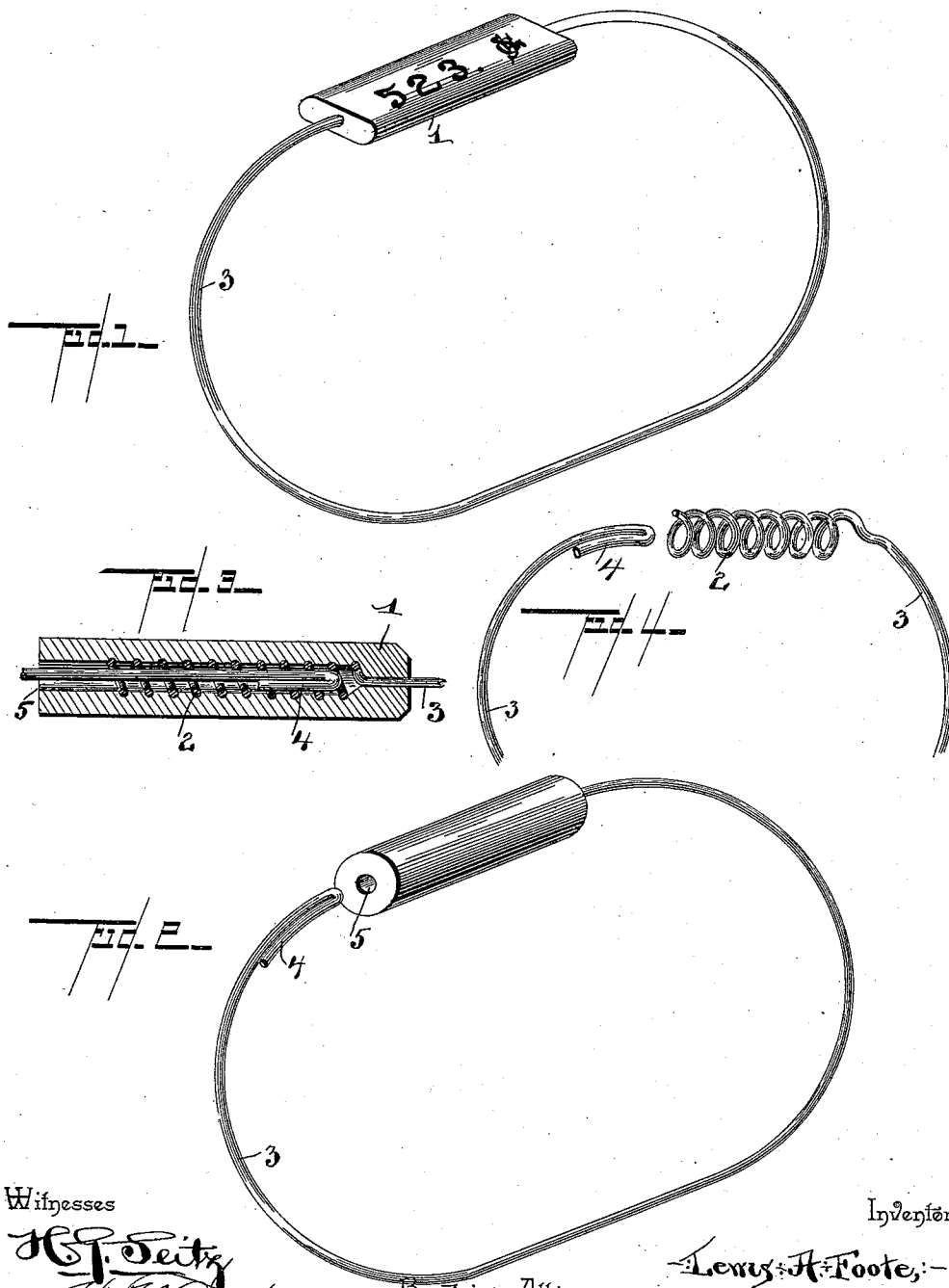


(No Model.)

L. A. FOOTE,
CAR SEAL.

No. 464,174.

Patented Dec. 1, 1891.



Witnesses

H. J. Seitz
H. J. Riley

Inventor

Lewis A. Foote

by his Attorneys,

C. A. Snow & Co.

UNITED STATES PATENT OFFICE.

LEWIS A. FOOTE, OF AUSTIN, MINNESOTA, ASSIGNOR TO THE BUCKEYE CAR SEAL AND MANUFACTURING COMPANY, OF CLEVELAND, OHIO.

CAR-SEAL.

SPECIFICATION forming part of Letters Patent No. 464,174, dated December 1, 1891.

Application filed July 28, 1891. Serial No. 401,020. (No model.)

To all whom it may concern:

Be it known that I, LEWIS A. FOOTE, a citizen of the United States, residing at Austin, in the county of Mower and State of Minnesota, have invented a new and useful Car-Seal, of which the following is a specification.

The invention relates to improvements in car-seals.

The object of the present invention is to provide a car-seal which will be simple and inexpensive in construction, adapted to be readily applied to a car, and to be readily compressed to seal the parts and capable of preventing undetected tampering.

The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the claim hereto appended.

In the drawings, Figure 1 is a perspective view of a car-seal constructed in accordance with this invention, the seal being compressed and flattened. Fig. 2 is a similar view of the car-seal before compressing and flattening the seal. Fig. 3 is a longitudinal sectional view, the parts being in position preparatory to compression. Fig. 4 is a detail perspective view of the wire.

Referring to the accompanying drawings, 1 designates a car-seal constructed of suitable metal, preferably lead, and consisting of a bar, which may, as illustrated in the accompanying drawings, be cylindrical or circular in cross-section, but which may be triangular, square, or any other form in cross-section.

The seal has embedded in it or is cast around one end 2 of a wire 3, which has its end 2 spirally coiled and rigidly secured within the seal. The other end 4 of the wire 3 is bent,

twisted, or otherwise enlarged, and is adapted to be inserted within the spirally-coiled portion 2 through an opening 5 in one end of the seal, and is secured therein by pressing or flattening the seal, as illustrated in Fig. 1 of the accompanying drawings, and forcing the coils around the bent, twisted, or enlarged end 4 of the wire.

In flattening the seal the coils are forced around the end 4 and prevent the latter being withdrawn or the seal being broken or tampered with without plainly indicating that the seal has been tampered with.

It is impossible to break the seal and replace the parts and disguise the fact that the seal has been broken; and it will be seen that the seal is simple, inexpensive, and effective, is adapted to be readily compressed and sealed, and is capable if any one should tamper with it or break it of plainly indicating the fact.

What I claim is—

A car-seal comprising a bar of soft metal having one end solid and provided with a longitudinal opening, and a wire having one end spirally coiled and embedded in the bar and arranged in the opening of the same and having its other end bent on itself to form a projection, whereby when the seal is compressed the coils will be closed around the said projection and thereby prevent the withdrawal of the wire, substantially as described.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

LEWIS A. FOOTE.

Witnesses:

PAT MCNEELA,
G. W. KESSLER.