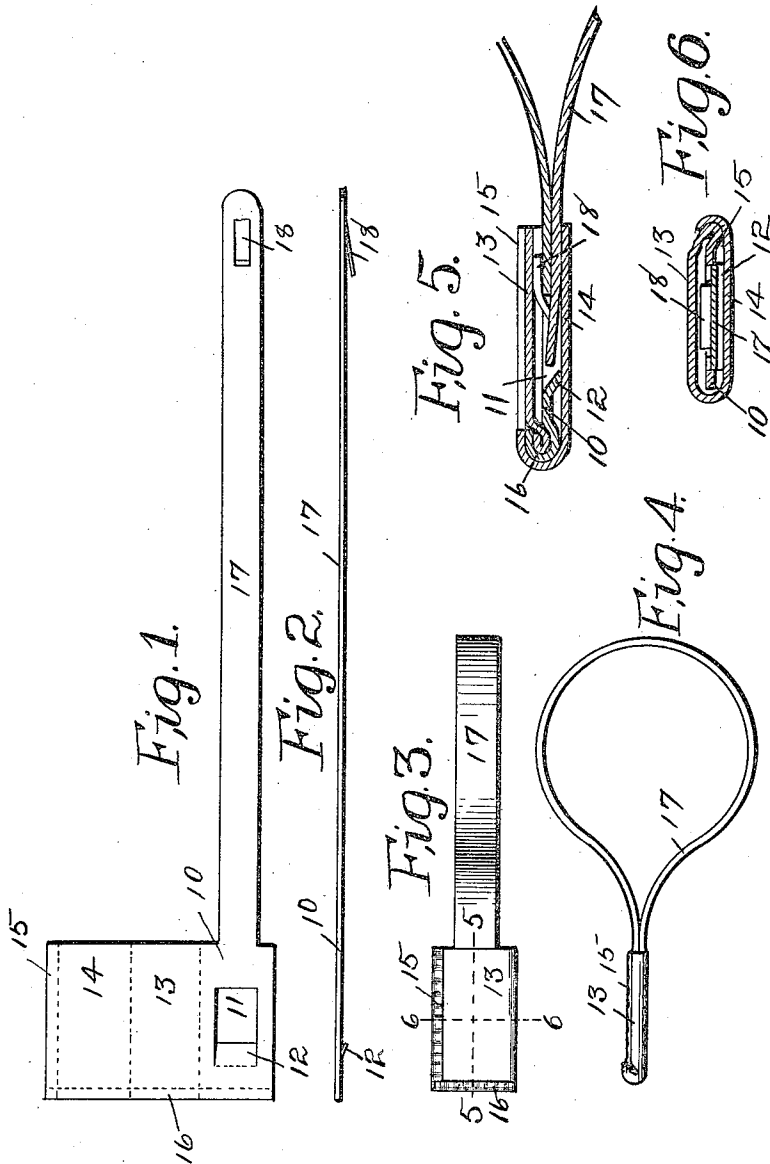


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CAR DOOR SEAL.
APPLICATION FILED DEC. 2, 1908.

945,804.

Patented Jan. 11, 1910.



Witnesses
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WALTER REICHERT, OF DES MOINES, IOWA.

CAR-DOOR SEAL.

945,804.

Specification of Letters Patent.

Patented Jan. 11, 1910.

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To all whom it may concern:

Be it known that I, WALTER REICHERT, a citizen of the United States, residing at Des Moines, in the county of Polk and State of Iowa, have invented a certain new and useful Car-Door Seal, of which the following is a specification.

The object of my invention is to provide a car door seal of simple, durable and inexpensive construction, that may be formed complete of a single piece of sheet metal, and then may be readily, quickly and easily applied to the door of a car, or any other place where a seal of this class is desirable, said seal being capable of being attached without the use of any tools whatever, and when once attached, will be securely held against removal until the seal is broken.

My invention consists in the construction, arrangement and combination of the various parts of the device, whereby the objects contemplated are attained, as hereinafter more fully set forth, pointed out in my claim and illustrated in the accompanying drawings, in which—

Figure 1 shows a plan view of a sheet metal blank from which the seal embodying my invention is formed. Fig. 2 shows a side elevation of same. Fig. 3 shows a plan view of a seal embodying my invention, and shown in its closed or sealed position. Fig. 4 shows a side view of same. Fig. 5 shows an enlarged detail sectional view taken on the line 5—5 of Fig. 3, and Fig. 6 shows an enlarged detail sectional view on the line 6—6 of Fig. 3.

Referring to the accompanying drawings, the blank from which the seal is made comprises a rectangular body portion, which when folded forms the pocket in which the free end of the seal is inserted. To facilitate the description, I have used the reference numeral 10 to indicate one part of the body portion having therein an opening 11, the material at one end of the opening being inclined at 12, as clearly shown in Fig. 5. Adjacent to the part 10 is a part 13, of substantially the same width as the part 10, the division line between these parts in Fig. 1 of the drawings, being shown by dotted lines, and adjacent to the part 13 is another part 14. The pocket is formed by first bending the part 13 over the part 10, then bending the part 14 under the part 10, and finally

bending the margin 15 over the part 13, and also bending the end margin 16 over the part 13, as shown in Fig. 3. These marginal edges are preferably crimped or corrugated, as shown in Fig. 3, so that if they should be tampered with, and the pocket opened, by means of a knife or wedge, the crimped edges would show that the same had been tampered with.

Formed integral with the part 10 is a long flat strip 17 having an integral tongue 18 formed in its outer end. Assuming that the parts of the pocket are bent to the positions shown in Fig. 5, then the operator passes the part 17 through the device to which the seal is to be applied, and inserts the end containing the tongue 17 in the adjacent end of the pocket, whereupon the end will strike on the inclined portion 12 and will pass up through the opening 11, and when drawn out, the tongue 18 will engage the part 10 adjacent to the opening 11, as clearly shown in Fig. 5 thereby effectively preventing the withdrawal of the tongue, and forming a seal that cannot be opened without breaking the tongue or the part 17. This entire operation may obviously be done without any tools of any kind whatever.

By the arrangement and construction above described, I have provided a car door seal in which the parts 10, 13 and 14 may all lie flat substantially parallel with each other with just space enough between the parts 13 and 14 and the part 10 to admit the outer end of the metal strip and the tongue 18 thereof. By having the inclined guide device 12, the end of the strip may be inserted between the parts 10 and 14 and, when back far enough in the pocket, it will be deflected upwardly through the opening 11. Then, when the outer end of the strip is drawn outwardly from the pocket, the tongue 18 will engage the adjacent portion of the part 10 on the side opposite from the end of the strip to which the tongue is connected, as clearly shown in Fig. 5, to thereby prevent the withdrawal of the outer end of the strip. This feature is of importance when it is understood that seals of this kind are usually made of soft, flexible metal that has almost no resiliency, and, hence, some means must be provided for causing the tongue 18 to be raised to position for entering between the parts 10 and 13 when drawn outwardly from

the pocket, otherwise, the tongue might not have sufficient resiliency to spring up and engage the top portion of the part 10.

I claim as my invention:

5 An improved car door seal, formed of a single piece of sheet metal comprising a narrow strip and a body portion at one end thereof, said body portion being formed with the part that is in line with the strip
10 having an opening therein, and an inclined portion adjacent to the opening and extending from one end of the opening downwardly and toward the narrow strip, said body portion also being provided with a part over-
15 lapping the part containing the opening, and another part extending under the part containing the opening, the said part that extends under the part containing the opening being arranged in contact with said inclined

portion, and the part that extends over the part that contains the opening being slightly 20 spaced apart from the part containing the opening, and the end of said strip opposite from the body portion being provided with an integral tongue, said parts being so ar- 25 ranged that when the end of the strip containing the tongue is inserted under the body portion that contains the opening, said inclined guide portion will cause the end of the strip containing the tongue to pass up- 30 wardly through the opening in said body portion to thereby force the tongue to position above the part containing the opening.

Des Moines, Iowa, October 23, 1908.

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Witnesses:

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