates to improvements in seals more especially intended for use in connection with sealing car doors in order that tampering with the seal becomes practically impossible without detection.

My improved seal is of the class in which a flexible metal strap is employed, one extremity of the strap being secured to a casing and provided with one or more tongues adapted to engage apertures in the opposite extremity of the strap when the latter is slipped into the casing and whereby its removal is prevented without destroying the seal.

Having briefly outlined my improved construction, I will proceed to describe the same in detail reference being made to the accompanying drawing in which is illustrated an embodiment thereof.

In this drawing, Figure 1 is a fragmentary view of a car illustrating the use of my improved seal. Fig. 2 is an elevation of the seal shown in the locked position. Fig. 3 is a similar view showing the casing in section, its upper portion being removed. Fig. 4 is a view similar to Fig. 3 with the seal in the unlocked position. Fig. 5 is a longitudinal section viewed at right angles to Figs. 2, 3 and 4, with the parts in the same position as in Figs. 2 and 3. Fig. 6 is an elevation of the seal in the same position as in Fig. 5. Fig. 7 is a section of the seal showing the metal strap extended. Fig. 8 is an elevation of the same, or a top plan view looking downwardly.

The same reference characters indicate the same parts in all the views.

Let the numeral 5 designate the flexible metal strap and 9 the casing with which one extremity of the strap is interlocked. This

strap extremity is bent rearwardly as shown at 6 and then forwardly upon itself as shown at 7, its extremity being finally interlocked with the casing as shown at 8 whereby the strap is securely connected with the casing. The extremity of the strap 5 connected with the casing is provided in the rear of the parts 6 and 7 which constitute a lip, with a number of tongues which I will designate A, B, B. These tongues are punched out of the metal of the strap and may be said to extend upwardly beyond the plane of the strap, in order to engage an opening D and recesses E, E formed near the opposite extremities of the strap. The tongue A is centrally located and adapted to engage the opening D; while the tongues B, B, are located on opposite sides and in the rear of the tongue A, and are adapted to engage the recesses E, E, when the device is in the locked position. The central tongue A projects slightly over the rear extremity of the lip F formed by the parts 6 and 7 and slightly above the said lip. In locking the device, the extremity containing the opening D and the recesses E, is passed into the casing above the tongues A and B until the opening D and the recesses E are in position to allow the extremities of the tongues to enter. In this case the tongues spring upwardly into the opening and the said recesses, and as the strap 5 is drawn backwardly it drops below the lip F. Then a forward movement of the movable extremity of the strap causes the latter to pass underneath the lip F thus locking it securely against removal without mutilating the device.

When the seal is in use, it may be employed in connection with a hasp 10 (see Fig. 1) connected with a door 12 by a staple 13. The end of the hasp is slotted and adapted to pass over a staple 14 fast in the wall of the car adjacent the door. A locking pin 15 is then passed through the staple outside of the hasp thus preventing the extremity of the latter from slipping off the staple. In the extremity of this locking pin is formed a slot through which the strap 5 is passed before inserting its apertured extremity in the casing of the lock.

Attention is called to the fact that my improved construction may be employed as a fastening wherever a device of this character may be needed.

Having thus described my invention, what I claim is:

A seal comprising a casing and a metal strap, one extremity of which is anchored
5 within the casing, and folded upon itself to form a lip projecting rearwardly above the plane of the body of the strap, the strap extremity within the casing being provided
10 with three tongues punched out of the metal of the strap and projecting upwardly and forwardly from the plane of the latter, one of the tongues being centrally located and the other tongues being out of alinement therewith both longitudinally and transversely,

the opposite extremity of the strap being 15 provided with openings adapted to engage the said tongues when the apertured extremity of the strap is inserted in the casing, the said lip within the casing cooperating with the tongues to securely lock the apertured 20 extremity of the strap in place.

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

WILLIAM H. SULLIVAN.

Witnesses:

DENA NELSON,
A. J. O'BRIEN.