G. S. WINSLOW.

SEAL-BOLTS.

No. 193,741. Patented July 31, 1877.

Fig. 1.

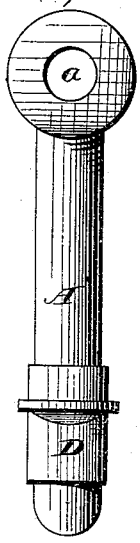


Fig. 2.

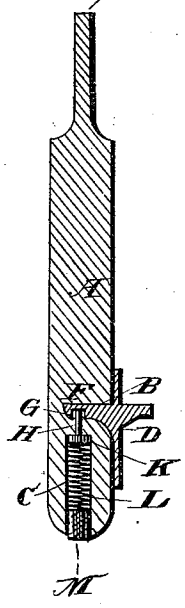
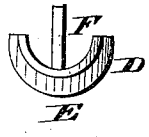
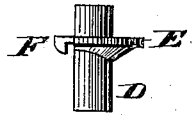


Fig. 3.





WITNESSES.

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GEORGE S. WINSLOW, OF MOUNT VERNON, ILLINOIS.

IMPROVEMENT IN SEAL-BOLTS.

Specification forming part of Letters Patent No. **193,741**, dated July 31, 1877; application filed February 22, 1877.

To all whom it may concern:

Be it known that I, GEORGE S. WINSLOW, of Mount Vernon, in the county of Jefferson and State of Illinois, have invented certain new and useful Improvements in Seal-Bolts; and I do hereby 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 pertains to make and use it, reference being had to the accompanying drawings, which form part of this specification.

My invention relates to improvements in seal-bolts designed especially for securing the doors of freight-cars while in transit; its object being to produce a bolt simple in construction, which can be applied to any car, and which is both secure in its sealing and also durable in wear, the parts being protected from exposure or liability to injury.

Referring to the drawings, Figure 1 represents my seal-bolt as locked. Fig. 2 is a longitudinal section of the same. Fig. 3 shows the seal in detail.

A is any ordinary bolt suitable for bolting the doors of cars, and is preferably provided with a flattened head, so that it may have a vertically-straight movement as it is put in or withdrawn from the staple of the car, and also prevent the side of the car from being worn by the head, as would be the case did the latter project equally from all sides of the body of the bolt. The head is made with a recess, *a*, to admit of engagement with a small chain, as is ordinarily the custom. The opposite or lower end of the bolt is made with two recesses, formed at relative right angles and connecting with each other, the one, B, continuing from the longitudinal center of the bolt out to its side, and the other, C, running downward from its junction with the former recess through the end of the bolt. The seal D is a semi-cylindrical piece of metal, of curvature corresponding to the bolt to which it is applied, so that when the latter is in place in its engaging-staple the seal may closely fit about the exposed outer half of the bolt and present a snug and neat appearance. Its convex or outer side is provided with a shoulder, E, at right angles to its body, which is curved so as to be of a concentric form with the latter, and is of any desired size sufficient to serve as a bar to the withdrawal of the bolt from its staple. The central inner or concave side of the seal is made with a latch, F, also preferably of one piece with the same. This latch has its inner projecting or engaging end slotted in its lower side, as shown at G, so as to engage with the locking-pin H, which latter has longitudinal play in the recess C, parallel with the length of the bolt. The lower portion of this pin has a head, K, which furnishes a bearing for the spiral spring L, which latter is interposed between this locking-pin H and the screw-threaded plug M. This plug engages with the lower end of the recess C by the latter having its walls correspondingly threaded, so that when the plug is inserted its proper distance its outer or lower end will be flush with the lower end of the bolt, and thus all opportunity of withdrawing the plug and then unlocking the seal is cut off. The pin H is thus pressed by its lower end-bearing spring L so that its upper extremity will be in horizontal line up above the lower wall of the recess B, and the parts firmly secured in place by the screw-threaded plug M.

Upon inserting the bolt A into its appropriate stable after the door of the car is closed and parts in proper place, the seal is connected with the bolt by inserting its latch F in the side recess B; and as the engaging end of the latch is inclined or beveled on its side it readily bears down the spring-pressed pin H as the latch rides over the same. The pin is thus held down till the slot G in the lower body of the latch comes in vertical line over the pin, when the latter springs up into this recess, and thus locks the latch of the seal against withdrawal from the bolt. The bolt is thus effectually sealed, and can only be unsealed by breaking the latch, which may be done by striking upon the shoulder E with a suitable instrument. The latch will break at its slot G, and upon withdrawing the seal from the bolt, if the broken piece of the latch remains in the slot, it can be readily removed by turning the bolt so that the open end of the recess B may be down, and then striking

the bolt against some object, which forces the broken piece out and prepares the bolt for a new seal to be inserted therein and locked.

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

1. The combination, with a bolt provided with interior self-locking mechanism and a recess extending partly through the bolt to connect with the locking-pin, of a seal formed with a hooked shank, which latter engages with the locking-pin of the bolt, substantially as and for the purpose set forth.

2. The combination, with a bolt provided with interior self-locking mechanism, of a seal adapted to fit against the side of the bolt, said seal provided with a hooked shank, which extends partly through the bolt for engagement with the locking mechanism of the same, substantially as and for the purpose set forth.

3. The combination, with a bolt provided with interior self-locking mechanism, of a seal, the latter constructed to fit the bolt, and provided with a beveled hook and an annular ledge or flange, substantially as and for the purpose set forth.

In testimony that I claim the foregoing I have hereunto set my hand this 19th day of February, 1877.

GEORGE S. WINSLOW.

Witnesses:
W. P. CLARK,
H. F. WHITE.