

W. K. EDGAR.
CAR SEAL.

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985,019.

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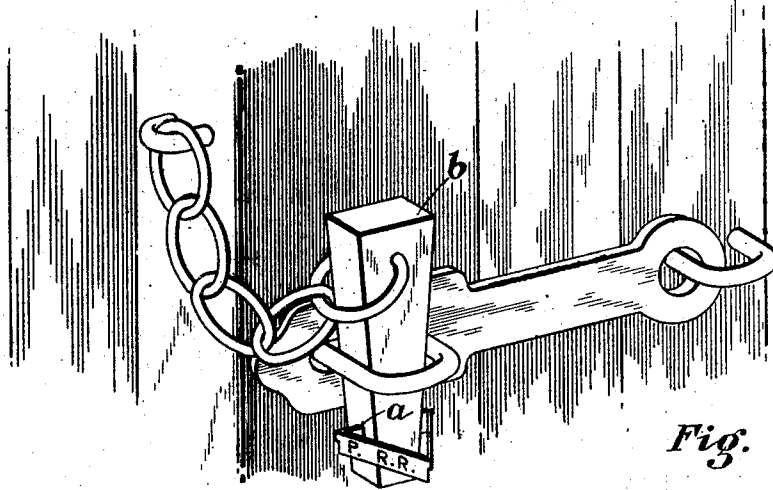


Fig. 1.

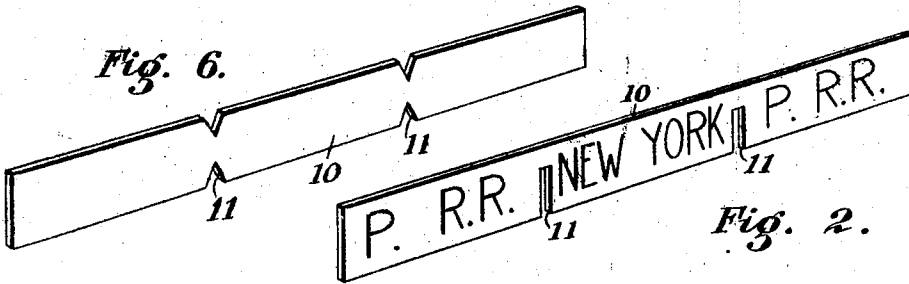


Fig. 2.

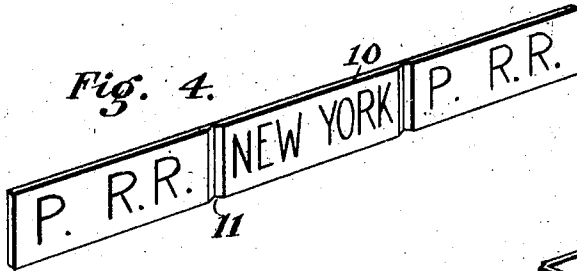


Fig. 4.

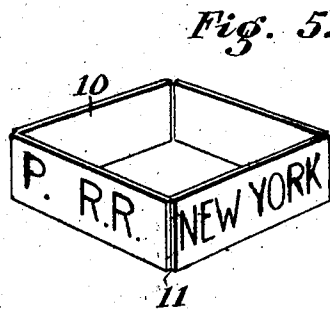


Fig. 5.

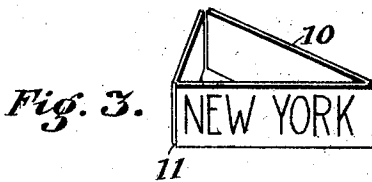


Fig. 3.

Witnesses:

J. H. Landon
J. T. Landon.

William K. Edgar
Inventor:

C. A. Snow & Co.
Attorneys.

UNITED STATES PATENT OFFICE.

WILLIAM KERR EDGAR, OF IOLA, KANSAS.

CAR-SEAL.

985,019.

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Application filed January 6, 1909. Serial No. 470,972.

To all whom it may concern:

Be it known that I, WILLIAM K. EDGAR, a citizen of the United States, residing at Iola, in the county of Allen and State of Kansas, have invented a new and useful Car-Seal, of which the following is a specification.

This invention relates to devices of that class employed for sealing railway freight cars.

One of the principal objects of the invention is to provide a novel form of seal which may be made at much less expense than any of the car seals in commercial use and which cannot be tampered with without detection.

A further object of the invention is to provide a seal which can be used but once and which is necessarily broken and rendered worthless when moved to unsealing position.

A still further object of the invention is to provide a seal which may be readily attached by the conductor, freight agent or other officer by the hands alone and without the necessity of employing any pressing tool or other implement.

A still further object of the invention is to provide a novel form of seal which may be provided with data designating the name of the railroad, the name of the station at which the car was sealed, or such other information as may be desired.

With these and other objects in view as will more fully hereinafter appear, the present invention consists in certain novel details of construction and arrangement of parts, as will be more fully hereinafter described, illustrated in the accompanying drawings, and more particularly pointed out in the appended claims, it being understood that various changes in the form, proportion, size and minor details of the structure may be made without departing from the spirit or sacrificing any of the advantages of the invention.

In the accompanying drawings:—Figure 1 is a perspective view of a car seal constructed in accordance with the invention, showing the same in place on the locking pin. Fig. 2 is a similar view of the seal detached and in its flat form before bending. Fig. 3 is a detail perspective view illustrating a modified form of seal. Fig. 4 is a similar view of the seal of Fig. 3 in the initial flat position. Fig. 5 is a detail perspective view of the seal bent into the form of a rectangle. Fig. 6 is a perspective view

illustrating a still further modification of the invention.

Similar numerals of reference are employed to indicate corresponding parts throughout the several figures of the drawings.

In carrying out the present invention the seal 10 is formed of a strip of some suitable material, preferably soft iron or other metal, and these strips are provided with notches 11 which define the bending points. The seals are supplied to the station agents or other officers and as they are initially of the flat form shown in Fig. 2 they may be readily sent by mail or express.

It is intended that the station agent or other officer be provided with a stamping tool or press which may be utilized in pressing on the seal the name of the station and the name of the road and as this may be readily accomplished in the ticket or freight office there will not be the same danger of unauthorized use of the press such as now frequently occurs where the sealing tool is carried outside the station for the purpose of applying the ordinary seals to the cars.

After the seal has been impressed or otherwise marked, it is simply passed through the opening *a* of the usual locking pin *b* and then is bent into angular form, the strip being weakened at the points 11 so that it may be readily bent by the hands alone and it will not be necessary even to remove the gloves in attaching a seal. The seal may be of triangular form shown in Fig. 1 or may be bent into a rectangle or other form as illustrated in Fig. 5, but in any case it will be impossible to remove the seal from position without first bending back at least one of the arms of the strip. In order to prevent this movement to unsealing position without detection the metal of which the strip is formed is of such material as to break off at the bending point as soon as the slightest attempt is made at rebending and the weakening of the metal by the formation of the notches 11 positively insures such breakage.

In some instances the notch may be formed across one face of the strip as shown in Figs. 3 and 4 but the result in this case will be the same, it being the intent to weaken the strip at the bending points so as to facilitate the attachment of the seal and at the same time to positively insure breakage should there be any attempt to un-

seal the car, while the body of the strip is heavy enough and of sufficient rigidity to prevent bending at any intermediate point in an attempt to open the car without detection.

In the construction shown in Fig. 6 the notches 11 are formed at the opposite edges of the strip for the purpose of forming the weakened bending point.

When the seal is in position it is not subjected to any strain whatever except the jolting of the car during switching and there will be little or no danger of accidental detachment of the seal, while the two faces of the seal stand out slightly from the side of the car and will permit ready inspection of a line of cars passing a given point and at the same time the markings on the seal will be readily distinguishable.

Having thus described the invention what is claimed is:—

1. A metallic sealing strip bendable at predetermined points into triangular shape, there being means at said points to insure breaking of the strip when subsequently bent in the opposite direction, said strip when bent having non-lapping terminals.

2. A metallic sealing strip in the form of an angular loop and having means at each bend in the strip to insure breaking of the

strip at said bends when the loop is opened, said loop having non-lapping terminals.

3. A car seal comprising a strip composed of three sections of the same width connected together by weakened portions, one of the end sections being bent backwardly over and spaced from the central section and the other end section being bent backwardly over and in engagement with the first mentioned end section for closing the seal, said end sections being held in bent position by the rigidity of the material forming the strip.

4. A car seal comprising a single piece of metal in strip form and formed with a body portion and terminal members, one member being bent over the body portion and spaced therefrom and the other member bent backwardly over and in contact with the first member, there being a weakened point at the juncture between the second member and body portion for insuring severance of the second member upon opening the seal.

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

WILLIAM KERR EDGAR.

Witnesses:

C. S. THOMAS,
A. E. MELVIN.