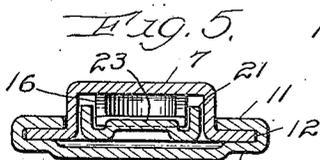
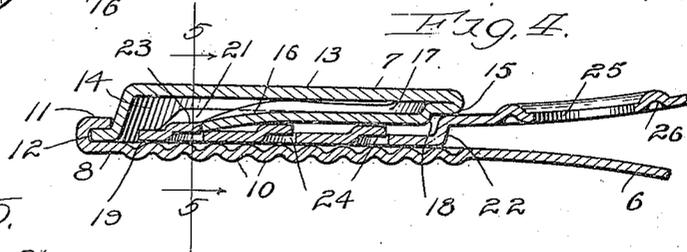
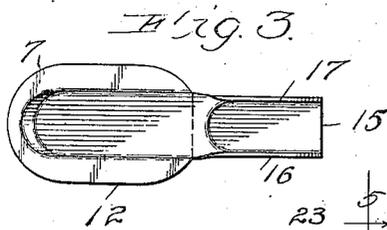
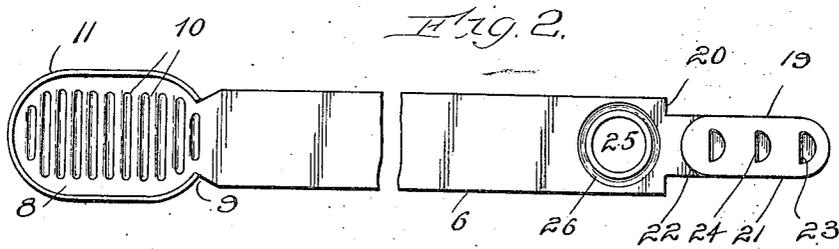
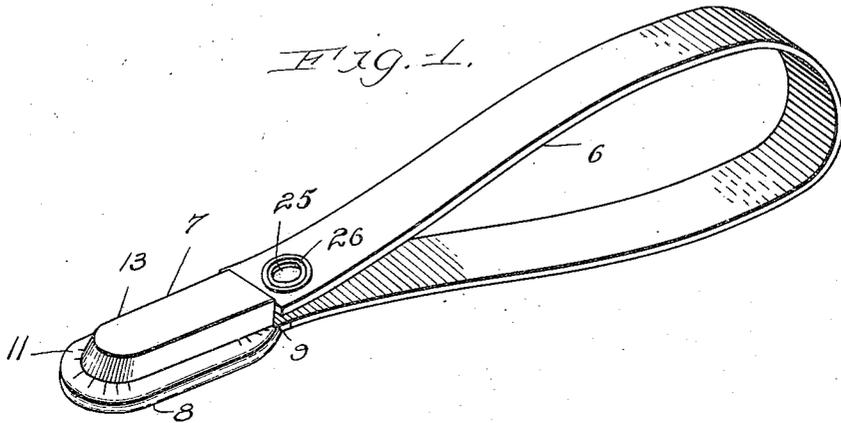


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B. BORLAND.  
CAR SEAL.  
FILED DEC. 15, 1919.

1,440,764.



Witness:  
R. L. Jamington

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Att'y.

# UNITED STATES PATENT OFFICE.

BRUCE BORLAND, OF CHICAGO, ILLINOIS.

## CAR SEAL.

Application filed December 15, 1919. Serial No. 345,075.

*To all whom it may concern:*

Be it known that I, BRUCE BORLAND, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Car Seals, of which the following is a specification.

This invention relates to seals of the character commonly known as car seals, on account of their being used for sealing freight cars, but the device is also applicable for various other uses.

The objects of this invention are to provide a new and improved form of seal adapted for sealing cars or the like; to provide a seal which may be cheaply constructed; to provide a seal which may be readily applied and which can not be easily tampered with without such tampering becoming evident; and to provide a device having such further advantages and novel features as will be described more fully hereinafter.

In the accompanying drawings illustrating a preferred form of my invention:

Figure 1 is a perspective view;

Figure 2 is a plan view of the main strip or loop portion ready for assembling;

Figure 3 is a detail of the locking end cap;

Figure 4 is an enlarged longitudinal sectional view of the locking portion; and

Figure 5 is a cross-section taken on the line 5-5 of Fig. 4.

It will be understood that these seals are ordinarily made of tin or light sheet metal and the device is shown in the drawings on an enlarged scale for convenience in illustration.

Although the device may in some instances be made of a single piece of metal, I prefer to make the same in two parts comprising a main strip 6 and a locking cap 7. The main strip 6 which forms the loop has a slightly enlarged head or portion 8 at one end, the sides being preferably notched or cut away as shown at 9 between the strip and head portion. This head is preferably corrugated or ridged in any suitable manner as indicated at 10 which serves to stiffen the same and prevent its being bent without injuring or destroying the seal. The edges of the head 8 are bent to form a flange 11 for engagement with the locking end 7 for holding the parts together. The locking end or catch portion 7 comprises a plate 12 which fits closely within the flange 11 so that

this flange may be bent over as shown in Figures 1, 4 and 5 to hold the catch member in position. This catch portion has a central longitudinal raised portion 13 forming an inner recess 14, and also has an integrally formed tongue 15 which is pressed to form a channel shaped catch 16 having side flanges 17 and having a shoulder 18. This tongue is bent inwardly into the recess 14, as shown in Figures 4 and 5, before the parts are assembled. This tongue or catch is somewhat resilient so that the end will engage with the latch or fastening portion of the strip, 19. This latch or fastening portion is preferably made somewhat narrower than the main portion of the strip so that shoulders 20 will be formed adjacent to the end. The latch 19 is pressed into a channel shape with side flanges 21 and has a shoulder 22, this portion of the device conforming closely to the catch 16 and adapted to fit over the same as shown in Figures 4 and 5. The latch portion 19 has a locking projection 23 which is preferably punched up from the body of the metal and also is preferably provided with a plurality of similar projections 24 which are adapted for purposes which will presently be explained. The strip or band 6 is also provided with a hole 25 adjacent to the latch end, the metal around the hole being corrugated as shown at 26. This hole serves for the purpose of stringing the seals and for the further purpose of preventing tampering therewith. If it is attempted to cut or break the seal adjacent to the shoulders 20 and insert the loose end into the recess 14, it would be necessary to cut off the strip beyond the hole so that the tampering would be plainly apparent. When the parts have been formed in the manner described and assembled as shown in the drawings, the seal will be locked when the latch portion 19 is inserted in the recess or aperture 14, at which time the channel shaped catch 16 will nest in the similarly formed channel shaped latch 19, and the end of the catch will engage with the projection 23 to lock the parts together. It will be noted that comparatively small space or clearance needs be left between the shoulder 22 of the latch and the shoulder 18 of the locking tongue in order to insure the engagement of the locking parts so that there will be little or no play between the locking parts after the catch has engaged with the locking projection. The projections 24

serve to prevent the unlocking of the device by inserting a strip between the latch and catch portions, as such strip would strike the projections before it could be inserted a sufficient distance to raise the end of the tongue 15. The flanges on the different parts not only serve to stiffen the same but also further serve to prevent the tampering with the device.

From this description it will be seen that I provide an exceedingly simple car seal which may be readily constructed and which will be efficient in use, but it will be noted that changes may be made in the details of construction without departing from the spirit of the invention.

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

1. A seal comprising a strip of suitable material having a longitudinal pocket at one end thereof, with an inwardly projecting tongue, and having a latch portion at the opposite end thereof which is narrower than the strip and is provided with side flanges and has a shoulder at its inner end which is adapted to be inserted in said pocket and having a projection for engagement with the tongue.

2. A car seal comprising a metallic strip having a longitudinally arranged pocket or recess at one end, with an inwardly projecting flanged catch, and having a flanged latch at the opposite end adapted to fit over said catch and having a projection which engages with the catch when the latch is inserted in the pocket.

3. In a car seal, the combination of a metallic strip having a corrugated head at one end, a locking cap secured to said head and having a longitudinal opening therein, a resilient flanged tongue projecting inwardly from the open end of the cap, a flanged

locking portion at the opposite end of the strip adapted to fit over said flanged tongue, and having a projection for engagement with the end of the tongue when said locking end has been inserted in said recess.

4. In a seal, the combination of a metallic band, having a locking cap at one end with a recess therein, and having a resilient flanged tongue projecting into said recess, said tongue having a shoulder at its outer end, and a flanged and shouldered engaging portion at the opposite end of the band adapted to fit closely over said tongue, so that the tongue will be nested therein, said engaging portion having a projection for engagement with the end of the tongue when the engaging portion is inserted in the locking cap.

5. In a seal of the character described, the combination of a metallic strip having a corrugated head at one end thereof, a locking cap having an outwardly projecting flange secured to the head by having the edges of the head bent over said flange, said cap having a longitudinal recess, and being closed at its outer end, said cap also having an integrally formed resilient tongue projecting into said recess, said tongue having flanges at the sides thereof and having a shoulder adjacent to its fixed end, the opposite end of the strip having a flanged and shouldered engaging portion adapted to fit over said tongue and having a projection for engagement with the end of the tongue when the engaging portion has been fully inserted in the cap, said engaging portion also having one or more projections in advance of the locking projection, the arrangement being such that when the engaging portion is inserted in the cap, it will fit over the flanged tongue and be securely held between the tongue and head, substantially as described.

BRUCE BORLAND.