

(No Model.)

J. SCHIRRA.
SEAL LOCK.

No. 570,061.

Patented Oct. 27, 1896.

Fig. 1.

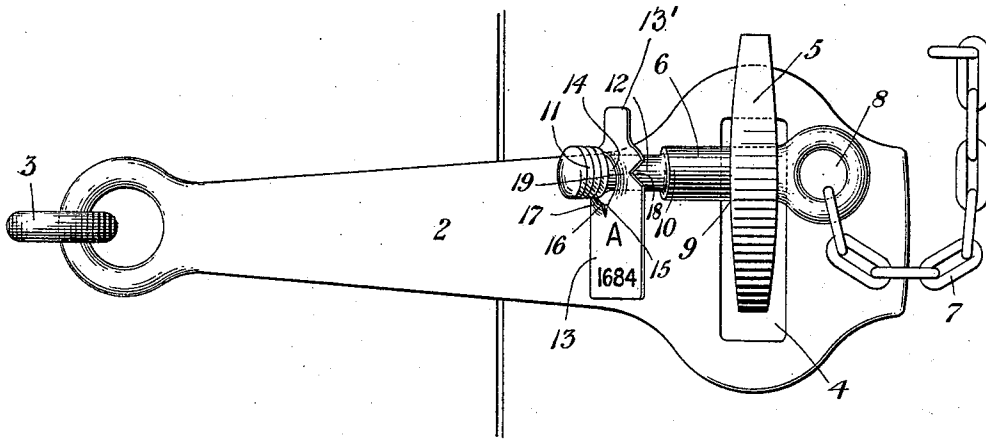


Fig. 2.

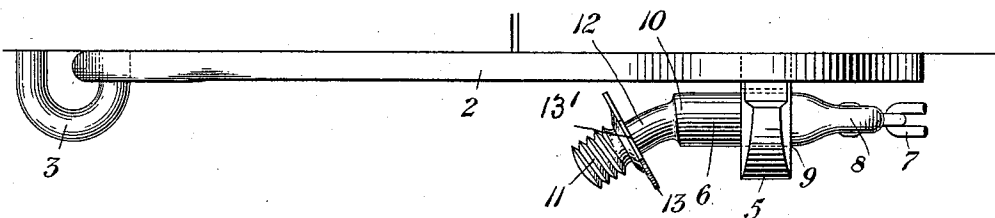


Fig. 3.

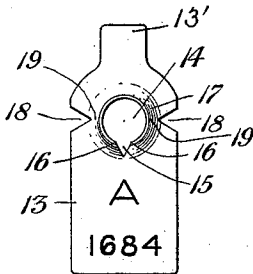


Fig. 4.

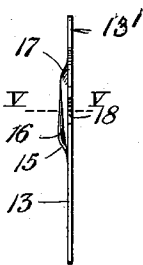


Fig. 6.

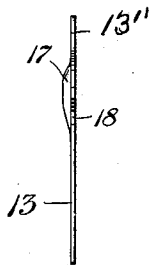


Fig. 7.

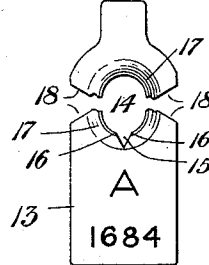
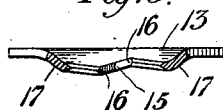


Fig. 5.



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SEAL-LOCK.

SPECIFICATION forming part of Letters Patent No. 570,061, dated October 27, 1896.

Application filed March 24, 1896. Serial No. 584,598. (No model.)

To all whom it may concern:

Be it known that I, JULIUS SCHIRRA, a citizen of the United States, residing at Pittsburg, in the county of Allegheny and State of Pennsylvania, have invented or discovered a new and useful Improvement in Car-Door Seals, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this application, in which—

Figure 1 is a face view of a car-door hasp and bolt provided with my improved seal. Fig. 2 is a plan view thereof. Fig. 3 is a detached face view of the seal-plate. Fig. 4 is an edge view thereof. Fig. 5 is a cross-section taken on the line V V of Fig. 4. Fig. 6 is an edge view of a seal-plate after having been partially flattened. Fig. 7 is a face view of a broken seal-plate, showing its condition after removal from the bolt.

Similar numerals of reference refer to like parts wherever used throughout this specification.

My invention consists of an improved locking bolt and seal for use on car-doors and elsewhere, and is intended to provide means whereby the bolt cannot be removed from the staple without absolutely destroying the seal-plate, thereby rendering it impossible to open the door without detection.

Referring to the drawings, 2 is the usual hasp commonly employed, secured by an eye or staple 3 to the door of the car furnished with an opening 4, fitting over the staple 5, secured to the car-body.

My improved bolt 6 is attached to the car by a chain 7, engaging the eye 8 for security against loss, and is of a length sufficient to pass through the eye 9 in the staple 5 and to exert a bearing on the hasp-plate 2 sufficient to retain it in position against removal.

At 10 the bolt 6 is bent outwardly at an angle sufficient to give clearance for the plate, and the end is threaded for a short distance, as at 11. Between such threaded portion and the bend 10 the bolt is reduced in diameter to slightly less than the diameter of the roots of the thread for a short distance only, as at 12, the purpose of which will be hereinafter set forth.

13 is the seal-plate, made of thin steel or other metal, having at the top a projecting

tang 13' and through its upper portion a hole 14, the edges of which are preferably made V-shaped to engage the threads 11 of the bolt, a cut 15 being made therein at any point and the corners 16 being forced laterally apart as much as the pitch of the thread, whereby the internal circumference is interrupted, so that when turned upon the threaded portion of the bolt the corners 16 and the inner V-shaped edges forming the circumference of the opening will assume a spiral form and engage the threads of the bolt in the same manner as a nut.

It will be understood that the diameter of the opening 14 is of a proper relation to that of the bolt to permit of such engagement, or slightly larger than the inside diameter of the threaded portion 11. The portion of metal surrounding the opening 14 is preferably forced out, as at 17, making the plate cup-shaped at that portion, and on each side of the opening 14 V-shaped cuts 18 are made in the edge projecting inwardly toward the opening, leaving thin easily-broken intervening necks 19.

In the operation of making the plate the circular opening 14 is punched of a diameter slightly smaller than the finished diameter, so that in the operation of pressing or bulging out the cup-shaped portion 17 the diameter of the opening will be proportionately enlarged to the desired diameter. After the bolt 6 is in position, as shown, the seal-plate is screwed onto the threaded portion 11 until it is over it and rests loosely on the reduced neck 12.

By means of a pair of pliers or other suitable tools the points 16 and that part of the cup-shaped portion 17 surrounding them is flattened, thus effectually destroying the spiral shape of the interior edge around the hole 14. Moreover, the diameter is also so distorted and reduced by such flattening action that its removal by unscrewing is absolutely impossible, as the cup shape and deflection of the points 16 cannot be restored while the plate remains on the bolt.

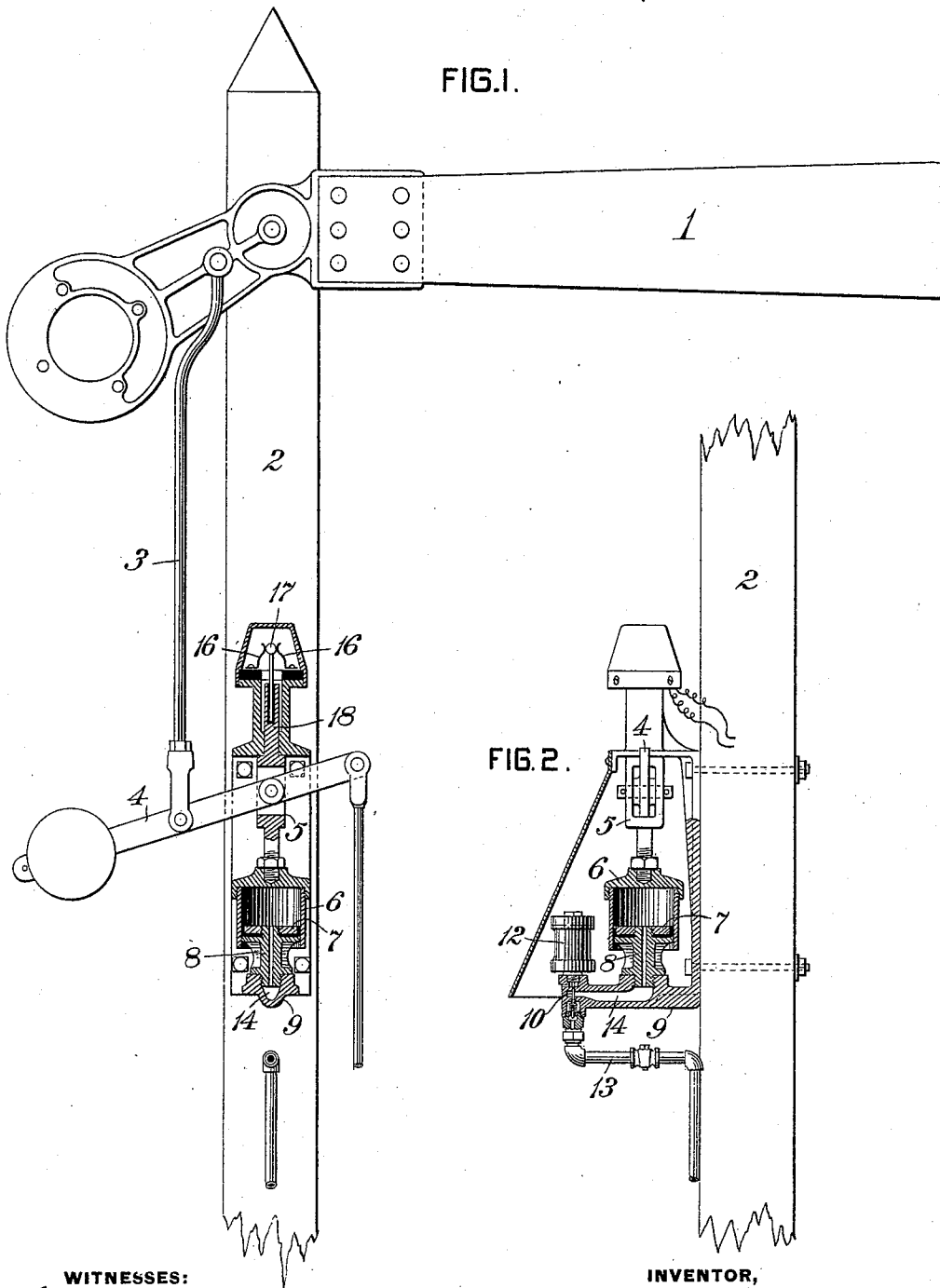
To remove the plate from the bolt in this condition is thus rendered impossible, and it must be broken at the reduced neck 19, as shown in Fig. 7, before such removal can be accomplished. When the plate is thus de-

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