No. 679,084. Patented July 23, 1901.

W. C. LINDSAY.

SEAL BOLT.

(Application filed Oct. 23, 1899.)

(No Model.)

Fig. 1.

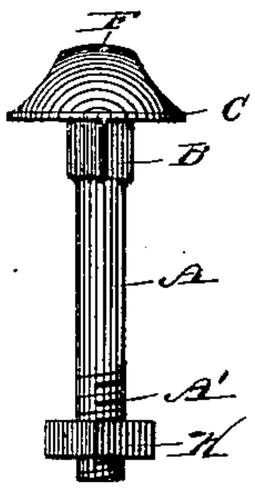


Fig. 2.

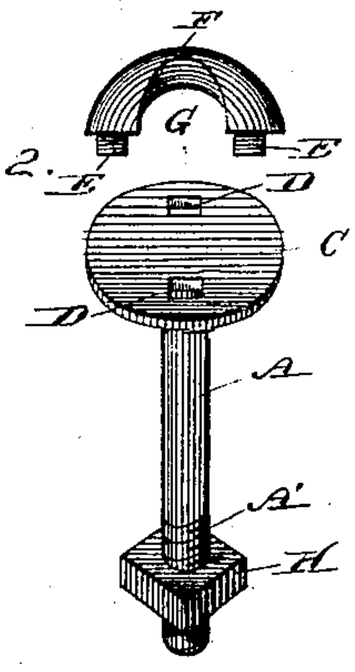


Fig. 3.

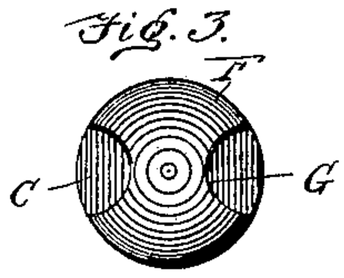


Fig. 4.

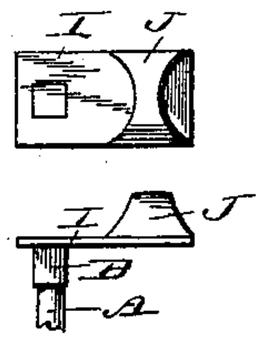


Fig. 5.

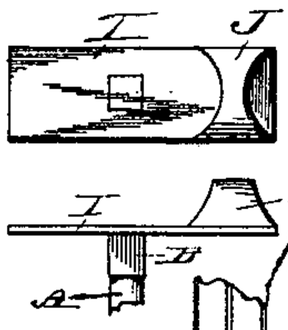
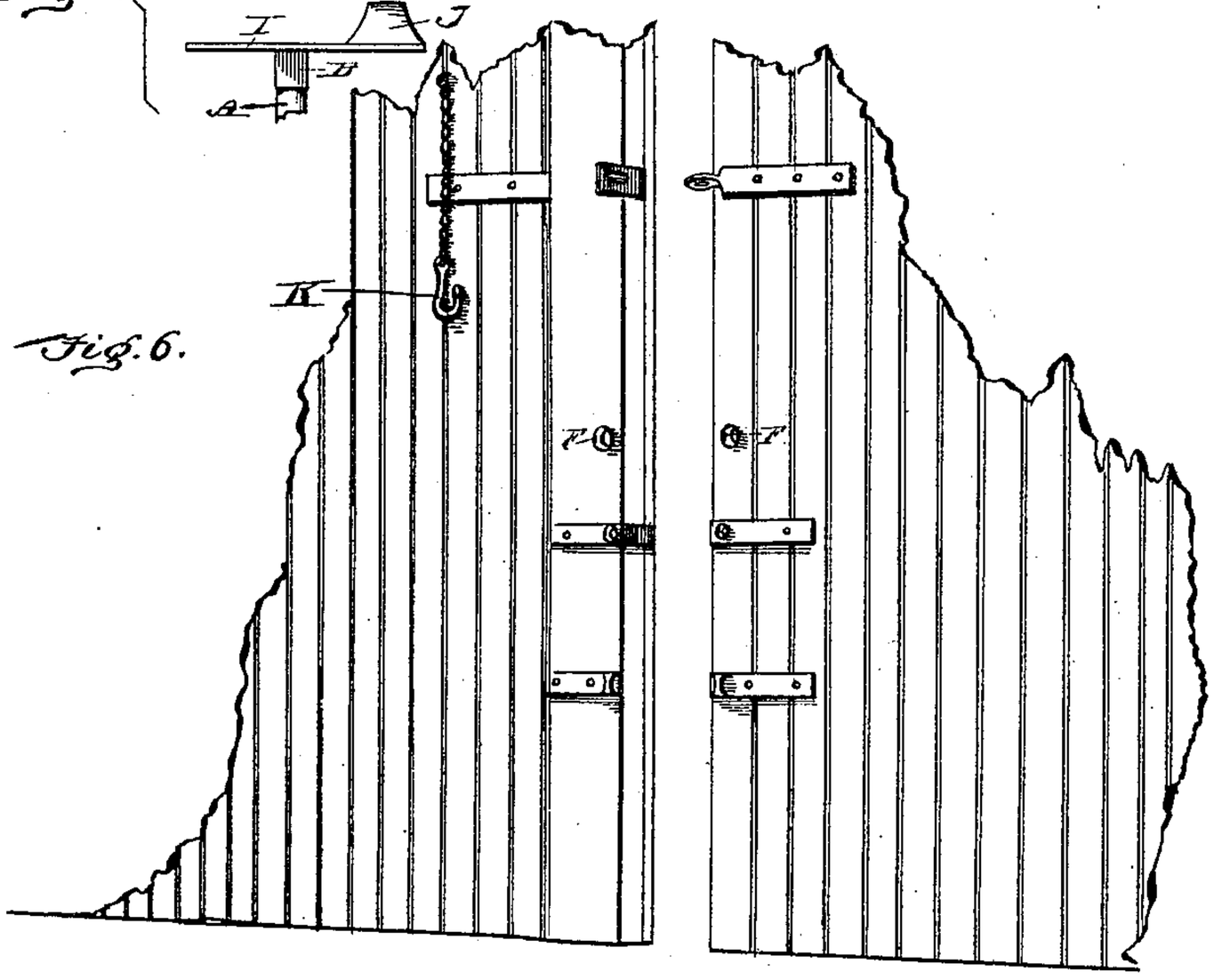


Fig. 6.



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UNITED STATES PATENT OFFICE.

WILLIAM C. LINDSAY, OF NEWPORT, VERMONT.

SEAL-BOLT.

SPECIFICATION forming part of Letters Patent No. 679,084, dated July 23, 1901.

Application filed October 23, 1899. Serial No. 734,498. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM C. LINDSAY, a citizen of the United States, residing at Newport, in the county of Orleans and State of Vermont, have invented certain new and useful Improvements in Bolts for Seals; 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 appertains to make and use the same.

My invention relates to new and useful improvements in a device for use in sealing cars, baggage-car racks, trunks, boxes, coverings, &c., from molestation and intrusion; and its object, among other things, is to provide bolts of peculiar construction secured one near the edge of the movable cover or door and the other to the edge of the stationary portion or jamb, said bolts both adapted to be brought into close proximity to each other when the door and its jamb or the cover and its fixture, according to the character of the device to be sealed, are brought together.

The invention consists of the construction hereinafter described, and more particularly pointed out in the claim.

Figure 1 is a detail view of a bolt of my construction. Fig. 2 is a similar view with the parts detached. Fig. 3 is a top plan view thereof. Figs. 4 and 5 are views of modified forms of bolt, and Fig. 6 is a view showing each of said bolts applied to a car-door.

Referring to said figures by letters of reference, the bolt has a stem or body portion A, preferably provided or formed with a head or plate C at its upper end, and immediately underneath this latter with an annular shoulder or enlargement B.

F is a cap having reduced end extensions or lugs E, adapted to be received into and welded, headed, or brazed in opposite sockets or perforations D, made in the head or plate C. Upon the lower threaded end A′ of the bolt is screwed a nut H, it being of any suitable length to extend through the wall of the structure to which it may be applied. This cap F is arc-shaped in cross-section, a channel, as G, being formed in its lower surface intermediate the two lugs E. This channel is preferably semiconical at the ends, or wider there than at the center, and is sufficiently large to receive two or three of the stretches of wire ordinarily used for sealing purposes.

The object of the semiconical openings within each side of the cap of the bolt is to facilitate the passing of the wire of the seal through said cap and to preserve the strength thereof, which of necessity must be strong and durable in order to withstand the pressure brought to bear upon it by the operation of breaking the seal, which is often accomplished by shoving the car-door back away from the jamb, the force exerted parting or breaking the seal.

It is obvious that, if desired, the bolt and cap may be formed in one piece, the channel being drilled therein or formed by casting.

The squared portion B will, as is obvious, prevent the bolt from turning in the wall or other structure into which it is inserted, and it will therefore be impossible to remove it except from the inside.

In Figs. 4 and 5 I have shown modified forms of bolts, each of which comprises a rectangular plate I, secured to the structure by means of one or more bolts and provided with a cap J, substantially of the form shown in Fig. 2.

In operation the bolts are secured to the structure at the adjacent edges of the door or cover and the jamb or fixed portion. When the door is closed, it may be fastened in any suitable manner by means of a hook K and then sealed by inserting the stretch of wire into the channels of the two bolts and sealing the ends together.

In the foregoing description I have shown the preferred form of my invention; but I do not limit myself thereto, as I am aware that modifications may be made therein without departing from the spirit or sacrificing the advantages thereof, and I therefore reserve the right to make such changes as fairly fall within the scope of my invention.

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

A seal-bolt comprising a stem, a squared portion thereon, a head having recesses therein, a cap provided with lugs upon its lower surface adapted to be received by the recesses, said cap having a channel therein provided with semiconical outlets, for the purpose and substantially as described.

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

WM. C. LINDSAY.

Witnesses:
C. A. BROWN,
F. S. TINKHAM.