J. J. A. MILLER.

SEAL FOR CAR DOORS, SHIPPING RECEPTACLES, &c.

APPLICATION FILED AUG. 15, 1910.

1,001,209. **Patented Aug. 22, 1911.**

Fig. 1.

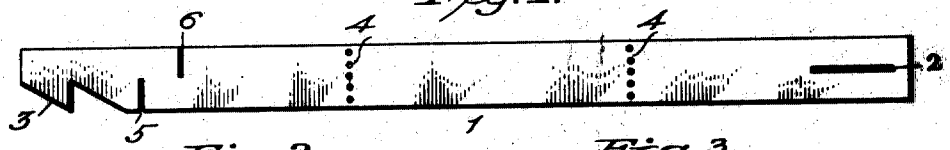


Fig. 2.

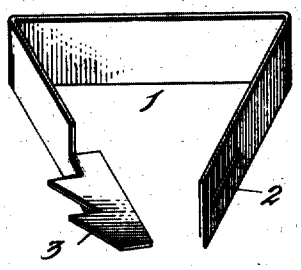


Fig. 3.

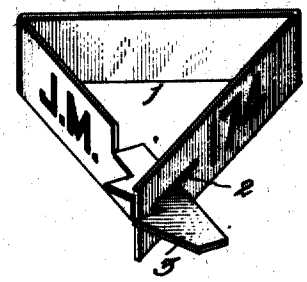


Fig. 4.

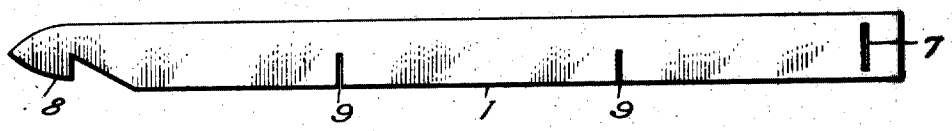
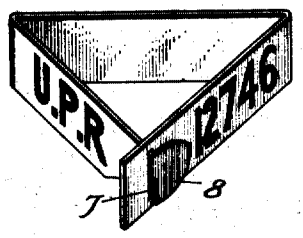


Fig. 5.



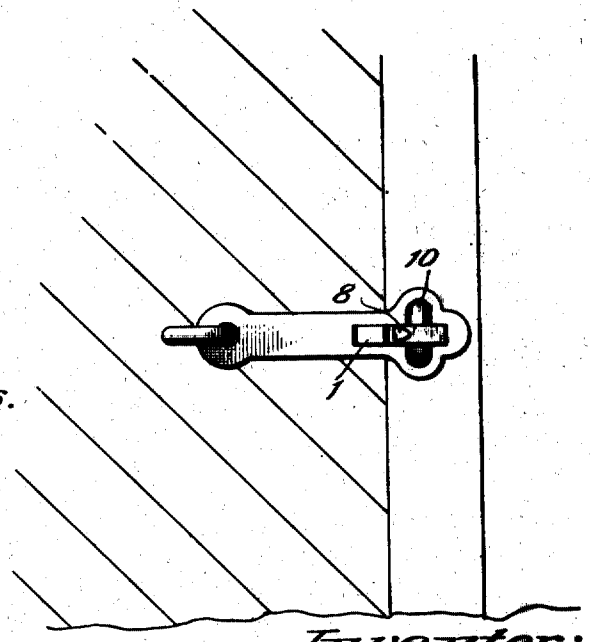


Fig. 6.

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UNITED STATES PATENT OFFICE.

JOHN J. A. MILLER, OF DENVER, COLORADO.

SEAL FOR CAR-DOORS, SHIPPING-RECEPTACLES, &c.

1,001,209. Specification of Letters Patent. Patented Aug. 22, 1911.

Application filed August 15, 1910. Serial No. 577,307.

To all whom it may concern:

Be it known that I, JOHN J. A. MILLER, a citizen of the United States of America, residing in the city and county of Denver and State of Colorado, have invented a new and useful Seal for Car-Doors, Shipping-Receptacles, &c., of which the following is a specification.

This invention relates to improvements in seals for car doors, shipping receptacles, etc.

The object of the invention is to provide a cheap and simple seal, consisting of a strip of metal or other material of such character that a second bending of the strip at any one point will break it, one end of the said strip being arranged to engage or interlock in any suitable way with the other end, making it necessary to unbend the said end in order to remove the seal, which operation results in breaking the seal at the point where it is bent, thereby destroying the same. This object is accomplished by the device illustrated in the accompanying drawings, in which,

Figure 1 is a plan view of the seal as stamped out. Fig. 2 is a perspective view of the seal bent into position for attachment to the staple of a car door or other object. Fig. 3 is a similar view showing the ends locked. Fig. 4 is a plan view of a modified form of seal. Fig. 5 is a perspective view showing the seal bent, when secured upon a staple, the ends being locked; and Fig. 6 is a front view showing the application of the seal to a car door.

Referring to the accompanying drawings, the numeral 1 designates a seal which may consist of a strip of metal or any other material suitable for the purpose required. One end of the strip is provided with a longitudinal slot 2, while the opposite end thereof is in the form of a hook 3. At points which divide the strip into substantially three equal parts, the same is weakened preferably by forming therein a transverse row of perforations 4, and adjacent to the hooked end of the strip slits 5 and 6 are cut in from opposite edges of the strip to its center, and the end of the strip is bent or folded on the line between the inner ends of the slits, so that the edges of the bent portion will stand at right angles to the edges of the remaining portion of the seal. In other words, the hooked end is given a quarter turn, as shown in Figs. 2 and 3, so that the hook 3 will be in position to enter the slot 2 in the opposite end of the seal, when the seal is bent into triangular form, and after the hook has been passed through the slot it is bent over against the side of the seal both to prevent it from becoming accidentally unhooked and to make it necessary to unbend it in order to disengage the two ends of the seal.

In Fig. 4 is illustrated a seal having a transverse slot 7 in one end, the other end being formed with a hook 8. By having the transverse slot 7, it is not necessary to twist the hook end, as in the other form, and the seal is weakened at the bending points by slitting the same, as shown at 9.

The name or initials of the company or individual using the seal may be placed on one of the sides thereof, while the number of the seal may be placed on one of the remaining sides.

The metal or other material from which this seal is constructed must be of such a character that it cannot be bent twice at the same point without breaking the same, so that after the ends of the seal have been properly connected they cannot be disconnected without destroying the seal.

In practice, the seal is constructed as shown and bent into the form illustrated in Fig. 2, in which form it is ready to be secured to the staple 10 of a car door or crate, as the case may be, by passing either one of its free ends through the staple, after which the hooked end is passed through the slot in the other end and then bent so as to prevent its accidental disengagement therefrom, and also, as above stated, to make it necessary to unbend the same in order to disconnect the two ends. Thus, any attempt at disconnecting the ends of the seal for the purpose of removing the same from the staple to which it has been attached will result in breaking it either at the hooked end or at one or the other of the weakened points and thereby destroying it.

If desired, the hook may be dispensed with, and this end of the seal left plain or unhooked.

Having described the invention, what I claim as new and desire to secure by Letters Patent is:

1. In a seal as specified, a strip of material easily breakable by bending in opposite directions, said strip being bent into a suitable form and having a slot in one end and a hook on the opposite end adapted to be

passed through said slot, and bending points formed by removing a portion of the material transversely of the length of the strip.

2. In a seal as specified, a strip of metal or other material easily breakable by bending in opposite direction, said strip being bent to form substantially a triangle, the said bending points being weakened by perforating the strip transversely of its length, one end of said seal being slotted to receive the opposite end thereof which is bent at right angles after being passed through said slot.

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

JOHN J. A. MILLER.

Witnesses:
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ADELLA M. FOWLE.