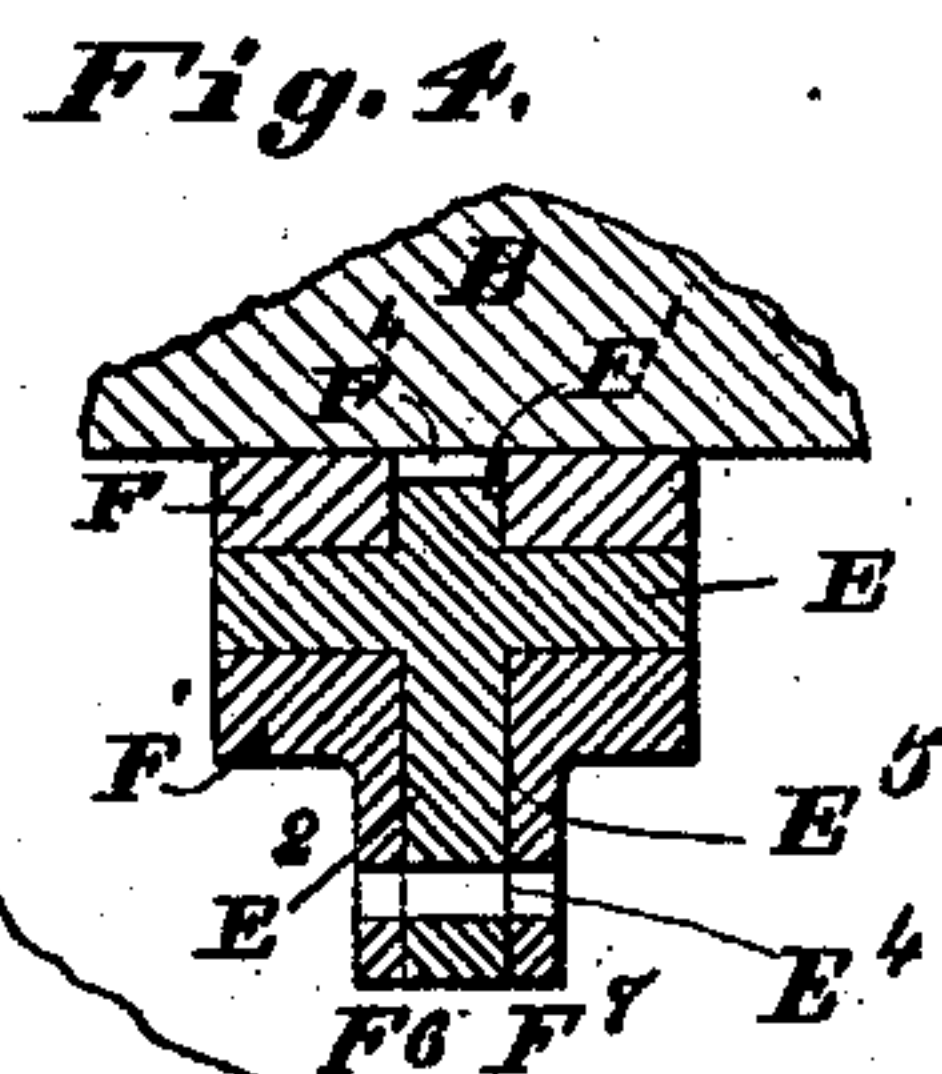
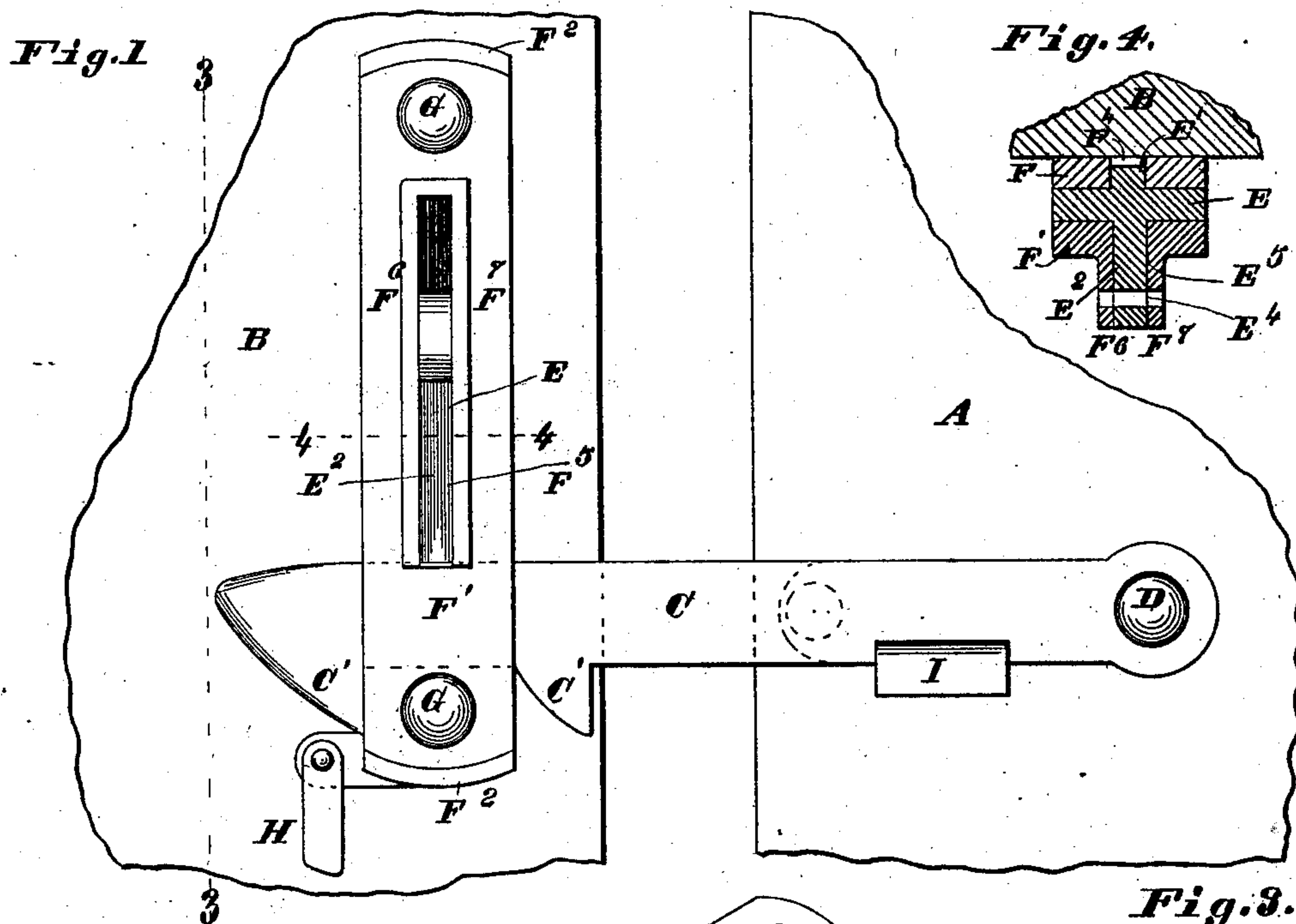


(Model.)

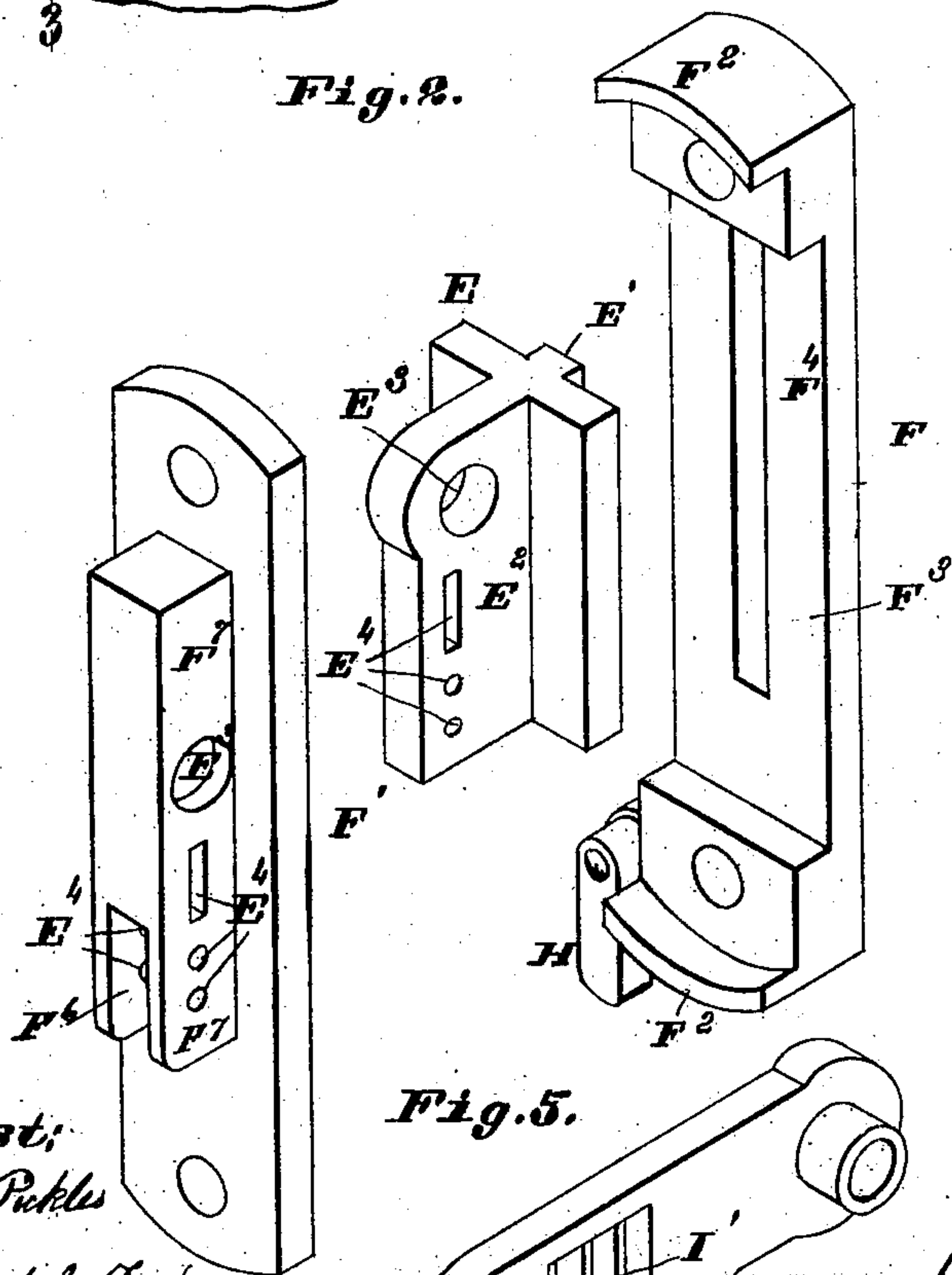
A. WARREN.  
SEAL LOCK.

No. 272,360.

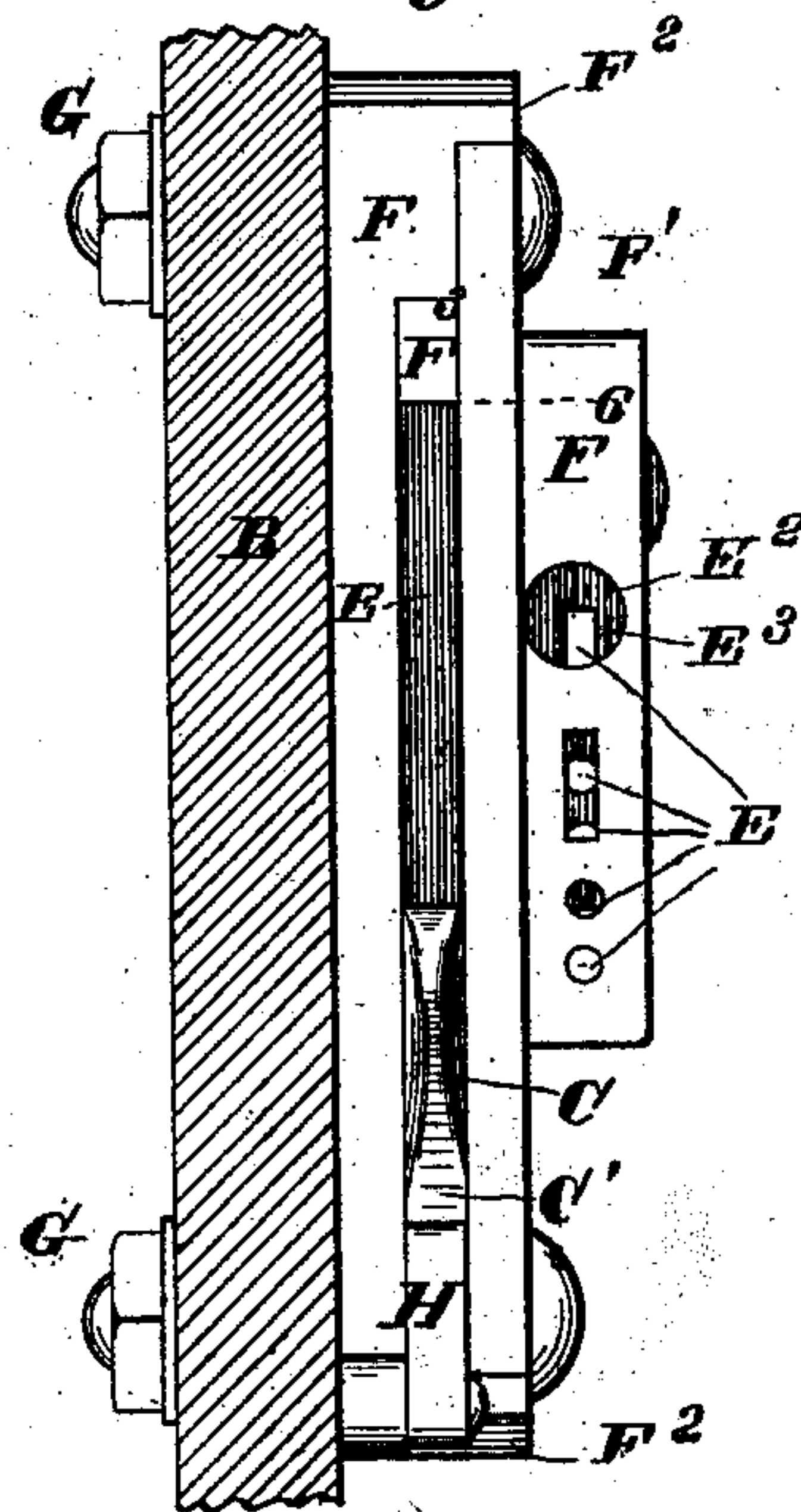
Patented Feb. 13, 1883.



**Fig. 2.**

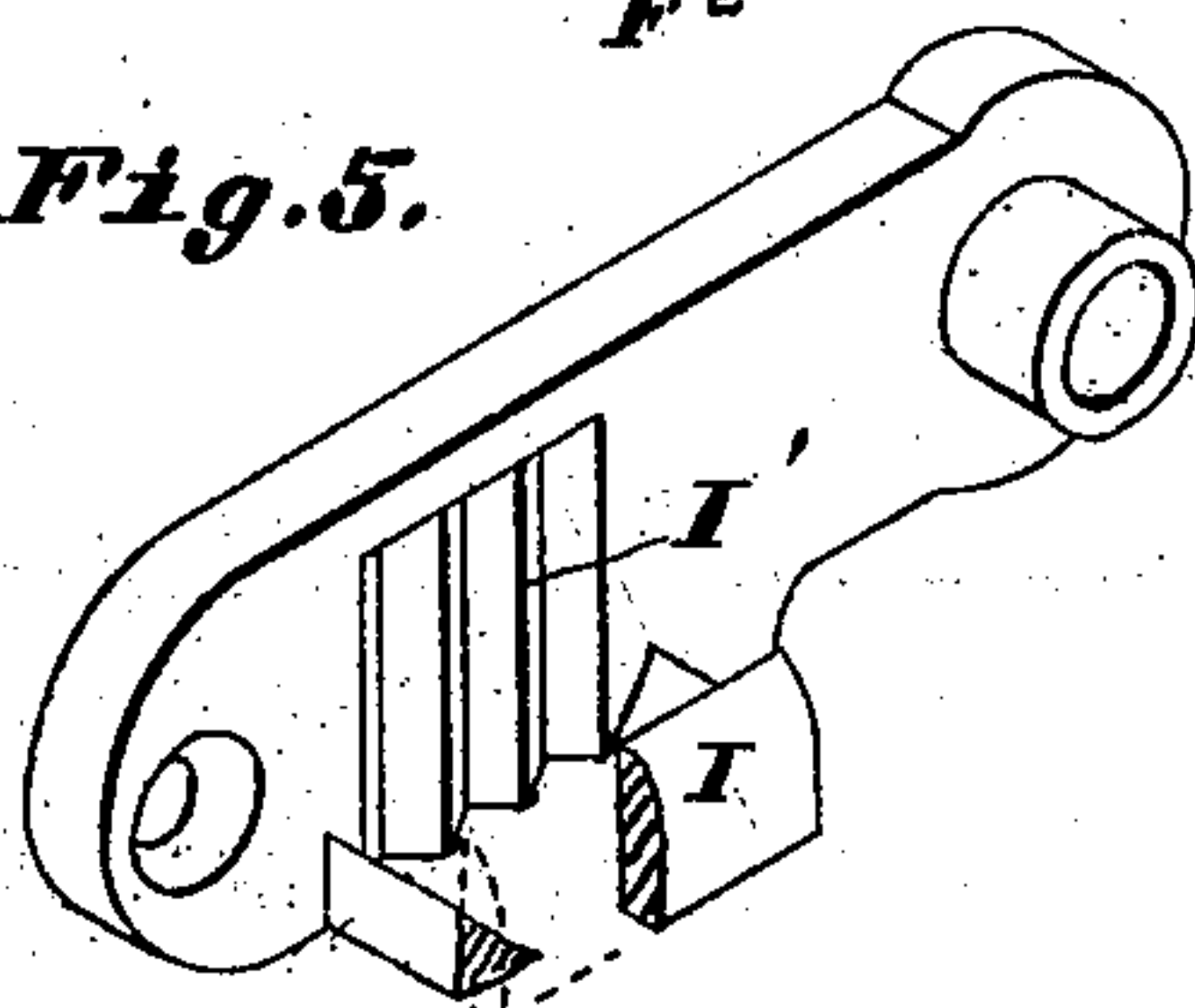


**Fig. 3.**



*Attest:*  
*Charles Pickles*  
*Albert G. Fick*

**Fig. 5.**



*Inventor:*  
*Andrew Warren*  
*By Knight Bros*  
*Attys.*



# UNITED STATES PATENT OFFICE.

ANDREW WARREN, OF ST. LOUIS, MISSOURI.

## SEAL-LOCK.

SPECIFICATION forming part of Letters Patent No. 272,360, dated February 13, 1883.

Application filed September 7, 1882. (Model.)

*To all whom it may concern:*

Be it known that I, ANDREW WARREN, of the city of St. Louis, in the State of Missouri, have invented a certain new and useful Improvement in Car-Door Fastenings, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a side elevation. Fig. 2 is a detached perspective view, showing the parts disconnected. Fig. 3 is an edge view of the fastening, showing it secured in place, the door-jamb being shown in section on line 3 3, Fig. 1. Fig. 4 is a transverse section taken on line 4 4, Fig. 1. Fig. 5 is a detached perspective view, part broken away, of the keeper-bracket, which is secured between the latch or shackle and the door to keep the former in a horizontal position when the latter is open.

My invention relates to a fastening to which a padlock and seal can be applied; and my invention consists in points of novelty hereinafter fully described and claimed.

A represents part of a car-door, and B part of the door-jamb or side of the car.

C is the latch or shackle, secured to the door by a bolt, D, the catches C' projecting downward, as shown. There are preferably two catches C', so that the door can be left slightly open or closed up tight.

E is a drop-block having capacity for vertical movement in a frame secured to the door-jamb. The frame consists of two parts—an inner part, F, and an outer part, F'—the two being secured together and to the car by bolts or rivets G, as shown in Figs. 1 and 3. The inner piece preferably has outward-extending end projections, F<sup>2</sup>, within which the outer piece fits, and it has a reduced central portion, F<sup>3</sup>, which receives the block E, and as this reduced portion is longer than the block the latter has capacity for vertical movement.

F<sup>4</sup> is a slot in the back of the piece F, which receives a rib or flange, E', on the back of the block E, and the outer piece, F', has a slot, F<sup>5</sup>, which receives a flange or rib, E<sup>2</sup>, on the face of the block E. On the outside or face of the piece F' are flanges F<sup>6</sup> F<sup>7</sup>—one on each side of the slot F<sup>5</sup>—and these are preferably connected at top and any desirable or suitable distance down the front, as shown, for the

purpose of excluding moisture, thereby avoiding any danger of the drop-block being frozen fast in cold weather. The rib E<sup>2</sup> on the face of the drop-block is of sufficient length to extend out between these flanges F<sup>6</sup> F<sup>7</sup>, and the two have corresponding holes, E<sup>3</sup> and E<sup>4</sup>, the former to receive a padlock and the latter to receive a seal. It will now be seen that, as the door is closed, the pointed end of the latch or shackle will enter between the plates F-F' beneath the drop-block, for, as the slots in the plates do not extend as low as the opening between them, there is room for the point or end of the latch to enter beneath the block, raising it, and when the first catch on the latch has reached the other side of the frame the latch will fall, the catch engaging the lower end of the frame, and as soon as the latch falls the block E will drop onto the latch, bringing the padlock and seal holes in line with the corresponding holes in the flanges of the piece F'. Then, if it is desired to close the door tight, it is simply pushed forward, the inclined face of the second catch of the latch raising the latch and drop-block and dropping behind the frame in the same manner that the first one did. It will thus be seen that no attention whatever has to be given to the drop-block when the door is closed, and as soon as the catch of the latch has engaged behind the frame the drop-block is in position to receive the padlock and seal, thereby holding the latch down, preventing its being raised without removing the seal and lock. It will also be seen that the drop-block is not removable, except by removing the frame, and therefore there is no danger of its being lost.

When one person has to open the door by himself it is difficult for him to hold the latch up and pull the door back at the same time. Therefore I pivot a dog, H, to the lower part of the frame, as shown, which, when the latch has been raised, can be turned up to support it, as shown in Fig. 3, until the door is pulled back. Should the dog be left in its elevated position, the next time the door is closed it will be struck by the latch and knocked over into its lower position, out of the way.

The bracket, located between the latch and the door, is of the common construction, except the keeper I is formed with an open bottom, as shown in Fig. 5, and sharp upper edges,



against which the latch rests, and the outer face of the bracket, above the keeper, has sharp corrugations I'. The object of these features is to provide against the keeper becoming  
5 stopped up with snow and ice in cold weather, which would hold the latch up out of its proper position. When the latch falls these sharp edges will cut and break the ice and snow, causing it to fall through the bottomless keeper.

10 I claim as my invention—

1. In a car-door fastening, the latch or shackle C, with hooks or catches on its lower side, in combination with the frame F F' and the drop-block E, located within the frame, and  
15 having padlock and seal holes corresponding with those in the frame, substantially as set forth.

2. The two-part frame F F', inclosing the non-removable block E, which has vertical  
20 movement therein, the outer piece, F', having

vertical flanges F<sup>6</sup> F<sup>7</sup>—one on each side of the slot F<sup>4</sup>—with padlock and seal holes corresponding with those in the block, in combination with the latch C, provided with hooks or catches on the under side thereof, adapted  
25 to engage with the frame, substantially as shown and described.

3. In a car-door fastening, the dog H, pivoted to the frame, in combination with the latch, for the purpose set forth.

4. In a car-door fastening, the bracket having the bottomless sharp edged keeper I and sharp corrugations I', in combination with the latch, substantially as shown and described,  
30 for the purpose set forth.

ANDREW WARREN.

Witnesses:

GEO. H. KNIGHT,

ALBERT G. FISH.