

(No Model.)

A. T. ZETTERLUND.
SEAL.

No. 571,633.

Patented Nov. 17, 1896.

Fig. 1.

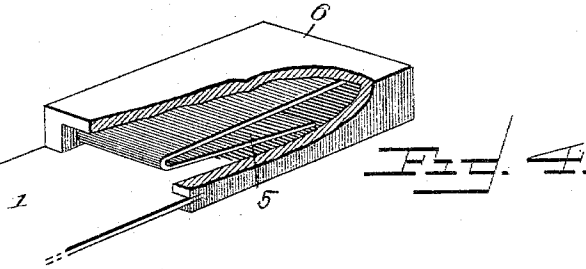
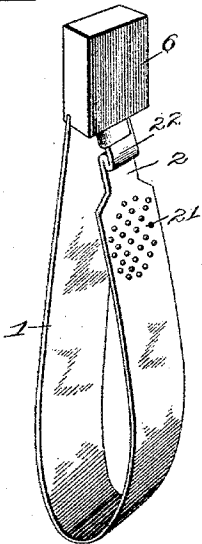


Fig. 5.



Fig. 2.

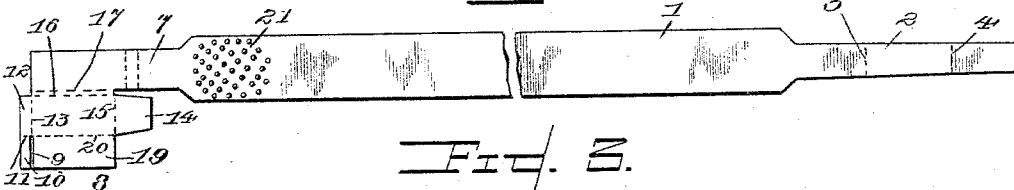


Fig. 3.

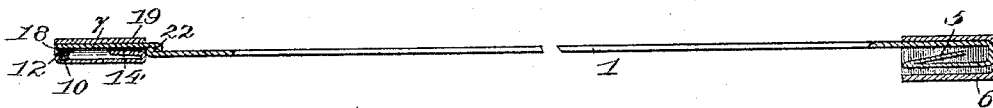
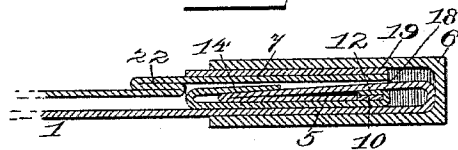


Fig. 6.



Witnesses

P. L. Rockabee.

R. M. Smith.

Inventor
August Theodore Zetterlund

By *his* Attorneys.

C. A. Snow & Co.

UNITED STATES PATENT OFFICE.

AUGUST THEODORE ZETTERLUND, OF CHICAGO, ILLINOIS.

SEAL.

SPECIFICATION forming part of Letters Patent No. 571,633, dated November 17, 1896.

Application filed April 18, 1896. Serial No. 588,123. (No model.)

To all whom it may concern:

Be it known that I, AUGUST THEODORE ZETTERLUND, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented a new and useful Self-Locking Seal, of which the following is a specification.

This invention relates to seals, and has for its object to provide a simple, economical, and efficient seal adapted to be applied to railway-cars or packing-cases and used by inspectors in the employ of the government or railway or other corporations.

The seal herein contemplated may be quickly and easily applied, and thereafter it cannot be removed without entailing its permanent destruction.

The invention consists in a seal embodying certain novel features and details of construction, as hereinafter fully described, illustrated in the drawings, and claimed.

In the accompanying drawings, Figure 1 is a perspective view of the complete seal locked. Fig. 2 is a plan view of the blank from which the seal is formed, the lines of the several folds therein being dotted. Fig. 3 is a side elevation or edge view of the same, partly in section. Fig. 4 is a detail perspective view of one end of the seal, showing the metal casing inclosing the spring-lip at that end. Fig. 5 is an enlarged longitudinal section through the end of the seal opposite to that shown in Fig. 4. Fig. 6 is a similar section showing the ends of the seal in interlocking engagement.

Similar numerals of reference designate corresponding parts in the several figures of the drawings.

Referring to the drawings, 1 designates a blank of thin sheet metal of a suitable width and length. This blank is reduced in width adjacent to one end, as indicated at 2, and this narrow portion is bent upon the dotted lines 3 and 4 to form a spring tongue or terminal 5, adapted to engage a stop at the other end of the seal in a manner that will hereinafter appear. A metal casing 6, of some suitable lead composition, is molded about or around this end of the seal, the said casing entirely inclosing the spring-tongue 5 and the narrowed portion 2 of the blank contiguous to said spring-tongue, as clearly illustrated in

Fig. 4. The opposite end of the blank 1 is also reduced in width, as indicated at 7, and at the extremity of such narrowed portion is provided with a lateral flap 8, which is bent to form a flat sleeve or casing at this end of the blank, the same being adapted to be inserted in the casing 6 at the other end of the seal when it is desired to lock the said seal. This casing or sleeve is formed as follows: An incision 9 is made in the flap 8, and the portion 10, upon one side of the incision, is bent on the line 11 and folded flatwise against the projecting end portion 12 of the flap. The portions 10 and 12 are then bent upon the line 13 and are brought flat against the flap 8. After this the tongue portion shown at 14 is bent upon the line 15 upon the same side of the flap 8 as the portions 10 and 12 referred to. The narrowed portion 7 of the blank is then bent upon the lines 16 and 17 over the tongue 14 and the portions 10 and 12 of the flap in such manner, however, as to leave an aperture or throat 18 for the entry of the bend 4 of the spring-tongue at the other end of the seal. The casing or sleeve is completed by folding the extreme lateral portion 19 of the flap 8 on the line 20 over upon the portion 7 of the blank. The blank 1 is now provided adjacent to the narrowed portion 7 with a number of indentations 21, which serve to emboss or roughen the surface of the main body or strap portion of the seal, thus facilitating the threading of the two ends of the seal together.

The seal constructed as above is complete and ready for use.

To apply the seal, it is passed through the eyes or staples on the car, and that end of the seal having the case 6 is held so that the opposite end having the flat sleeve may be inserted therein. When the sleeve has been inserted to its full extent, the spring-tongue 5 snaps behind the portions 10 and 12, which form a transverse stop-shoulder and serve to prevent any possibility of the point of the tongue 5 being thereafter deflected, so as to admit of its escape. In order to still further guard against fraudulent tampering with the seal, a double or sigmoidal bend 22 is formed close up to the flat sleeve constructed from the flap 8. Any forcible attempt to separate the locked ends of the seal will tend to

straighten out this double bend 22, and as such bend is made very close, the folds being mashed tightly upon each other, the metal will break along one or the other of the folds, thus permanently destroying the seal. The presence of the indentations 21 preclude the possibility of trimming down that end of the seal with the idea of forming a tongue or hook for insertion in the case 6 at the opposite end.

10 The seal is very simple in construction, may be manufactured at a minimum cost, and is thoroughly reliable and efficient in use.

Changes in the form, proportion, and minor details of construction may be resorted to without departing from the spirit or sacrificing any of the advantages of this invention.

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

1. A car-seal comprising a strap or main body portion having one end bent back in substantially parallel relation thereto and having the extremity of said bent portion again bent back to form a spring-tongue which projects toward the end of the seal and is interposed between the said parallel portions of the bent end of the strap, an inclosing case extending around and protecting said tongue, and a flat sleeve at the opposite end of said strap having an internal stop, said sleeve being adapted to be inserted into said case so as to embrace the spring-tongue and interlock therewith, substantially as described.

2. A seal comprising an extended strap having one end bent back substantially parallel

to itself and having the extremity of such bent portion folded upon itself to form a spring-tongue which projects toward the end of the strap and lies between the main body of the strap and its folded end portion, a case extending around and inclosing said bent end and tongue and having a closed outer end and an open inner end, and a sleeve at the opposite end of the strap, adapted to be inserted into said case and having an internal stop-shoulder for engaging the spring-tongue, substantially as described.

3. A seal, comprising an extended strap provided adjacent to one end with a lateral flap folded transversely around the end of the strap to form a flat sleeve, said flap being provided with the longitudinal extensions 12 and 14, and the transverse extension 10, the one 14 forming a tongue for closing the rear or inner end of the sleeve, and the extensions 10 and 12 being folded upon themselves and upon the body of the flap to form a rigid and double-thick transverse stop-shoulder at the open end of the sleeve, and a spring tongue or hook at the opposite end of the strap adapted to be inserted in said sleeve and to engage said stop-shoulder, substantially as described.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

AUGUST THEODORE ZETTERLUND.

Witnesses:

C. KLODIN,

JOHN F. BERGSTEN.