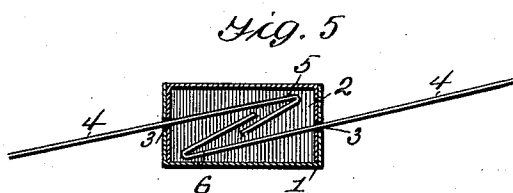
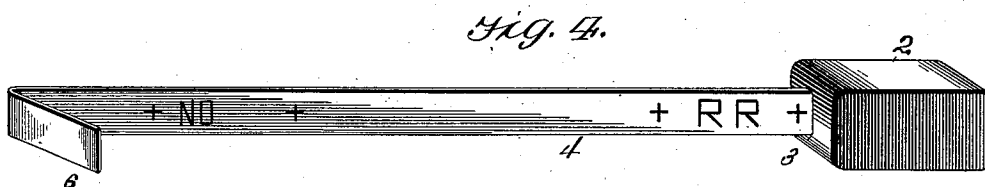
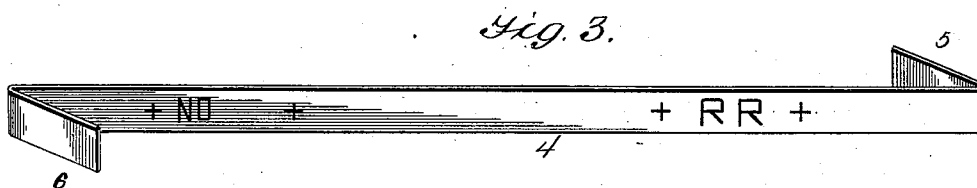
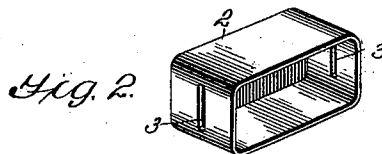
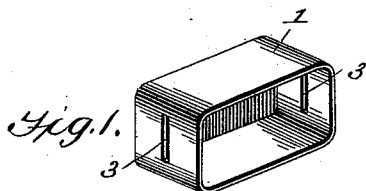


(No Model.)

J. E. GOGLE.
SEAL.

No. 570,126.

Patented Oct. 27, 1896.



Inventor

John E. Gogle

Witnesses

Jos. L. Stack.
R. M. Smith.

By his Attorneys,

C. A. Snow & Co.

UNITED STATES PATENT OFFICE.

JOHN E. GOGLE, OF MIDDLEVILLE, MICHIGAN, ASSIGNOR OF TWO-THIRDS
TO REGINALD T. FRENCH, OF SAME PLACE, AND JOHN McQUEEN, OF
GRAND RAPIDS, MICHIGAN.

SEAL.

SPECIFICATION forming part of Letters Patent No. 570,126, dated October 27, 1896.

Application filed November 5, 1894. Serial No. 527,915. (No model.)

To all whom it may concern:

Be it known that I, JOHN E. GOGLE, a citizen of the United States, residing at Middleville, in the county of Barry and State of Michigan, have invented a new and useful Improved Railway-Freight-Car Lock and Seal, of which the following is a specification.

This invention relates to an improvement in car seals and locks; and the object of my invention is to provide a combined seal and lock which shall be simple in construction, durable in practice, inexpensive in manufacture, thoroughly effective in operation, and which it will be impossible to tamper with or open without it at once becoming apparent.

My invention consists in a seal-case made in two telescopic sections, each provided with alining slots or apertures in opposite ends thereof, in combination with a shackle, the ends of which are adapted to pass through said alined slots or apertures and to be engaged within the case and to hold the two parts of the case together.

In the accompanying drawings, Figure 1 is a perspective view of one part of the case of my improved car seal and lock. Fig. 2 is a similar view of the other part of the case. Fig. 3 is a similar view of the shackle, showing the manner of bending the hooked portions or ends. Fig. 4 is a similar view showing the device as it appears when ready to apply to a car-door. Fig. 5 is a section through the two-part case, showing the opposite ends of the shackle passing through the coincident slots or apertures and interlocking within the case.

Similar numerals of reference designate corresponding parts in the several figures of the drawings.

Referring to the drawings, 1 indicates the outer part of my case, and 2 the inner part, adapted to rest within and be embraced by part 1. The two parts of the case are exactly similar in general construction, with the exception that the part 2 is made a little smaller than the part 1, so that it may enter the part 1 and be embraced thereby. Each of said parts 1 and 2 is provided with slots or apertures 3 3 in opposite ends thereof, as indicated in Figs. 1 and 2. These slots or aper-

tures are so located and arranged that when the two parts of the case are brought together or one part inserted into the other the slots or apertures in one part of the case will coincide or be in the same line with the corresponding slots or apertures in the other part of the case, as indicated in Fig. 5.

4 indicates the shackle, which is made from a narrow strip of tin or thin sheet metal of any suitable or desired length and provided at either end with a hooked portion or bent end, said hooked portions being arranged upon opposite sides of the shackle. The two parts of the case being brought together as indicated in Fig. 5, one of the hooked ends, 5, is passed through the slots 3, the hooked portion yielding and being flattened against the main body of the shackle to admit of such insertion. After having passed through the slots or apertures 3 the hooked end springs away from the main body of the shackle, the end of which is thus prevented from escaping or being withdrawn from the case. The seal is now in proper condition to be applied to a car-door, being as represented in Fig. 4. When it is desired to apply the seal to a car-door, the shackle is passed through the usual eyes, loops, or staples of the car-lock, and the hooked end 6 of the shackle is then passed through the slots or apertures 3 in the end of the case opposite to that through which the hooked end 5 was previously inserted. After having passed through the slots or apertures 3 the hooked end 6 springs away from the main body of the shackle, thus preventing said end from being withdrawn from the case. The hooked end 6 is farther advanced within the casing until the end of the hook passes beyond the corresponding end of the hook 5. The two hooked ends 5 and 6 thus spring behind and engage each other.

From the foregoing description it will be apparent that it will be impossible to withdraw either end of the shackle from the case without breaking or mutilating said shackle. In the event of either end being withdrawn and mutilating or bending the hooked portion thereof and afterward cutting off said end and bending a new hook and inserting it through the slots or apertures the shackle is provided at a point near either end with a

suitable number or name of the railroad, which is applied as near as possible to the case at either end. It will now be impossible to cut off a mutilated end of the shackle and
5 to provide the same with a new bend or hook without hiding the number or name just referred to and informing the officials of the road that the seal has been tampered with.

Having thus described the invention, what
10 is claimed as new, and desired to be secured by Letters Patent, is--

In a seal, a seal-case made in two telescopic sections each provided with alining slots or

apertures in opposite ends thereof, in combination with a shackle, the ends of which are
15 adapted to pass through said alined slots or apertures and to be engaged within the case and to hold the two parts of the case together, substantially as described.

In testimony whereof I have hereunto set
20 my hand in presence of two subscribing witnesses.

JOHN E. GOGLE.

Witnesses:

M. F. JORDAN,
BELLE C. GOGLE.