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1,558,960

L. J. BRUNE, SR

CAR SEAL

Filed June 15, 1925

Fig. 1.

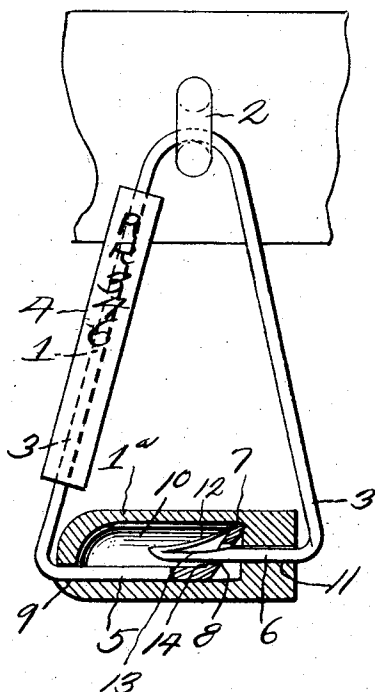


Fig. 2.

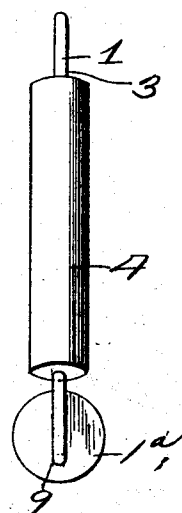
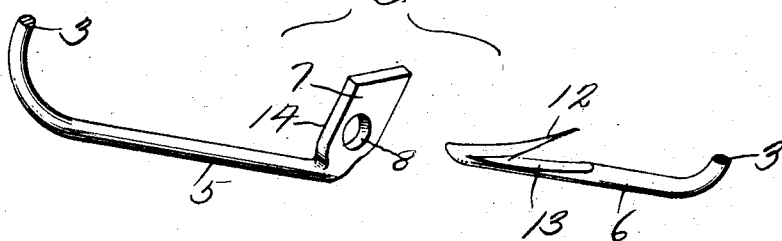


Fig. 3.



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LOUIS J. BRUNE, SR., OF ALGIERS, LOUISIANA.

CAR SEAL.

Application filed June 15, 1925. Serial No. 37,236.

To all whom it may concern:

Be it known that I, LOUIS J. BRUNE, Sr., a citizen of the United States, residing at Algiers, in the parish of Orleans, State of Louisiana, have invented a new and useful Car Seal; 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.

The invention relates to car seals, and has for its object to provide a device of this character which, when placed in position, is positively locked and preferably formed from spring wire whereby if the wire is cut the adjacent severed ends will spread apart thereby allowing an inspector to easily ascertain without a close examination whether the seal has been tampered with.

A further object is to provide a car seal comprising a spring wire having arms extending towards each other, one of said arms being disposed in a recess of a body member and provided with an angularly disposed eye substantially in registration with an aperture through which the other arm extends and is received, and which last named arm is provided with an integral spring arm, which, after passing through the eye, spreads and positively locks the arms together. The body member entirely encases the arms and prevents disengagement of the arms.

With the above and other objects in view the invention resides in the combination and arrangement of parts as hereinafter set forth, shown in the drawing, described and claimed, it being understood that changes in the precise embodiment of the invention may be made within the scope of what is claimed without departing from the spirit of the invention.

In the drawing:—

Figure 1 is a view in elevation of the seal showing the body and some of the parts in section to better show the structure.

Figure 2 is a side elevation of the seal.

Figure 3 is a detail collective view of the adjacent arms of the seal wire.

Referring to the drawing, the numeral 1 designates the substantially triangularly shaped spring wire of the seal which is adapted to be received in the staple 2 of a car in the usual manner. The arms 3 of the wire 1 normally spread outwardly from each other, therefore it will be seen if either of

said arms should be severed, the parts will separate and an inspector may easily ascertain if the seal has been tampered with without making a close and minute inspection thereof. A car indicating member 4 may be placed on one of the arms 3 as clearly shown in Figure 1 in accordance with the usual practice. The lower ends of the arms 3 terminate in inwardly extending arms 5 and 6 which extend towards each other, however the arm 5 is preferably out of axial alignment with the arm 6, and is provided with a flattened angularly disposed portion 7 having an aperture 8 therethrough. The arm 5 extends through an aperture 9 in the body member 1 and into the chamber 10 thereof as clearly shown in Figure 1. Arm 6 extends through an aperture 11 in the body member 1, and which aperture is in registration with the aperture 8 in the angularly disposed member 7 of the arm 5, therefore it will be seen that when the arm 6 is forced through the aperture 11, it will pass through the aperture 8 of the arm 5. Arm 6 is provided with an integral spring arm 12, preferably formed by severing the end of the arm 6, and which spring arm 12 inclines upwardly and outwardly. When the arm 6 is forced through the apertures 11 and 8, the spring arm 12 is forced to a position adjacent the arm 6 into the recess 13 formed during the formation of the arm 12, therefore it will be seen that the spring arm 12 will not interfere with the passage of the arm 6 through the aperture 8. It will also be seen after the arm 12 has passed through the aperture 8, it will spring outwardly into engagement with the angularly shaped end 7 and the obtusely angled surface 14 thereof and will positively hold the arms in interengaged relation. By disposing the surface 14 at an obtuse angle to the arm 5, it will be seen that when a pull is imparted on the arms 5 and 6 the spring arm 12 will be guided away from the aperture 8 and not towards the aperture, consequently the seal is positively locked.

From the above it will be seen that a car seal is provided which is simple in construction, may be easily and quickly attached to a staple, and one which is provided with interengaging means which will positively lock the parts together.

The invention having been set forth what is claimed as new and useful is:—

A car seal comprising a body member hav-

ing a chamber therein and apertures extending through the ends of the body member in communication with the ends of the chamber, a wire loop, arms carried by said
5 wire loop and extending towards each other through the apertures in the end of the body member and into the chamber of the body member, one of said arms being provided with an angularly disposed member having
10 an aperture in registration with one of the apertures in the end of the body member,

the other arm extending through one of the apertures in the body member and through the aperture in the angularly disposed portion of the first mentioned arm and an angularly disposed spring arm carried by one of the arms and engaging the inner side of the angularly disposed portion of the other arm. 15
In testimony whereof I have signed my name to this specification.

LOUIS J. BRUNE, Sr.