

(Model.)

J. T. GOFFETT.  
CAR SEAL.

No. 490,018.

Patented Jan. 17, 1893.

Fig. 1.

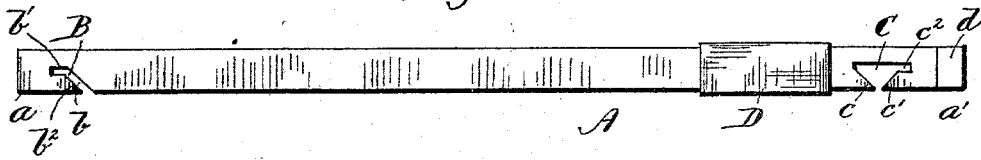


Fig. 2.

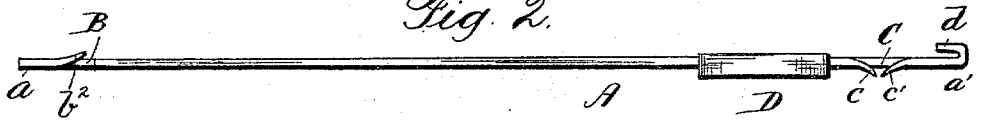


Fig. 3.

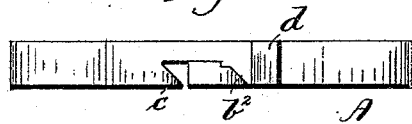


Fig. 4.

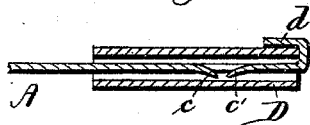


Fig. 4<sup>a</sup>.

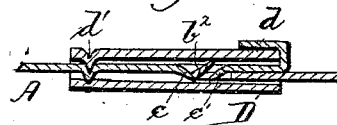
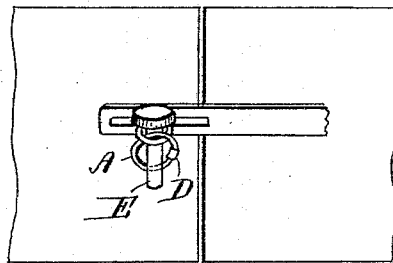


Fig. 5.



Witnesses:  
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Inventor:  
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by his attorney  
Wm. E. Boulter.

# UNITED STATES PATENT OFFICE.

JOSEPH T. GOFFETT, OF DUBUQUE, IOWA.

## CAR-SEAL.

SPECIFICATION forming part of Letters Patent No. 490,018, dated January 17, 1893.

Application filed August 19, 1892. Serial No. 443,515. (Model.)

### *To all whom it may concern:*

Be it known that I, JOSEPH T. GOFFETT, a citizen of the United States, residing at Dubuque, in the county of Dubuque and State of Iowa, have invented certain new and useful Improvements in Car-Seals; 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.

My invention has relation to metallic seals for cars and the like, and among the objects in view is to provide a simple, cheap and efficient seal by which a car may be quickly sealed, and tampering with the said seal readily detected.

The invention consists in the peculiar construction, arrangement and combination of parts as hereinafter fully described illustrated in the accompanying drawings and pointed out in the appended claims.

In said drawings:—Figure 1 is a plan view of the metallic sealing strip showing the locking sleeve slid back to show plainly the construction of the locking end  $a'$  of the said strip. Fig. 2 is a side view of Fig. 1. Fig. 3 a plan view showing the ends of the seal locked together. Fig. 4 is a vertical section showing the manner of securing the sleeve in place. Fig. 4<sup>a</sup> is a similar view showing the ends of the strip in locking engagement and also showing the indentation in the sleeve and strip. Fig. 5 is a perspective view illustrating the manner of sealing a car.

In carrying out my invention I provide a narrow strip A of metal, such as sheet tin, brass, or the like, and of any desired length, though in practice a length of from eight to ten inches would be sufficient. Near the end  $a$ , of said strip I provide a slot B of the shape shown, that is to say, having the inclined portion  $b$ , and the horizontal portion  $b'$ . The point  $b^2$  of the strip formed by reason of the slot B is bent slightly upward as shown in Fig. 2 for a purpose presently explained. Near the opposite end  $a'$  of the strip I provide a triangular-shaped slot C having a horizontal portion  $c^2$ , and the points  $c c'$  of the strip are bent downwardly as shown in Fig. 2.

Upon the strip is mounted what I term the locking sleeve D which is adapted to be slid freely upon the strip over the projecting

points  $c c'$  and be secured firmly in place by means of the bent-over end  $d$  of the strip which end is soldered to the upper face of the sleeve as shown in Fig. 4. This sleeve should be of sufficient internal diameter to permit of the end  $a$ , of the strip with its projecting point  $b^2$  being passed within the sleeve to engage the points  $c c'$ . The sleeve should also be of sufficient length to completely cover the locked ends of the strip and prevent access to the locked points. The peculiar shape of the points  $b^2 c c'$  and the manner of bending said points relatively to each other as described enables the engagement or locking together of said points to be readily effected, said locking being accomplished by bending the strip into circular shape as seen in Fig. 5 and then passing the end  $a$ , along beneath the end  $a'$  until the point  $c'$  clears the edge of the point  $b^2$  after which by drawing the end  $a$  of the strip in a contrary direction the point  $c'$  will engage beneath the point  $b^2$  and the portion  $b'$  of slot B lying within the portion  $c^2$  of slot C. It will be noted that by reason of the downwardly projecting point  $c$ , the end  $a$ , of the strip will be prevented from becoming accidentally disengaged from the end  $a'$ , that is to say, the point  $b^2$  will be prevented from being accidentally withdrawn from the slot C, but said disengagement might be effected by turning the end  $a$ , diagonally with relation to the end  $a'$  and then pressing the point  $b'$  out of the slot C. Such a manipulation of the end  $a$ , of the strip would however be prevented by the sleeve D which, fitting closely over the locked ends prevents any turning of them and any tampering therewith without being detected.

To afford additional means for securing the sleeve D in place after the ends of the strip are in locking engagement I indent the said sleeve and strip as seen at  $d'$ , Fig. 4<sup>a</sup>. Such indenting is however not absolutely necessary since the soldering of the end  $d$ , of the strip to the sleeve will be found sufficient for the desired purpose, though for additional security in the use of my device I prefer to form the indentation  $d'$  as described.

In Fig. 5 I have shown the manner of using my invention for sealing a car, the strip being passed through an opening in the locking pin E, and then through the staple after which

the ends of said strip are locked together as hereinabove described.

What I claim is:—

- 5 1. In a car seal, the combination with a metallic strip provided near one end with an upwardly bent tongue, an upwardly bent portion at its opposite end, and two downwardly bent tongues adjacent thereto, of a sleeve mounted upon said strip and soldered to the
- 10 said upwardly bent portion of the same, said tongues being adapted to interlock, in the manner and for the purpose specified.
2. In a car seal, the combination with a metallic strip provided near one end with the slot
- 15 B, the upwardly bent end *d*, the slot C adjacent to said bent end, the upwardly bent tongue *b*<sup>2</sup>, and the downwardly bent tongues *c c'*, of the sleeve D mounted upon the strip over the tongues *c c'*, and soldered to the end

*d*, and an indentation in said sleeve and strip, 20 for the purpose specified.

3. In a car seal, the combination with the metallic strip A provided near one end with the slot B consisting of the portions *b b'*, the upwardly bent end *d*, of said strip, and the 25 slot C adjacent to said bent end, and having the portion *c*<sup>2</sup>, the upwardly bent tongue *b*<sup>2</sup>, and the downwardly bent tongues *c c'*, of the sleeve D mounted on the strip over the tongues *c c'*, and an indentation in said sleeve and 30 strip, as and for the purpose specified.

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

JOSEPH T. GOFFETT.

Witnesses:

ALEX SIMPLOT,  
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