

(No Model.)

W. S. SCHROEDER.  
SEAL LOCK.

No. 561,347.

Patented June 2, 1896.

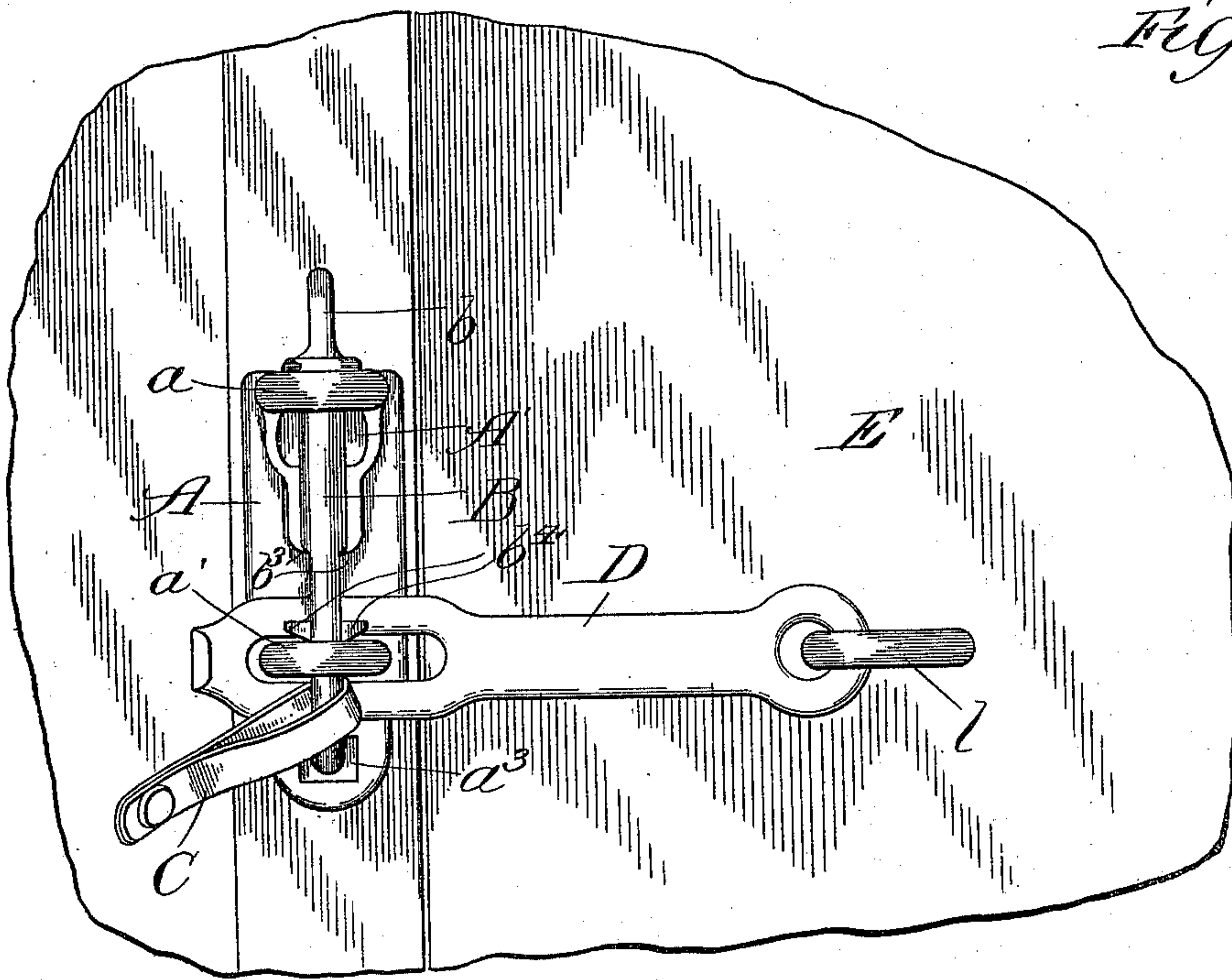


Fig. 1.

Fig. 4.

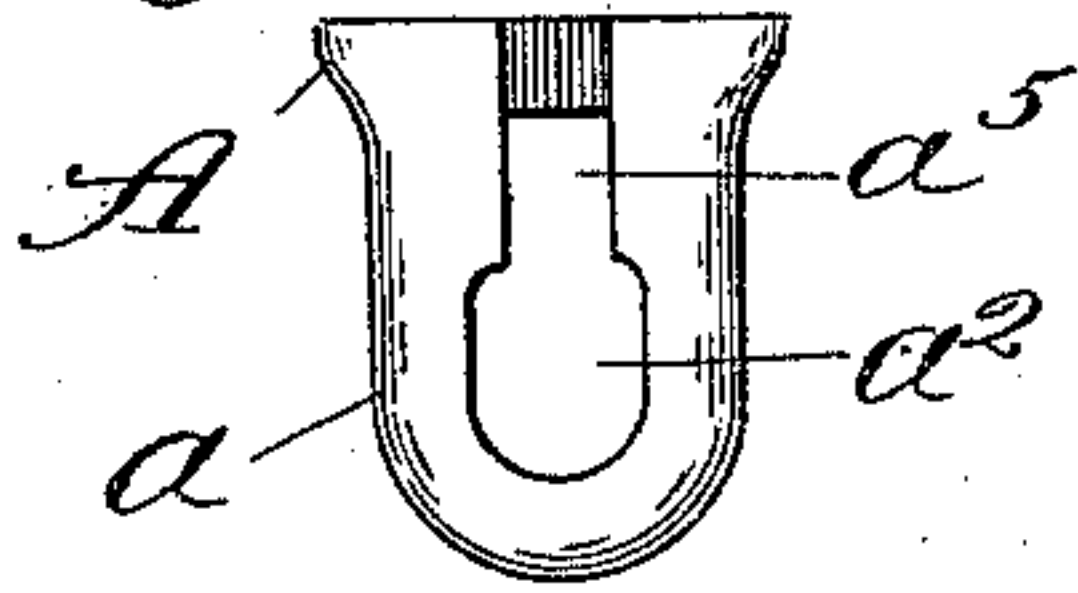


Fig. 2.

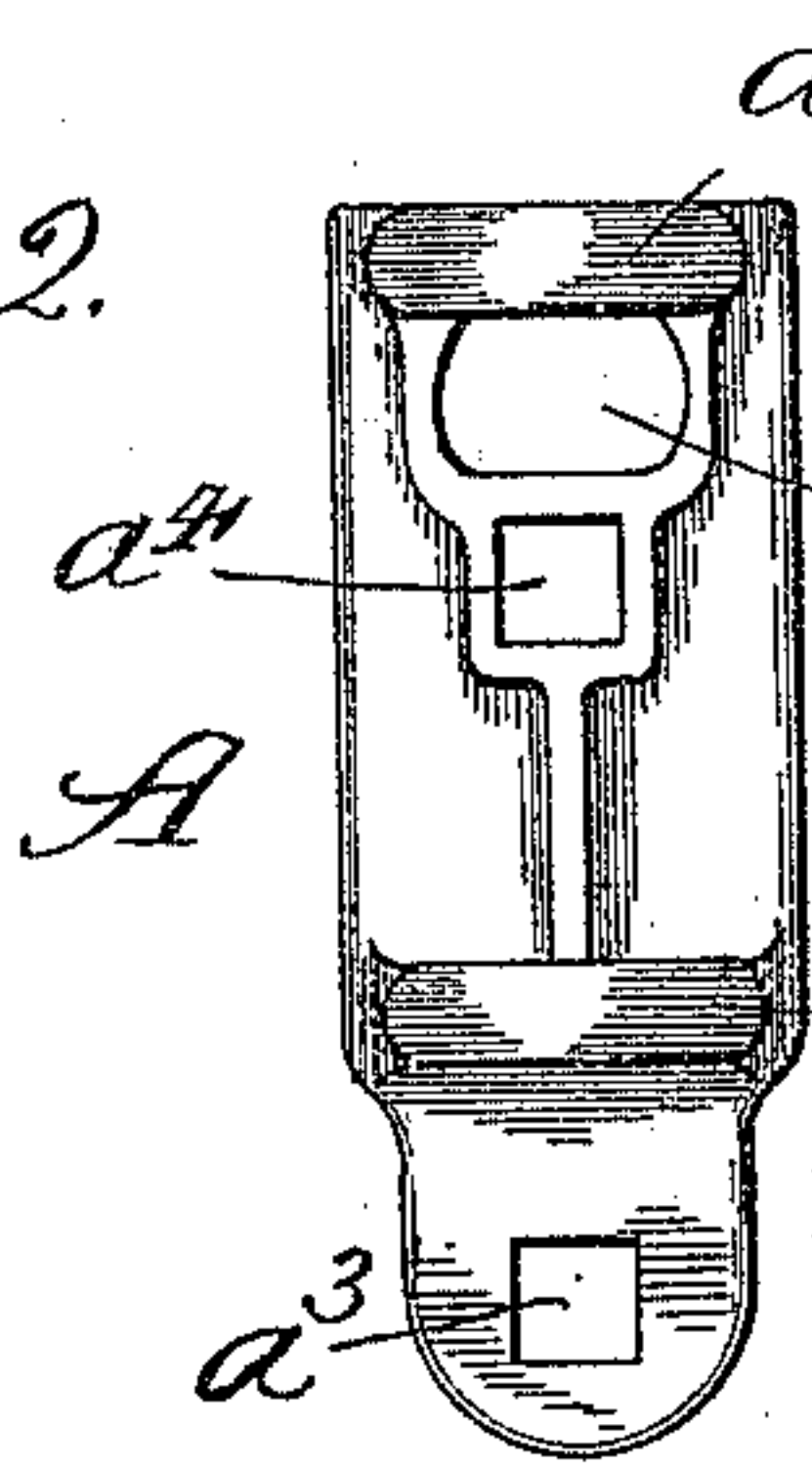


Fig. 3.

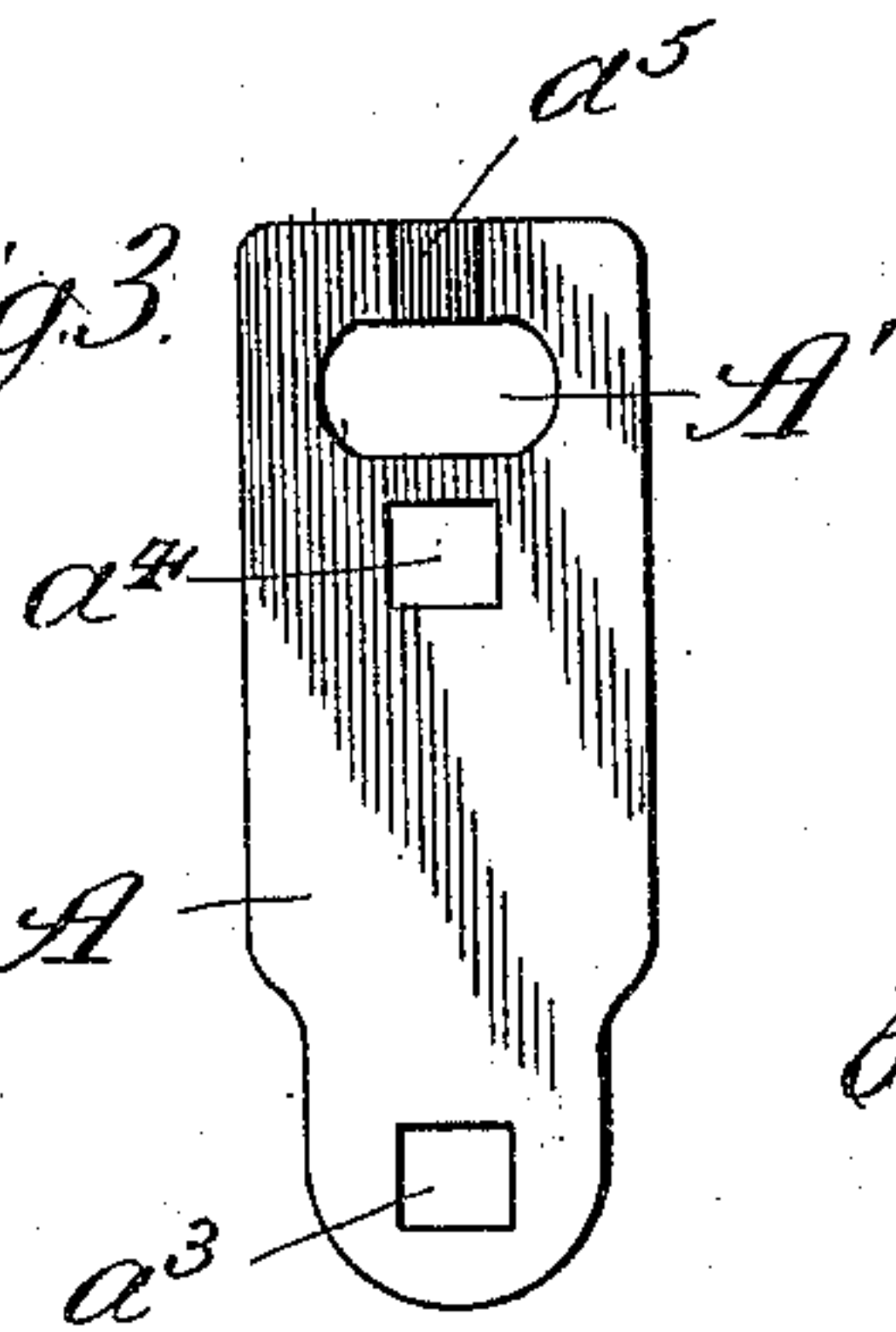


Fig. 5.

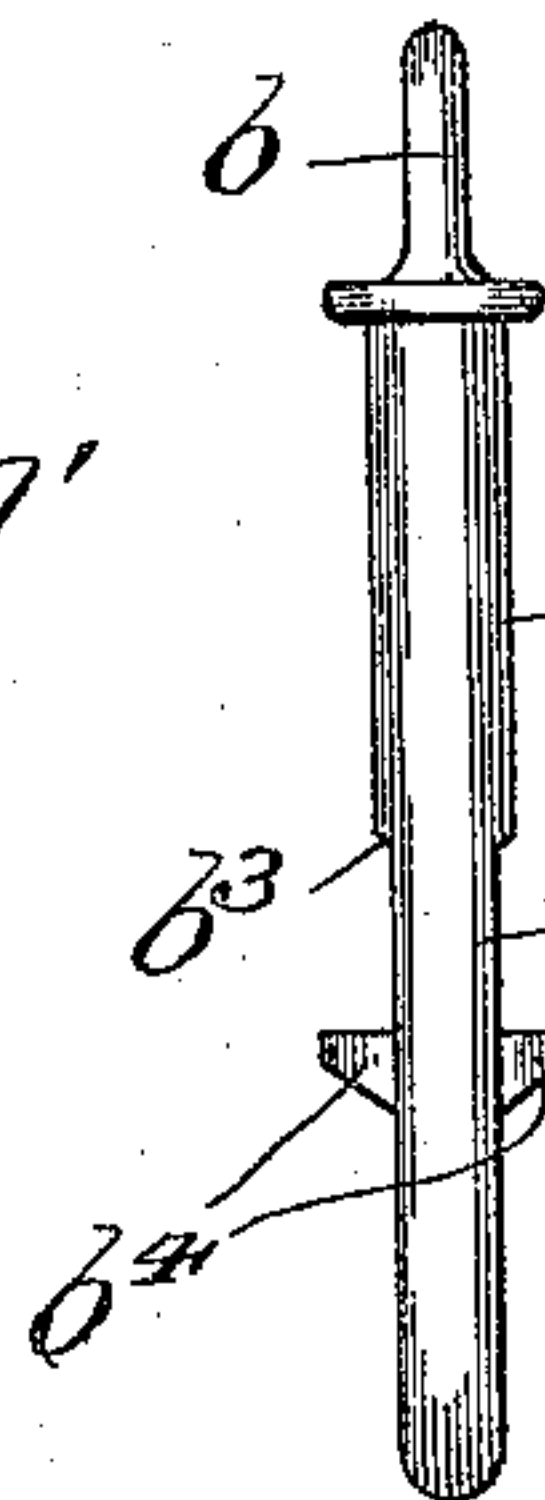
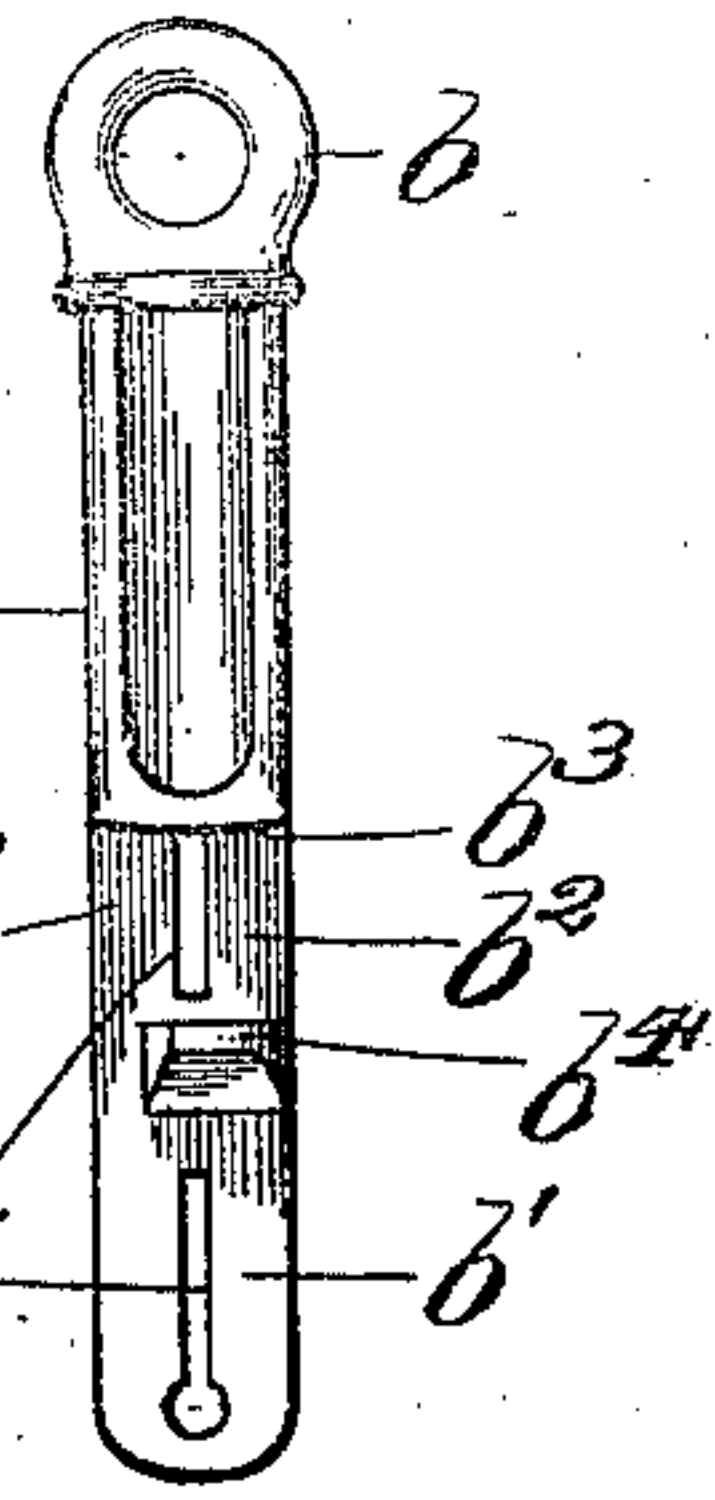


Fig. 6.



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# UNITED STATES PATENT OFFICE.

WILLIAM S. SCHROEDER, OF CHICAGO, ILLINOIS, ASSIGNOR OF ONE-HALF  
TO CHARLES A. SCHROYER, OF SAME PLACE.

## SEAL-LOCK.

SPECIFICATION forming part of Letters Patent No. 561,347, dated June 2, 1896.

Application filed February 21, 1896. Serial No. 580,207. (No model.)

*To all whom it may concern:*

Be it known that I, WILLIAM S. SCHROEDER, a citizen of the United States, residing at Chicago, Cook county, Illinois, have invented certain new and useful Improvements in Seal-Locks, of which the following is a specification.

The object of my invention is to provide a simple, economical, and efficient seal-lock for freight-car doors; and the invention consists of the features and combinations hereinafter described and claimed.

In the accompanying drawings, Figure 1 represents a front elevation of my improvement shown in connection with a portion of a car door and frame; Fig. 2, a front elevation of the body portion of the seal; Fig. 3, a rear elevation of the same; Fig. 4, a plan view of the body portion, looking at it from the top; Fig. 5, a front elevation of the sealing-pin, and Fig. 6 a side elevation of the sealing-pin.

In the art to which this invention relates it is well known that the sealing-pin is usually attached to the car-door frame by means of a chain or cable. This is objectionable in that it renders it easy for persons to detach the pin and take it away for uses other than those for which it was originally intended. As a consequence many thousands of pins are lost annually, resulting not only in the loss of the article, but in leaving the car-door in such position that it may be easily opened and articles which may be in the car purloined. My invention is intended to obviate this objection by providing a car-door seal in which the sealing-pin and body portion are so constructed and arranged that the sealing-pin cannot be removed until the body portion has been taken from the car. The advantages of this kind of a construction are obvious, as it will be seen that the removing of the body portion cannot be effected until the car is unlocked, and even then it cannot be effected without considerable inconvenience.

In constructing my improvements I make a body portion A, having two projecting lugs  $a'$ , provided with perforations  $a^2$ , through which the sealing-pin, as hereinafter described, is inserted. This body portion is provided with two bolt-holes  $a^3$   $a^4$  in line

with the perforations or directly back of the sealing-pin, so that it renders it difficult for the bolt in the perforation  $a^4$  to be reached at any time until the sealing-pin has been raised or opened.

A sealing-pin B is provided, which at its upper end is provided with eye  $b$ , to which the usual chain may be secured, if desired, but which I have not illustrated, as I do not think it necessary to use the same. The lower portion of the pin is narrowed or flattened, as to  $b'$   $b^2$ , so that it may enter a narrow slot  $a^5$  in the upper lug of the body portion and its shoulder  $b^3$  act as a support to hold the pin in its up or open position. This narrow portion of the sealing-pin is provided with extending wings or lugs  $b^4$ , which, as shown in Fig. 1, when the pin is in operative position, limit the vertical movements of the pin. In other words, they prevent the pin from being removed as long as the body portion is secured to the car-door frame.

In order to insert the seal-pin in position, an enlarged opening  $A'$  is made in the back of the body portion, through which the wing portion of the pin may be inserted and permit the narrow portion  $b^2$  of the pin to be passed through the narrow slot  $a^5$  until the pin assumes a vertical position, when it may be dropped down through the perforation  $a^2$ . It will thus be seen that unless the body portion is removed from its supported piece the pin cannot be taken out through this enlarged opening in the back of the body portion.

The lower portion of the sealing-pin is provided with two slots  $b^5$ , through which the ordinary seals may be passed for the purpose of holding the seal-pin in a sealed and locked manner, as shown in Fig. 1. In this figure a hasp portion D is shown as secured to the door E on a staple  $l$  and arranged to be passed over the lower lug  $a'$  of the body portion, thus permitting the sealing-pin to be dropped down and sealed.

I claim—

1. In seal-locks, the combination of a sealing-pin provided with a sealing-perforation and projecting lugs for limiting its vertical movements, a body portion having bolt-holes and lug portions provided with perforations for receiving the sealing-pin, one of which ex-



tends to and through the rear portion through which the pin is removable only, substantially as described.

2. In seal-locks, the combination of a sealing-pin provided with a sealing-perforation and a narrow lower portion to form a supporting-shoulder, lugs on the narrow portion for limiting the vertical movements of the pin, and a body portion provided with bolt-holes and relatively lower and upper lugs having perforations to receive the sealing-pin, the perforation in the upper lug being irregular and extending to the back portion for the purpose of supporting the pin and allowing its withdrawal through the back portion only, substantially as described.

3. In seal-locks, the combination of a sealing-pin provided with a sealing-perforation

and a narrow lower portion to form a supporting-shoulder, two side projecting lugs on the narrow portion for limiting the vertical movements of the pin, a body portion provided with relatively upper and lower lugs having perforations to receive the sealing-pin the perforation in the upper lug having a narrow portion to hold the pin in an open position and extending through to an enlarged opening in the back portion through which the pin is removable only and bolt-holes in the body portion in line with the sealing-pin, substantially as described.

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