

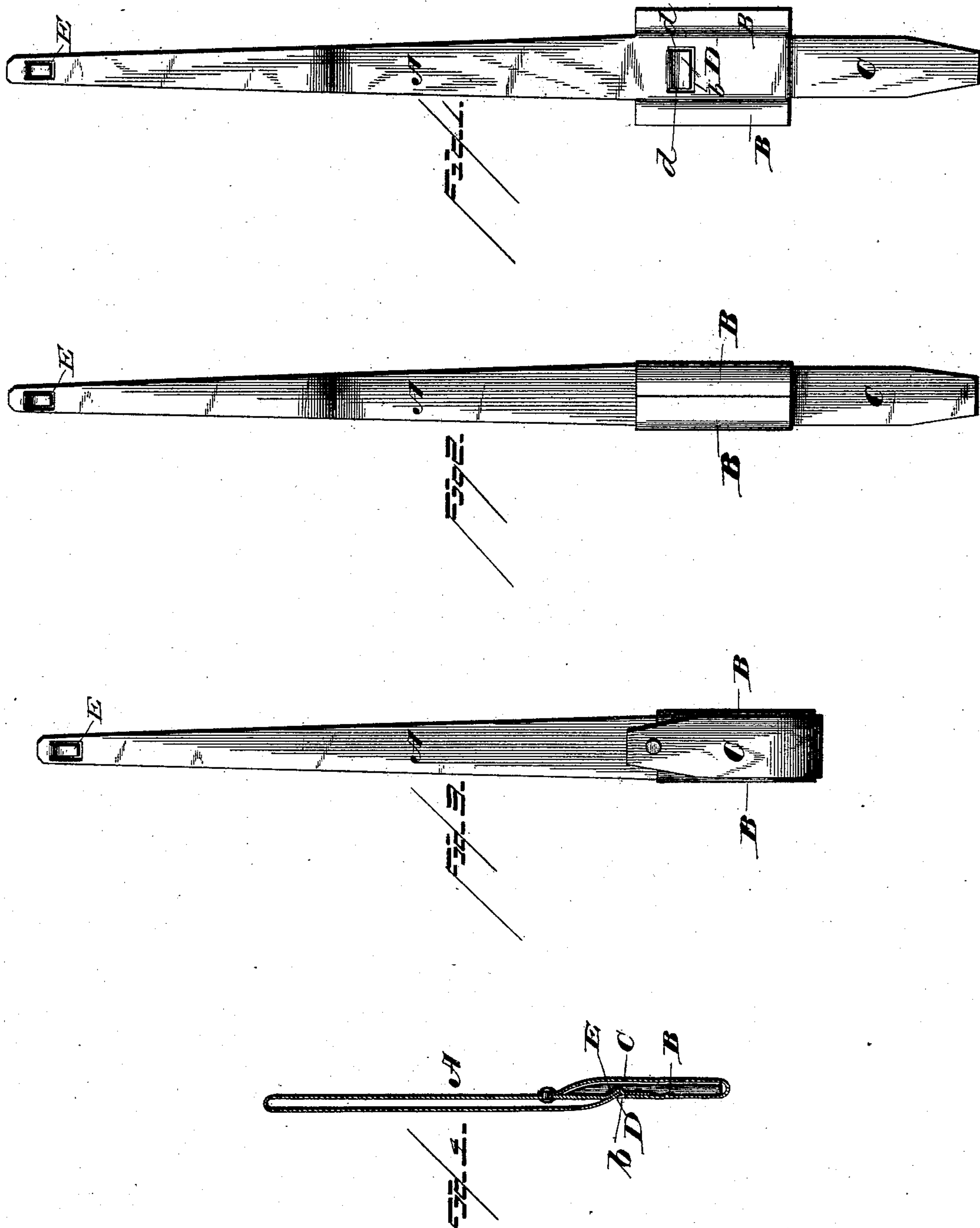
(No Model.)

C. E. APGAR.

SEAL.

No. 372,101.

Patented Oct. 25, 1887.



WITNESSES

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SEAL.

SPECIFICATION forming part of Letters Patent No. 372,101, dated October 25, 1887.

Application filed August 1, 1887. Serial No. 245,831. (No model.)

To all whom it may concern:

Be it known that I, CHARLES EDWARD APGAR, a citizen of the United States, residing at Hastings, in the county of Adams and State of Nebraska, have invented certain new and useful Improvements in Seals; and I do 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, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form a part of this specification.

The invention relates to improvements in railway-car seals, the object being to provide a simple and cheap device of the kind that can be quickly and easily locked, and which cannot be unlocked either by accident or design, but must be cut off from its position on the car-door.

The device is composed of a single strip of suitable metal plate, needs no pins to lock it, and consists in the construction and novel combination of parts hereinafter described, and pointed out in the appended claims.

In the accompanying drawings, Figure 1 represents the blank of which the device is made, the said blank being cut at the proper points and in the proper manner to form the catches of the seal. Fig. 2 represents the blank having the wings or leaves of the widened portion of the strip bent inward on the latter. Fig. 3 represents the device with the tongue below the widened portion bent upward over the inwardly-bent leaves and riveted to the strip thereabove. Fig. 4 represents the device complete, with the strip above the widened portion bent on itself and locked within the inwardly-bent leaves.

Referring to the drawings by letter, A designates the blank from which the device is made, having the similar rectangular leaves B B at opposite points on its edges a suitable distance above its lower end, and C designates the tongue below the widened portion formed by said leaves and somewhat longer than said portion.

D represents a catch-flap made centrally between the leaves B B at a suitable point by slitting the metal strip transversely, as at *b*, and then upwardly from the ends of said slit, the latter slits *d d* being preferably at right angles to the slit *b*. The flap D, after being

thus formed, is bent slightly outward from the metal strip on one side to form a suitable catch. The upper end of the metal strip is reduced in size, so that it can be passed readily through the slit *b*, and a catch-flap, E, similar to but smaller than the flap D, similarly formed in it. The catch-flap E is, however, bent outward from the metal strip in the direction opposite to that of the catch D.

To use the device the leaves B are bent inward on the strip over the catch-flap D on the side toward which the latter is bent, the said leaves being about wide enough for their edges to meet in the axial line of the metal strip. The tongue C is then bent over the said leaves and riveted to the strip above the same. This forms a compact and close casing upon the catch-flap D. The upper part of the metal strip is then bent upon itself over the usual point of attachment to the car-door and toward the side opposite that on which the leaves are bent, and the upper end passed through the slit *b*, the flap E standing inward in relation to the strip and easily springing in the slit, and, when pushed far enough down, springing to the inner side of the flap D, so that the two will engage. It is evident that when the catch-flaps are thus engaged they cannot be disengaged without cutting the tongue away and bending the leaves B outward, for by pulling upward on the downwardly-bent part of the metal strip the flaps will naturally bend each other outward from said strip, but not enough to pass each other, and should it be attempted to push down the end provided with the flap E past the flap D, and then draw the former upward past the latter, it will be found that the flaps will engage each time the said end is thus drawn upward.

The device thus forms a simple, effective, and cheap seal for a car, that can only be disengaged by cutting the loop formed by the bent-down portion of the strip.

If desired, the leaves B may be dispensed with and the tongue C bent upward and riveted, as described.

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

1. In a seal for railway-cars, made of a single strip of metal plate, the combination of the catch-flap near its upper end, the similar but

wider catch-flap at a suitable point above its lower end, and the tongue bent upward and riveted to the strip above the lower catch-flap, substantially as specified.

5 2. In a seal for railway-cars, made of a single strip of metal plate, the combination of the catch-flap near the upper end of the strip, the similar but wider catch-flap a suitable distance above the lower end of the strip, the similar
10 opposite leaves on each side of the lower catch-flap, bent inwardly over one side thereof, and the tongue below said leaves, bent upward thereover and riveted to the strip above said leaves, substantially as specified.

15 3. The herein-described seal for railway-

cars, made of a single strip, A, of metal plate, provided with the catch-flaps D and E, bent outward in opposite directions, the opposite leaves B B, bent over the catch-flap D on the side toward which it is outwardly bent, and 20 the tongue C, bent upward over said leaves and riveted to the strip thereabove, substantially as specified.

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

CHARLES EDWARD APGAR.

Witnesses:

F. C. BENEDICT,

H. D. APGAR.