

(No Model.)

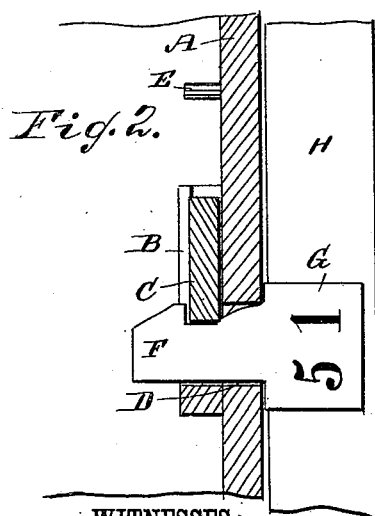
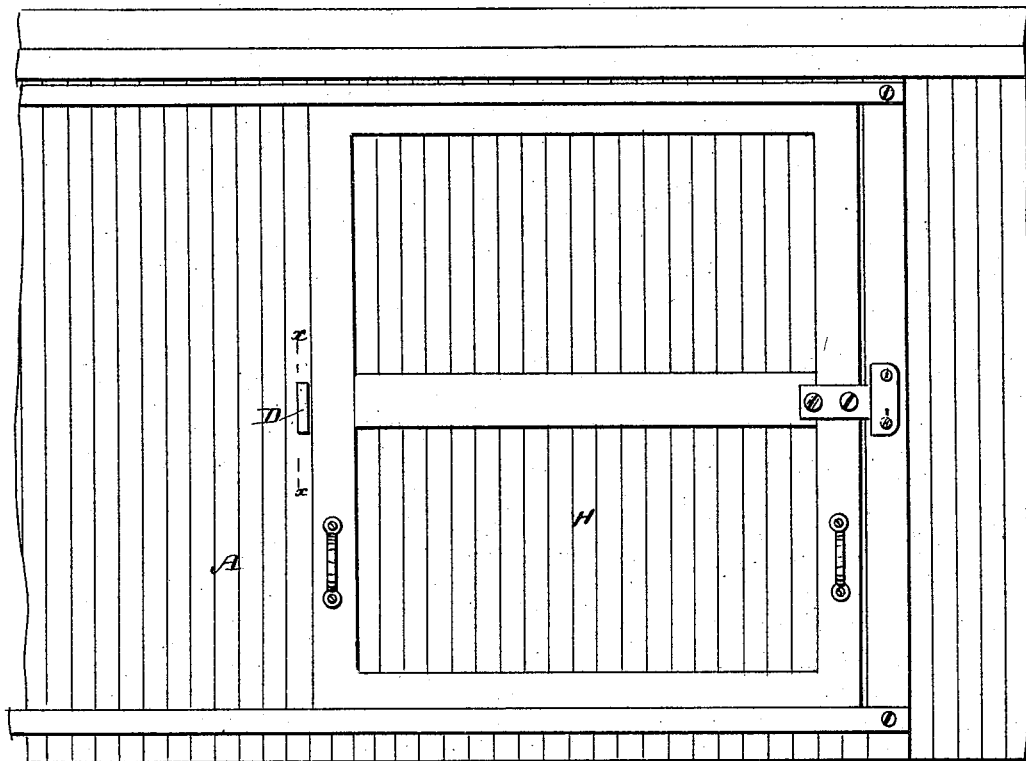
T. P. WENTWORTH.

CAR SEAL.

No. 303,475.

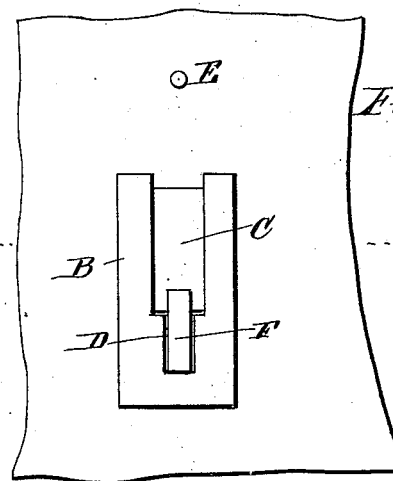
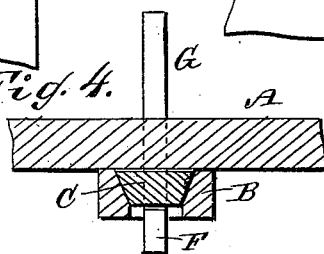
Patented Aug. 12, 1884.

*Fig. 1.*



WITNESSES:  
*Thos. G. Foster.*  
*C. Sedgwick*

*Fig. 4.*



*Fig. 3.*

INVENTOR:  
*T. P. Wentworth*  
BY *Munn & Co.*  
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# UNITED STATES PATENT OFFICE.

THOMAS P. WENTWORTH, OF ELROY, WISCONSIN.

## CAR-SEAL.

SPECIFICATION forming part of Letters Patent No. 303,475, dated August 12, 1884.

Application filed June 16, 1884. (No model.)

*To all whom it may concern:*

Be it known that I, THOMAS P. WENTWORTH, of Elroy, in the county of Juneau and State of Wisconsin, have invented a new and Improved Car-Seal, of which the following is full, clear, and exact description.

The object of my invention is to provide a new and improved car-door seal, which is simple in construction, effective in use, and cheap.

The invention consists in the combination, with a car having a vertical slot for receiving a seal-key, of a grooved block held on the inner surface of the car and a latch held to slide in the groove, which latch is adapted to engage and lock in place a seal-key inserted through the slot in the car, and having one beveled end and a head on the opposite end.

Reference is to be had to the accompanying drawings, forming part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is a side view of a car provided with my improved car-door seal, parts of the car being broken away. Fig. 2 is a vertical cross-sectional view of the seal on the line *x x*, Fig. 1. Fig. 3 is an inside face view of the same. Fig. 4 is a sectional plan view on the line *y y*, Fig. 3.

The seal is to be used with sliding car-doors, and is secured in the side of the car adjoining the outer edge of the door when closed.

On the inner surface of the car *A* a block or strip, *B*, is secured, which is provided with a dovetailed or like groove, extending from the top to near the bottom, and is adapted to receive and hold a sliding latch, *C*.

In the lower part of the block or strip *B* and in the side of the car a vertical slot, *D*, is formed.

A short distance above the upper end of the block *B* a stop or check pin, *E*, projects from the inner surface of the side of the car.

The seal-key *F*, made of wood, pasteboard, &c., has one end beveled and a notch formed behind the beveled edge, and at the opposite end it is provided with an enlargement or head, *G*, on which the number of the seal or car to which it belongs is produced.

The seal is applied in the following manner: The door *H* being closed, the seal-key *F* is passed into the slot *D*, adjoining the outer edge of the door. The beveled end of the key strikes the lower end of the sliding latch *C* and raises the same, and this latch then drops into the notch and locks the seal-key in place, and prevents withdrawing the seal-key *F*, as the sliding latch *C* cannot be raised from the outside.

If the seal-key is to be removed from the outside, it must be broken or destroyed, thus showing immediately that the seal has been tampered with.

The car-door cannot be opened without destroying the seal-key.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

1. A car-seal consisting of a grooved and slotted block, in which a latch is held to slide, and of a key having a beveled end and a notch behind the bevel, substantially as herein shown and described.

2. The combination, with a car having a slot for receiving a seal-key, of a sliding latch held over the slot on the inner surface of the side of the car, substantially as herein shown and described.

3. The combination, with a car having a slot for receiving a seal-key, of the dovetailed grooved block *B* and the sliding latch *C* in the same, substantially as herein shown and described.

THOMAS P. WENTWORTH.

Witnesses:

J. D. CONDIT,  
GEO. G. WILCOX.