

E. L. SABEY.
CAR SEAL.
APPLICATION FILED DEC. 12, 1908.

936,042.

Patented Oct. 5, 1909.

Fig. 1

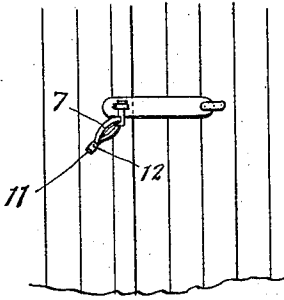


Fig. 2

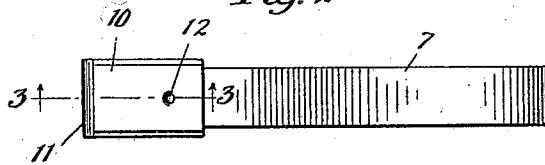


Fig. 4

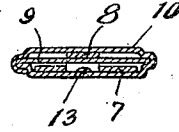


Fig. 5

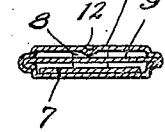


Fig. 3

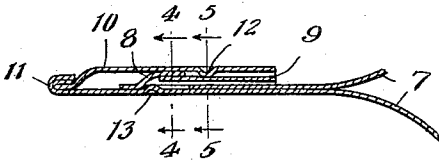
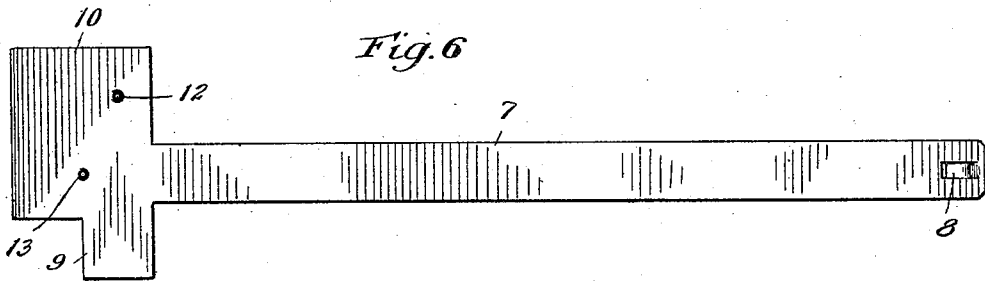


Fig. 6



Witnesses:

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UNITED STATES PATENT OFFICE.

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CAR-SEAL.

936,042.

Specification of Letters Patent.

Patented Oct. 5, 1909.

Application filed December 12, 1908. Serial No. 467,158.

To all whom it may concern:

Be it known that I, EINAR L. SABEY, a citizen of the United States, residing in Chicago, in the county of Cook and State of Illinois, have invented a new and useful Improvement in Car-Seals, of which the following is a specification.

This invention relates to car seals, and my object therein has been to devise a construction which is very simple and cheap, and at the same time is very certain and efficient in its operation.

The nature of the invention is fully explained in the description given below, and will be readily understood from the description in connection with the accompanying drawing in which latter—

Figure 1 is a partial elevation of a car door sealed by my newly invented seal. Fig. 2 is a plan view of a seal, showing it closed. Fig. 3 is a section on line 3—3 of Fig. 2. Figs. 4 and 5 are sections on the lines 4—4 and 5—5 respectively of Fig. 3. Fig. 6 shows the blank in the flat from which the seal is made.

The seal belongs to that class of seals employing a flat band or strap of metal which is passed through the locking pin or bolt upon the door, and then bent so as to bring its ends together and permit them to be locked. The metal strap used by me is shown at 7 and I form the locking devices upon it or in one piece with it. These locking devices embrace the flat tongue 8 punched in one end of the strap and adapted when inserted in the inclosure hereinafter mentioned to be raised from the plane of the strap by means of a boss 13 formed in the strap so that it will engage the wing 9 at one side of the other end of the strap, when such wing is bent over onto the body of the strap as shown in Figs. 3, 4 and 5. At the other side of the strap opposite the wing 9, and at the same end therewith, is a wider wing 10 which is doubled over onto the strap and with its edge clenched at the farther side of the strap so that it completely incloses the wing 9, as best shown in Figs. 4 and 5. The wing 9 being narrow, is

constantly in position to engage with the tongue 8 when the tongue is inserted in the inclosure formed by wing 10 and pushed in beyond the wing 9. Any attempt to withdraw the tongued end after it has been thus positioned will cause the tongue to pass over the edge of the wing 9, and lock therewith so that it cannot be pulled out. This engagement takes place under cover of the wing 10, and cannot be released without doing violence to the device. I prefer to roll up closely the end of the strap and the wing 10 as seen at 11 in Fig. 3, so that the free or tongued end of the strap cannot be pushed entirely through the inclosure formed by wing 10 as seen at 11 in Fig. 3, and thus give access to the tongue. And I also prevent access to the tongue from the open end of the inclosure by forming a downward boss 13 in the wing 10 at the point indicated in Figs. 3 and 5. The side edges of the inclosure are desirably compressed or crimped, as shown at Figs. 4 and 5. Being formed of a single piece of flat metal, and with only a very few operations, it will be seen that the device is inexpensive, and I believe it to be very secure against tampering.

The boss 12 serves not only the purpose stated above, but it insures the formation of a sufficient space between the wing 10 and the wing 9 so that the tongue can pass over the latter and be locked thereby. And in the case of the boss 13, it will be noted that its location is such that the tongue must pass over it when it is inserted in the inclosure to be locked, and by reason of such contact the tongue will be then lifted with certainty and be sure to engage with the locking wing 9.

While I have shown the tongue 8 as bent up from the plane of the strap 7, it will be understood that such bend may be imparted to it by the boss 13 at the time the tongue is inserted in the locking inclosure at the other end of the strap. As the tongue must move over the boss in this operation, it will of necessity be raised thereby into position to lock with wing 9.

I claim:—

The car seal composed of a metal strap having a flat tongue formed at one end, and folded wings at the other end, one wing locking the tongue, and the other wing inclosing and protecting the engagement between the tongue and the locking wing, the strap having an upwardly projecting boss

13, acting to lift the tongue into locking position when it is inserted within the inclosing wing. 10

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Witnesses:

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