April 10, 1928. 1,665,424

F. STRAHM

CAR SEAL

Filed Jan. 15, 1927

Fig. 1.

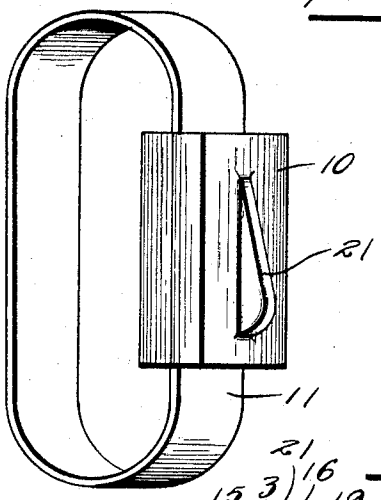


Fig. 2.

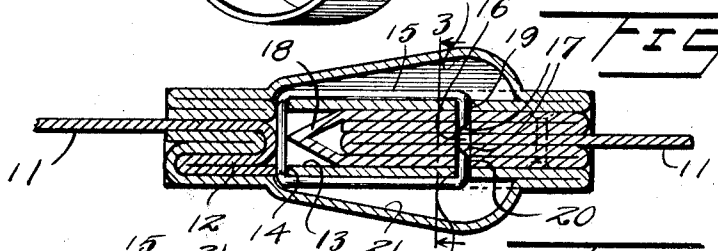


Fig. 5.

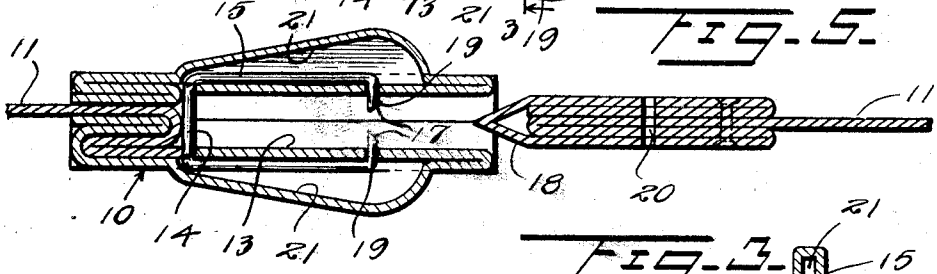


Fig. 3.

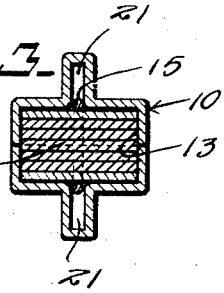
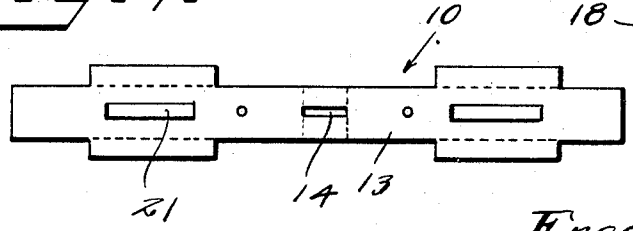


Fig. 4.



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Patented Apr. 10, 1928. 1,665,424

UNITED STATES PATENT OFFICE.

FREDERICK STRAHM, OF LAWRENCE, KANSAS.

CAR SEAL.

Application filed January 15, 1927. Serial No. 161,399.

This invention relates to new and useful improvements in seals, and particularly to car seals.

One object of the invention is to provide a device of this character which is simple in construction, formed of few parts, and which can be manufactured at a low cost.

Another object is to provide a car seal which is effective in its operation, and which cannot be easily opened, by an unauthorized person, without detection.

Other objects and advantages will be apparent from the following description when taken in connection with the accompanying drawing.

In the drawing:

Figure 1 is a perspective view of a car seal made in accordance with the present invention, and in locked position.

Figure 2 is an enlarged longitudinal sectional view through the engaged ends of the seal.

Figure 3 is an enlarged vertical transverse sectional view on the line 3—3 of Figure 2.

Figure 4 is a plan view of the blank from which the casing is formed.

Figure 5 is a sectional view similar to Figure 2, but showing the free end of the seal band about to enter the casing.

Referring particularly to the accompanying drawings, 10 represents the casing of the seal, which is formed from a single length of metal, as more clearly indicated in Figure 4, and having one end of the ribbon 11 properly folded into one end thereof, as shown at 12, and having its other end open for the reception of the other, or free end of said ribbon.

It will be noted that the strip of metal, from which the casing is formed, is folded upon itself, at the intermediate portion thereof, and such portion, as shown at 13, extended into the interior of the casing, to a point adjacent the closed end thereof. The said intermediate portion 13 is spaced to provide the open mouth of the casing, into which the free end of the ribbon enters, while the bight of said portion 13 is provided with a slot 14, the ends of which enter the adjacent portions of the sides of said portion. Into this slot is properly fitted one end of the elongated ring 15, said ring being split intermediate the other end thereof, as shown at 16, and the side walls of the split beveled, at 17, to be engaged by the arrow-head 18, of the free end of the ribbon 11. The said sides of the intermediate portion 13, of the casing, are formed with the alined openings 19, while the said arrow-head 18 is provided with corresponding openings 20, arranged to register with the former openings to permit ready entrance of the ends of the ring 15, whereby to effectively retain said arrow-head within the casing. It will be noted that the said arrow-head is formed by folding the end portion of the ribbon 11, to provide a sufficient number of thicknesses of the ribbon to properly fill the mouth, or open end, of the casing, and thereby prevent entrance of any tool which might be used to force open the seal.

When the free end, or arrow-head 18 is inserted in the open end of the casing, and pushed thereinto, the pointed end of said head engages the beveled faces of the split portion of the ring 15, and forces the ends thereof outwardly to slide on the outer face of the said head, and after said head has been moved inwardly to its full extent, said ring ends will snap into the openings 20, to hold the ribbon end against removal from the casing.

In diametrically opposite sides of the casing there are formed the elongated recesses 21, into which the flexing portions of the ring 15 are adapted to enter, as the ends thereof are separated by the entering pointed head of the ribbon.

What is claimed is:

1. A car seal including a casing having one end open and its other end provided with a plurality of folds, a ribbon having one end secured within said folds and having its other end provided with a transverse opening and arranged to be inserted into the open end of the casing, and a yoke held within the folded end of the casing and having the outer ends of its arms arranged to be spread apart by the apertured end of the ribbon and to subsequently snap into said opening.

2. A car seal including a casing having one end open and its other end formed with a plurality of folds, a ribbon having one end secured within said folds and having its other end adapted to be inserted in the open

end of the casing, said other end of the ribbon being provided with a plurality of folds and transversely apertured, and an elongated angular spring yoke within the casing having its bight portion secured within the folded end of the casing and having its arms extended toward the open end of the casing and turned inwardly toward each other, said yoke arms being flexible and adapted to be spread apart by the apertured end of the ribbon and to subsequently snap into the opposite ends of said ribbon aperture.

In testimony whereof, I affix my signature.

his
FREDERICK × STRAHM.
mark