

(No Model.)

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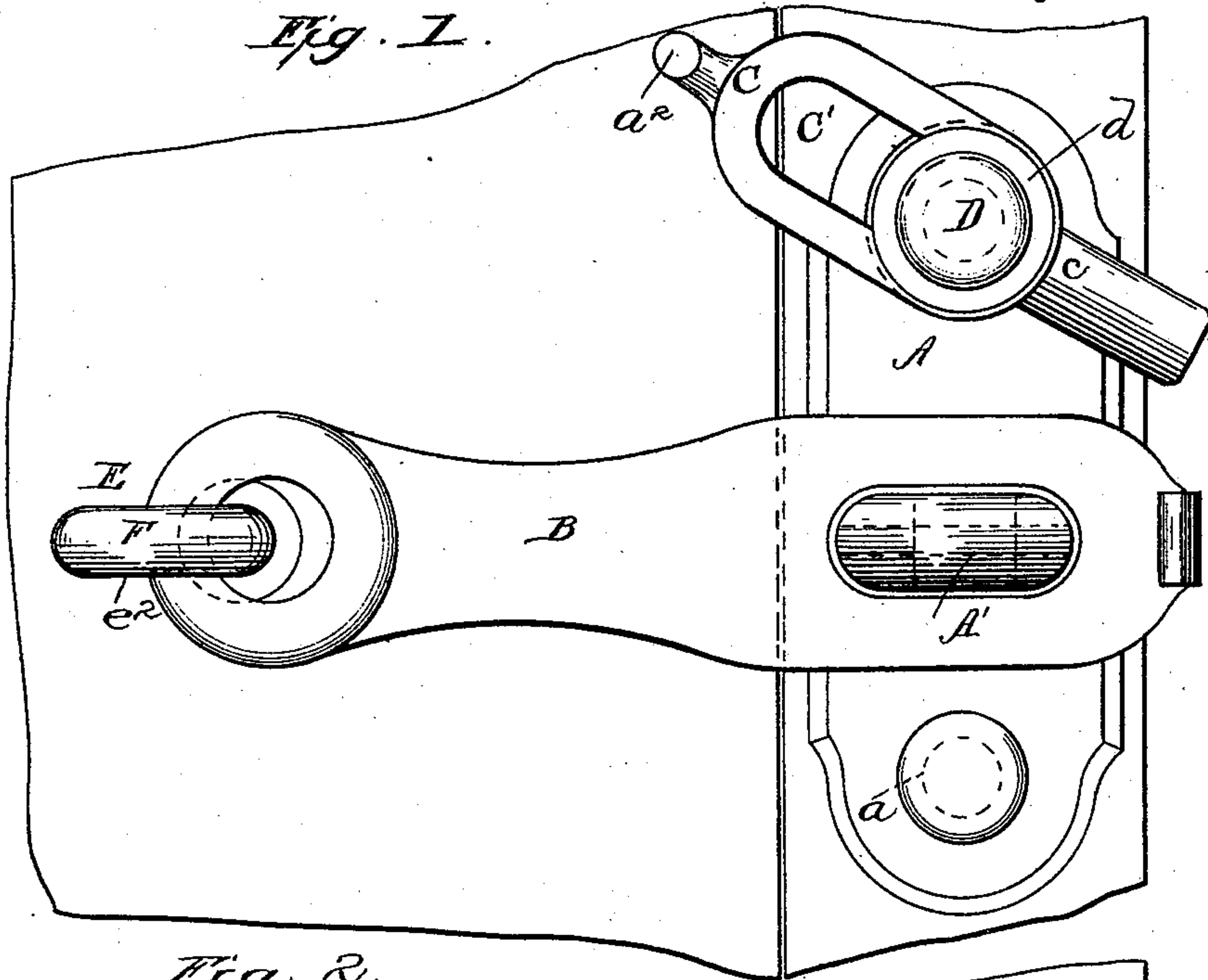
J. M. HOPKINS & H. TESSEYMAN.

SEAL LOCK.

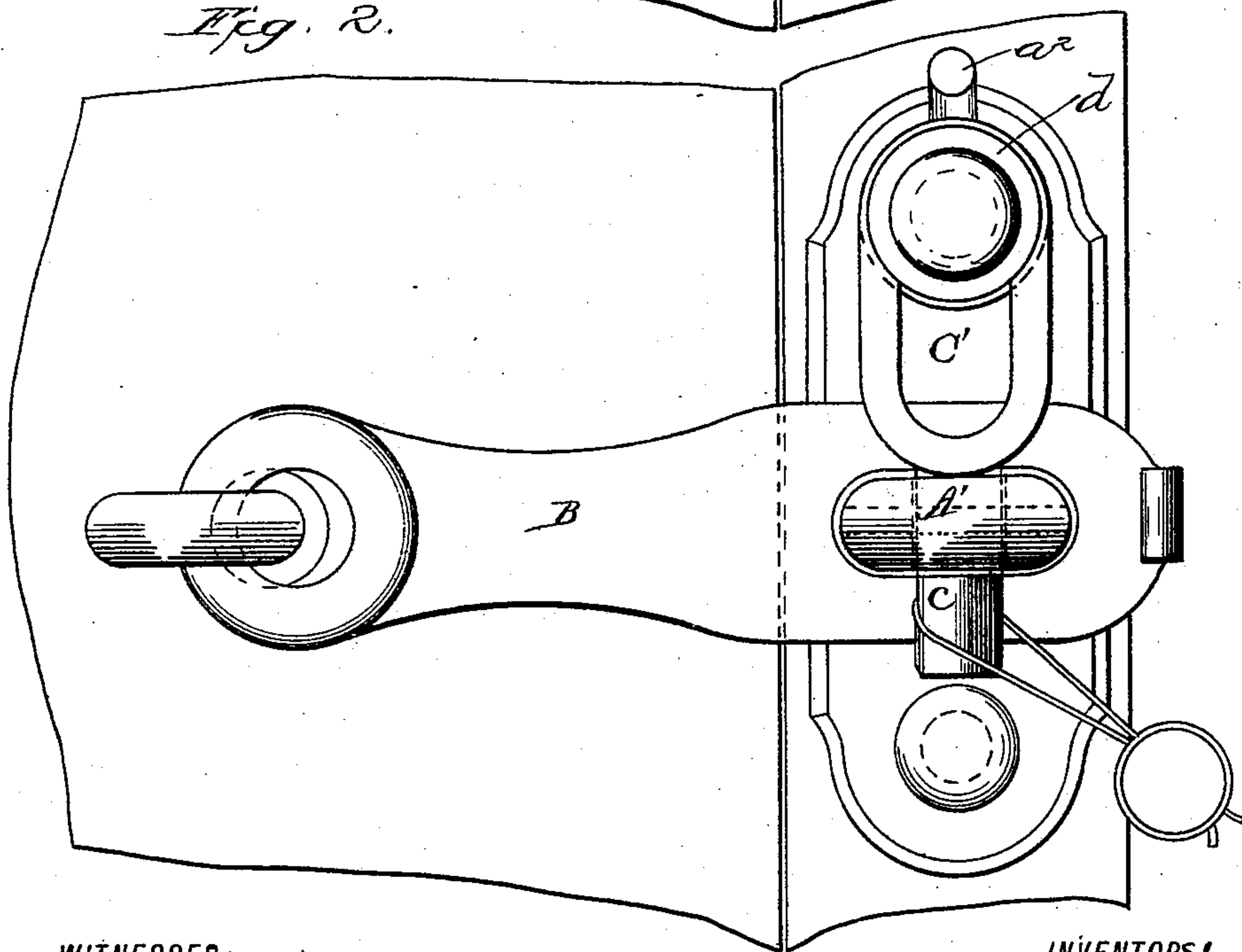
No. 455,686.

Patented July 7, 1891.

*Fig. 1.*



*Fig. 2.*



WITNESSES:

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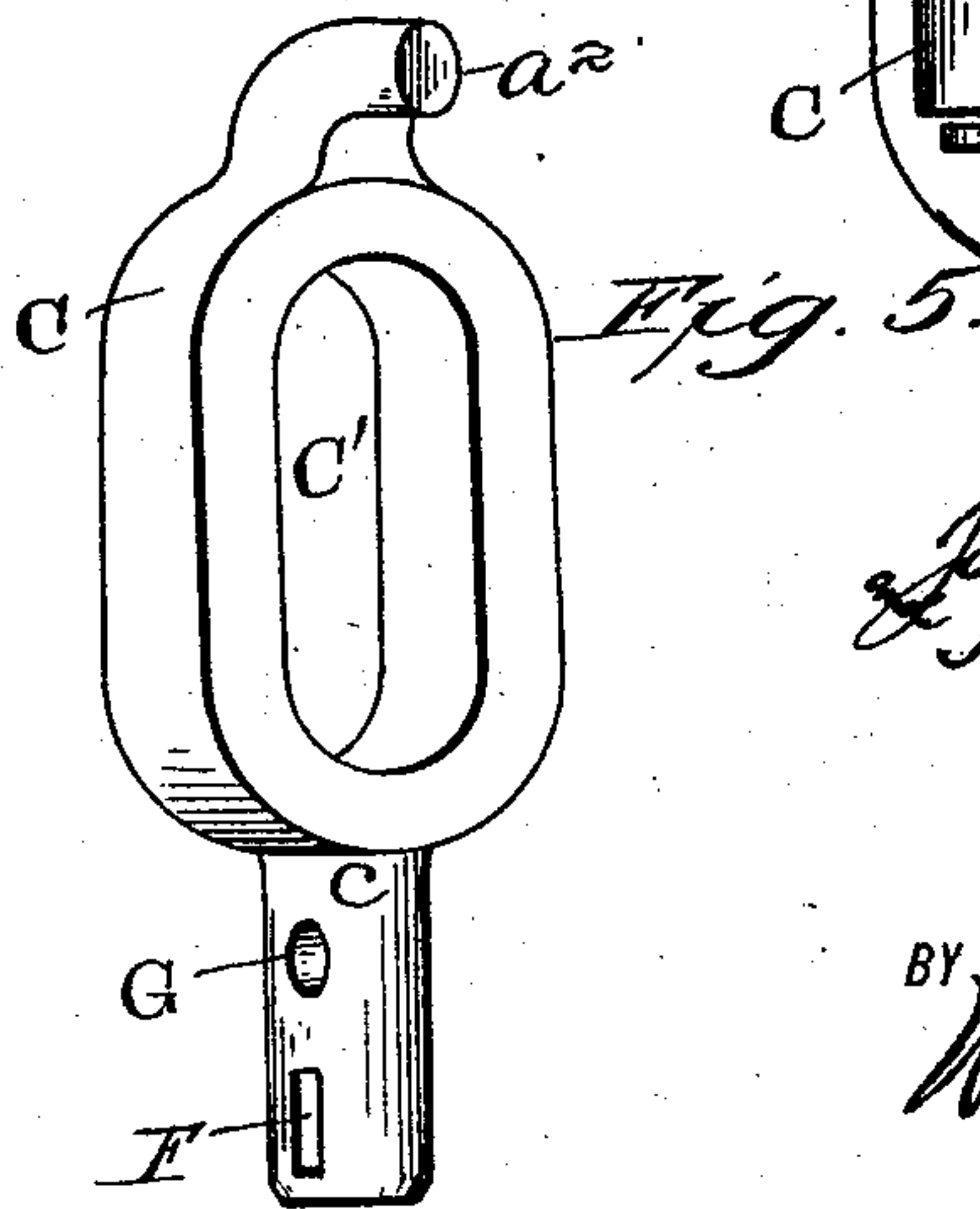
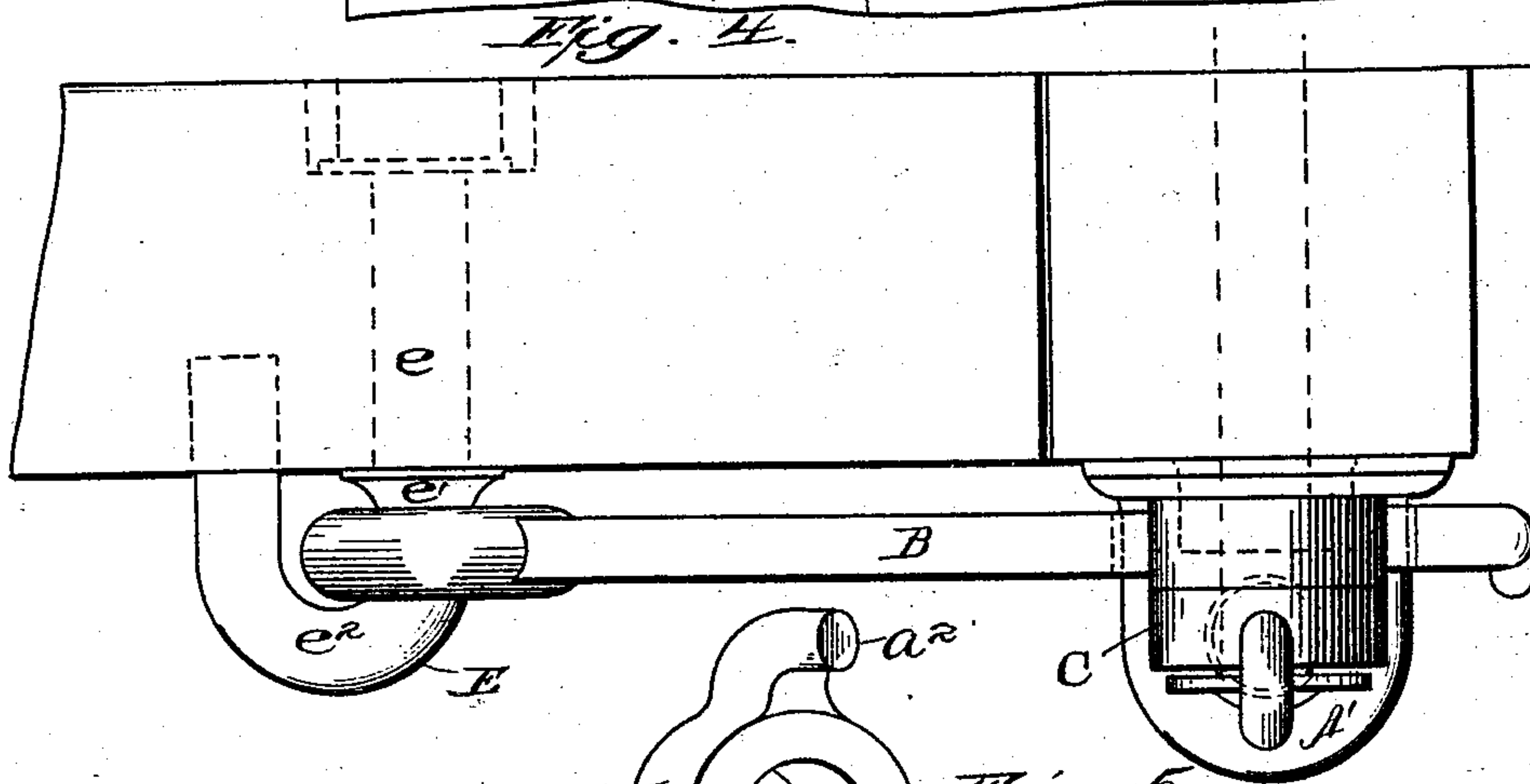
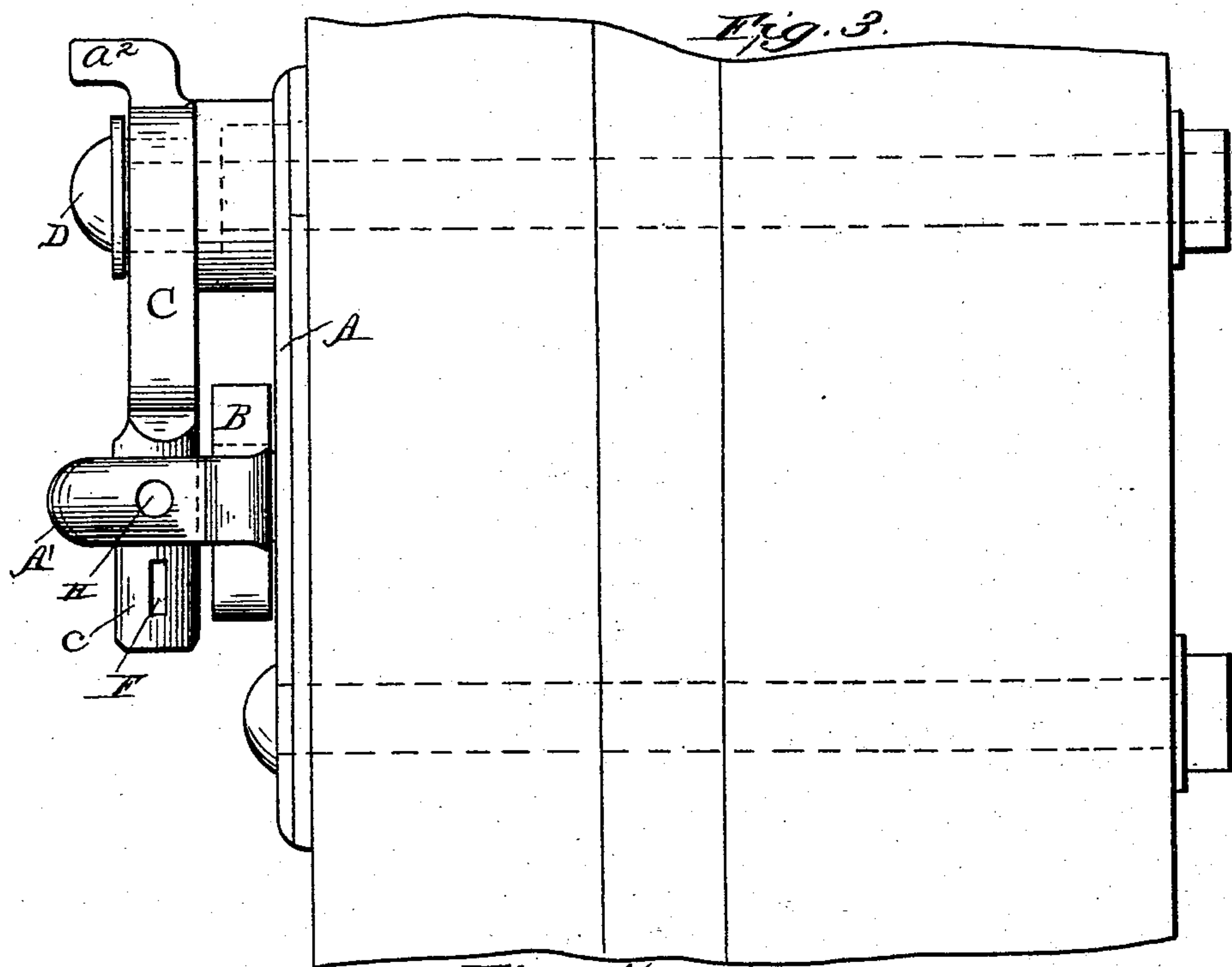
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2 Sheets—Sheet 2.

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# UNITED STATES PATENT OFFICE.

JAMES M. HOPKINS AND HENRY TESSEYMAN, OF DAYTON, OHIO.

## SEAL-LOCK.

SPECIFICATION forming part of Letters Patent No. 455,686, dated July 7, 1891.

Application filed February 28, 1891. Serial No. 383,213. (No model.)

*To all whom it may concern:*

Be it known that we, JAMES M. HOPKINS and HENRY TESSEYMAN, citizens of the United States, residing at Dayton, in the county of Montgomery and State of Ohio, have invented certain new and useful Improvements in Locks for Sliding and other Doors; and we 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.

Our invention relates to improvements in seal-locks, and has for its object the production of a locking device that is especially applicable to sliding doors of freight-cars, though it is equally useful for doors of other construction, as will be hereinafter fully described.

Referring to the accompanying drawings, Figure 1 is a side elevation of our invention as applied to use, showing the bolt withdrawn. Fig. 2 is a similar view showing the bolt in position when locked and secured by the sealing-wire. Fig. 3 is an end view of the device in a locked position. Fig. 4 is a top edge view showing in dotted lines the stem of the two staples. Fig. 5 illustrates in detail the securing-bolt.

The base-plate A and hasp B are of the usual construction, the former being provided with the end holes *a* and the central transversely-arranged staple A', while the latter has an eye-hole at one end and the staple-slot at the other adapted to fit over the staple A' in the base-plate. The hasp may, if desired, be sufficiently lengthened to provide room for two slots, the outer one being adapted to lock the door when partly open, and thus provide for ventilation.

The essential features of our invention consist in providing and combining with the ordinary hasp and staple an adjustably-secured locking bolt or pin C, which consists of the body *c*, preferably cylindrical in form, and the slotted head C', terminating in a suitable handle *a*<sup>2</sup>, as shown. The width of the slot coincides with the diameter of the bolt D, upon the projecting end of which it is mounted, so as to freely slide and swing laterally thereon. A suitable washer *d* is placed between the head of the bolt D and the outer face of the

slotted pin C in order that friction may be reduced. It will be seen that the securing-bolt C has both lateral and vertical movement on the bolt D, and that when said bolt is adjusted in an upright position it will normally drop into the staple A' and secure the hasp when the same is in position thereon.

The eyebolt E, which consists of the body *e*, is adapted to pass entirely through the side of the car-door or other object to which it is attached and is there secured by the usual nut, and the shoulder *e'* is so formed as to adjust the entrance of the staple *e*<sup>2</sup>, formed integrally therewith. The free end of the staple thus formed enters only slightly into the structure to which it is secured, while all the strain upon the eyebolt is placed upon the body *e*. It is not necessary to pierce the wall or door with more than one hole.

In order to adapt the pin to be secured by the sealing-wire, a suitable hole F is formed transversely in the lower end thereof, as shown in Fig. 2.

When the car-door is slid into its closed position, the slotted end of the hasp B is placed over the staple A', the slotted bolt C being swung around laterally on the pivot-pin D, as shown in Fig. 1, to remove its cylindrical end from the path of the closing-hasp. The slotted bolt is then turned into its vertical position and slid down on the pivot-bolt D until its lower end passes through the staple A' outside of the hasp, when the sealing-wire is passed through the aperture F in the lower end of the bolt and its ends secured together by a seal, as shown.

In order to enable the door to be secured by means of an ordinary padlock when desired, the bolt C may be withdrawn and the loop of such lock entered directly in the staple, as will be readily understood.

If preferred, the aperture G may be so placed in the bolt that it will be on the median line of the staple, each stem of which is provided with holes H, and these holes will register with each other, when the sealing-wire may be passed through and secured in the usual manner.

Having thus described our invention, what we claim, and desire to secure by Letters Patent, is—

In a seal-lock for freight-cars, the combination of the hasp B, the staple A', the bolt C, having a seal-wire aperture and a longitudinal slot, and the fixed pivot-bolt D, on which  
5 the bolt C by means of its slot will slide vertically and turn to one side to free the hasp, substantially as set forth.

In testimony whereof we affix our signatures in presence of two witnesses.

JAMES M. HOPKINS.  
HENRY TESSEYMAN.

Witnesses:

GEORGE S. LA RUE,  
JOS. M. WEIGAND.