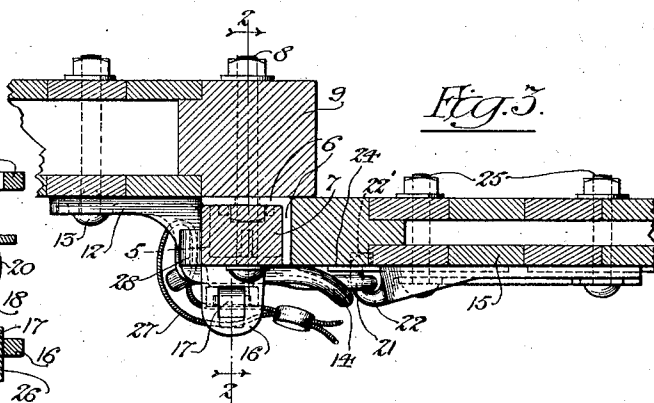
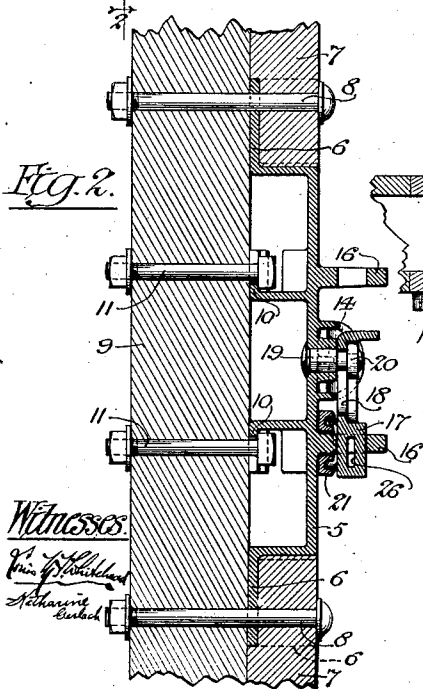
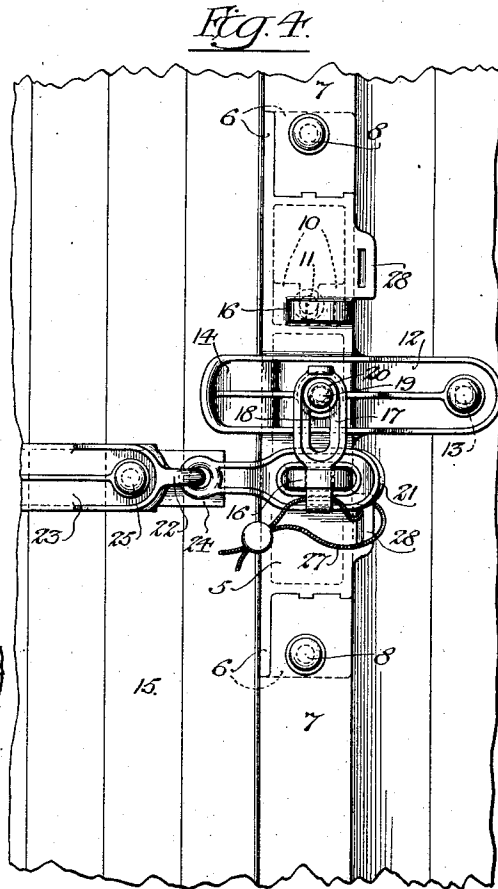
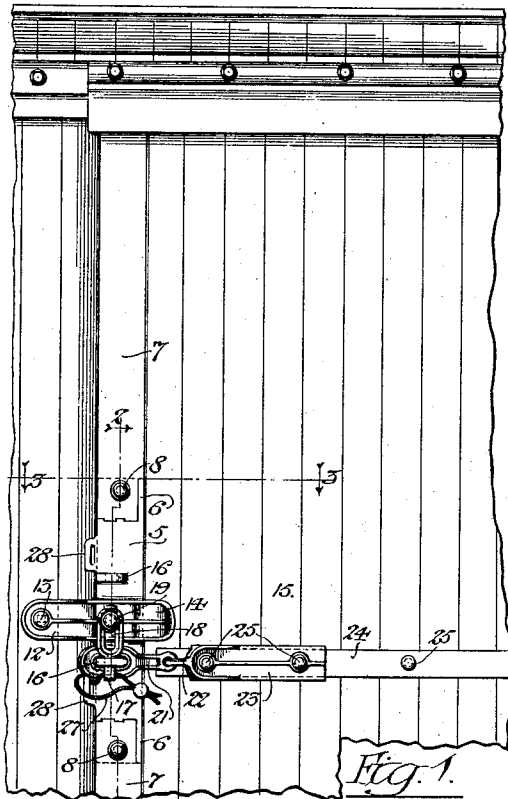


J. M. HOPKINS.
SLIDING DOOR FASTENER.
APPLICATION FILED NOV. 25, 1911.

1,021,524.

Patented Mar. 26, 1912.



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UNITED STATES PATENT OFFICE.

JAMES M. HOPKINS, OF CHICAGO, ILLINOIS.

SLIDING-DOOR FASTENER.

1,021,524.

Specification of Letters Patent.

Patented Mar. 26, 1912.

Application filed November 25, 1911. Serial No. 662,364.

To all whom it may concern:

Be it known that I, JAMES M. HOPKINS, a citizen of the United States, and a resident of Chicago, county of Cook, and State of Illinois, have invented certain new and useful Improvements in Sliding-Door Fasteners, of which the following is a specification.

The invention relates to combined car door stops and fastening devices of the type set forth in United States Letters Patent No. 926,595, issued to Le Grand Parish and R. B. Kendig, on June 29, 1909, and seeks to provide an improved construction which is reversible and applicable to car doors opening in either direction.

The invention consists in the features of construction hereinafter set forth, illustrated in the preferred form in the accompanying drawings and more particularly pointed out in the appended claims.

In the drawings, Figure 1 is a view in elevation of a portion of a door thereof with the present improved stop and fastener applied thereto. Fig. 2 is an enlarged vertical section on the lines 2—2 of Figs. 1 and 3. Fig. 3 is a horizontal section on the line 3—3 of Fig. 1. Fig. 4 is an enlarged view in elevation showing the improvement applied to a door that opens in left-hand direction.

As in the construction set forth in United States Letters Patent No. 926,595, above referred to, the door stop comprises a hollow metal body portion 5. This metal body is of rectangular section and open on its rear face and is provided at its ends with angle flanges 6 which form seats for the wooden portions 7 of the door stop. Bolts 8 extend through the ends of the wooden portions 7, through the flanges 6 and through the door post 9 of the car. The metal body 5 is also provided with internal notched lugs 10 which are engaged by the heads of a pair of fastener bolts 11. These bolts extend through the door post 9 and are provided with nuts on their inner ends so that the door stop is held in position by means accessible only from the interior of the car. The metal body 5 is also provided with an outwardly projecting part 12 adapted to abut against the side of the car and having an opening therein for receiving a bolt 13. An oppositely projecting part 14 on the metal body 5 overlaps the edge of the door 15 when the latter is in closed position.

The metal body 5 is provided on its outer

face and on opposite sides of the central portion thereof with a pair of outwardly projecting, perforated staple lugs 16, and a cooperating fastening member or bolt 17 is centrally mounted on the metal body 5 between the staple lugs. The bolt is provided with a longitudinal slot 18 which engages the outer reduced end of the pivot bolt 19 that is centrally arranged upon the face of the body 5 and riveted thereto as shown, or otherwise secured in position. A washer 20 secured upon the outer end of the pivot 19 holds the fastening bolt 18 in position.

One or the other of the staple lugs 16 is arranged to engage a hasp 21 on the door. The hasp is preferably secured to the door by a hook 22 formed upon one end of a cast metal part or bracket 23. This part or bracket fits upon one end of a metal strap 24 that is secured across the outer face of the door by bolts 25. The hook 22 preferably extends through the strap 24 and is provided with an offset end 22' that extends beneath the strap, as indicated in dotted lines in Fig. 3. When the part or bracket 23 with the hook 22 thereon is placed in position with the nose or offset portion 22' beneath the strap 24, two of the fastening bolts 25 are inserted through openings in the part or bracket 23 and in the strap 24. These bolts extend through the door and are provided with nuts on their inner ends so that the hasp 21 is securely held in position and can only be removed from the interior of the car.

The bolt 18 when withdrawn from engagement with one of the staple lugs 16 is adapted to swing upon the pivot 19 between the two staple lugs and slidably engage the opening or perforation of either of such lugs. By reason of this construction, the improved stop may be arranged at the left of a door which opens in right-hand direction, as shown in Fig. 1, or, by reversing the metal body portion 5, the stop can be arranged upon the right of a door which opens in left-hand direction, as shown in Fig. 4. In either case, the hasp 21 of the door and the fastener bolt 18 will properly engage the lower staple lug 16.

The end of the fastener bolt is provided with the usual perforation or slot 26 for receiving a car seal 27. In the ordinary construction, it is sometimes possible to withdraw the fastening bolt and seal through the opening of the staple lug with-

out breaking the seal. To prevent such unauthorized tampering with the locking device an additional or second lug 28 is provided upon the metal body 5 adjacent each of the staple lugs 16. These additional lugs are preferably arranged upon the side face of the metal body opposite the face which is engaged by the edge of the door, so that it will not interfere with the proper engagement of the hasp 21 with one or the other of the staple lugs. The additional lugs 28 are provided with perforations through which the car seal may be extended, as shown in the drawings, so that it is impossible to withdraw the seal or disengage the bolt 17 without breaking the seal.

It is obvious that numerous changes may be made in the details set forth without departure from the essentials of the invention as defined in the claims.

I claim as my invention:—

1. A reversible stop and fastening device for car doors comprising a metal body form-

ing an abutment for the edge of the door and having a pair of projecting lugs, one above the other, and a fastening member pivotally mounted on said body between said lugs and shiftable in opposite directions into engagement with one or the other of said lugs, substantially as described.

2. A reversible stop and fastening device for car doors comprising a metal body forming an abutment for the edge of the door and having a pair of projecting, perforated lugs on its face, one above the other, and a fastening bolt having a pin and slot connection with said body at a point midway between said lugs, said bolt being arranged to swing between said lugs and shift longitudinally in opposite directions to engage the perforation of one or the other of said lugs, substantially as described.

JAMES M. HOPKINS.

Witnesses:

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Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."