

(No Model.)

**E. Y. MOORE.**  
**BRACKET FOR SLIDING DOORS.**

No. 551,132.

Patented Dec. 10, 1895.

Fig. 1.

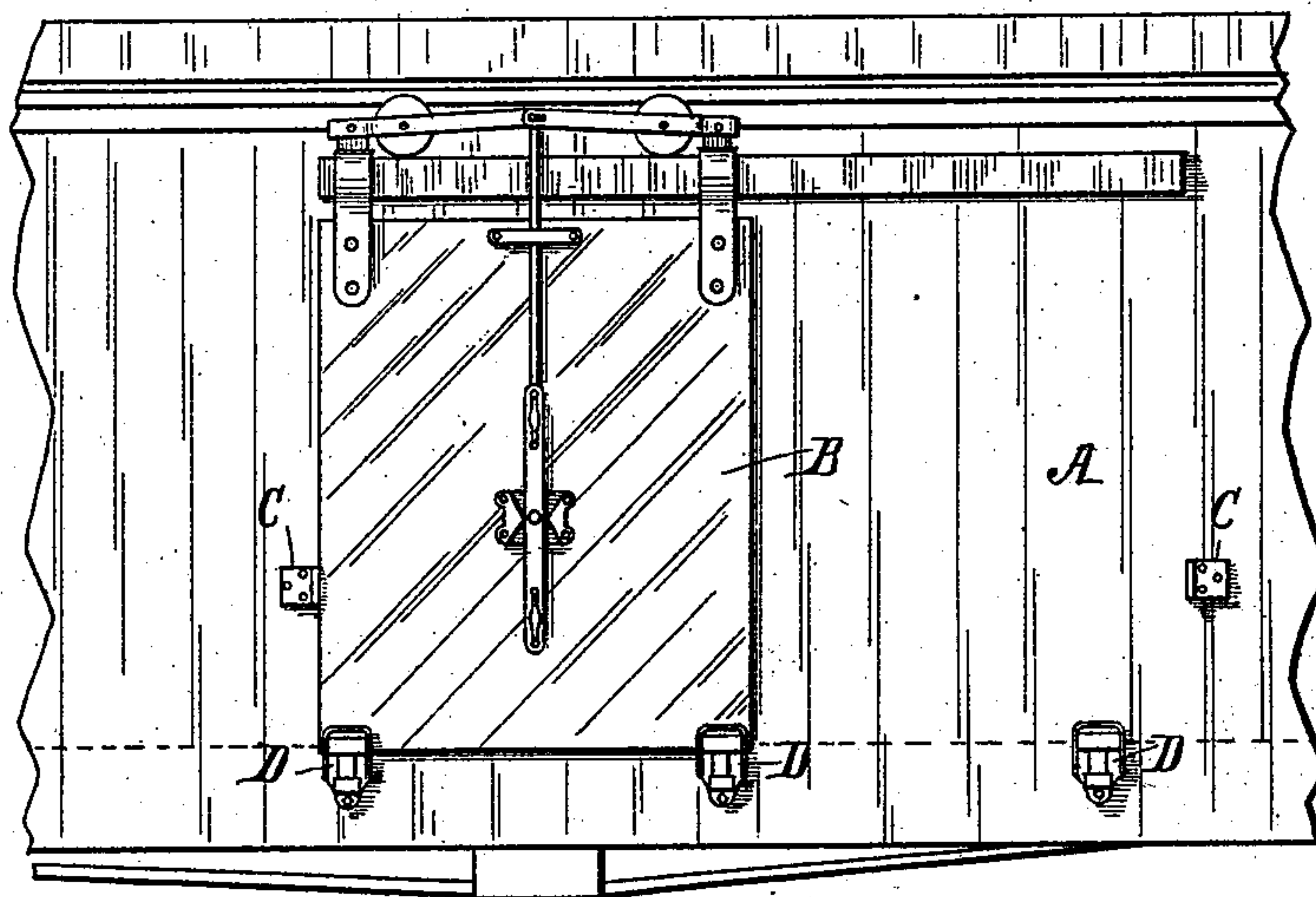


Fig. 2.

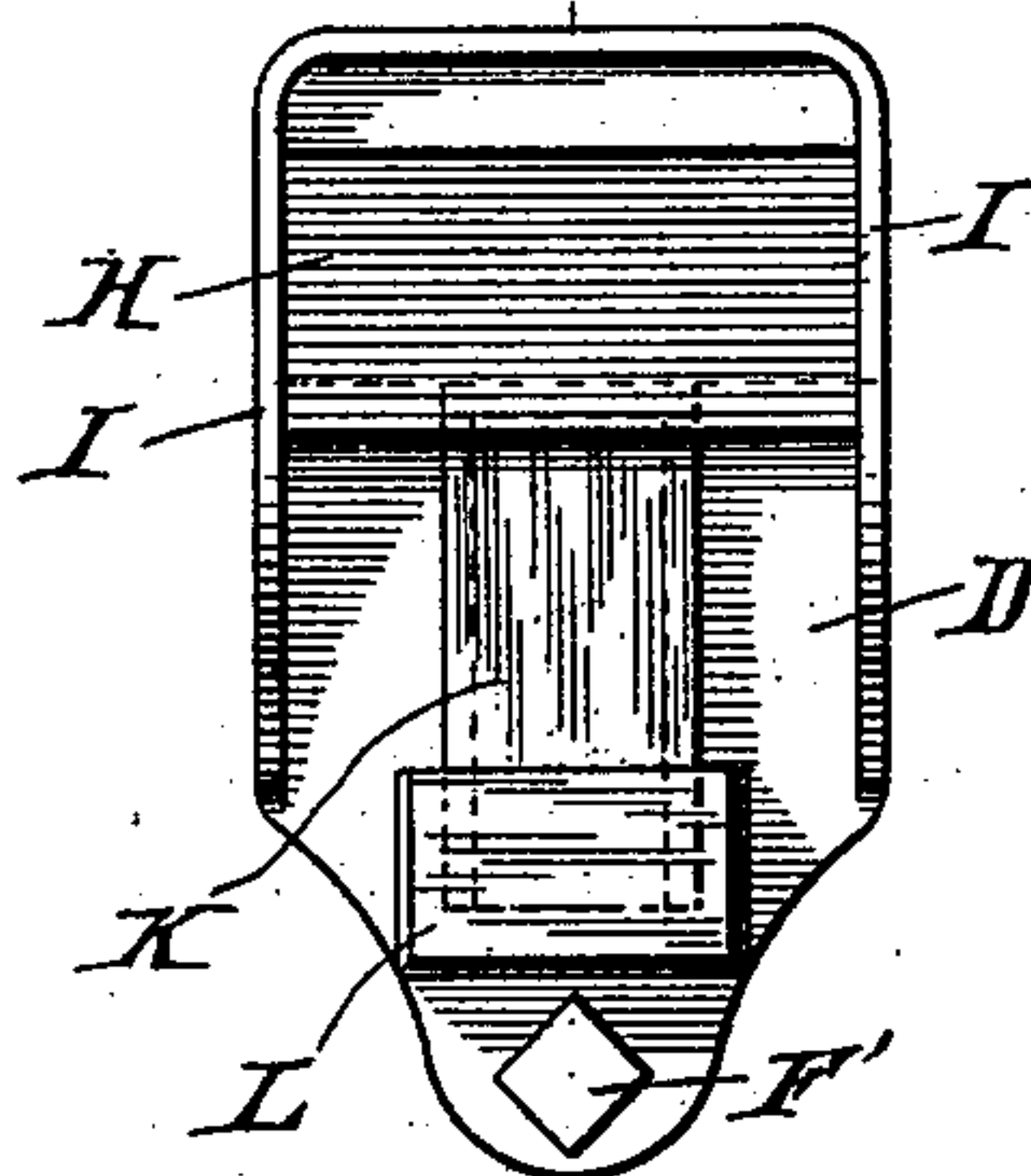


Fig. 24.

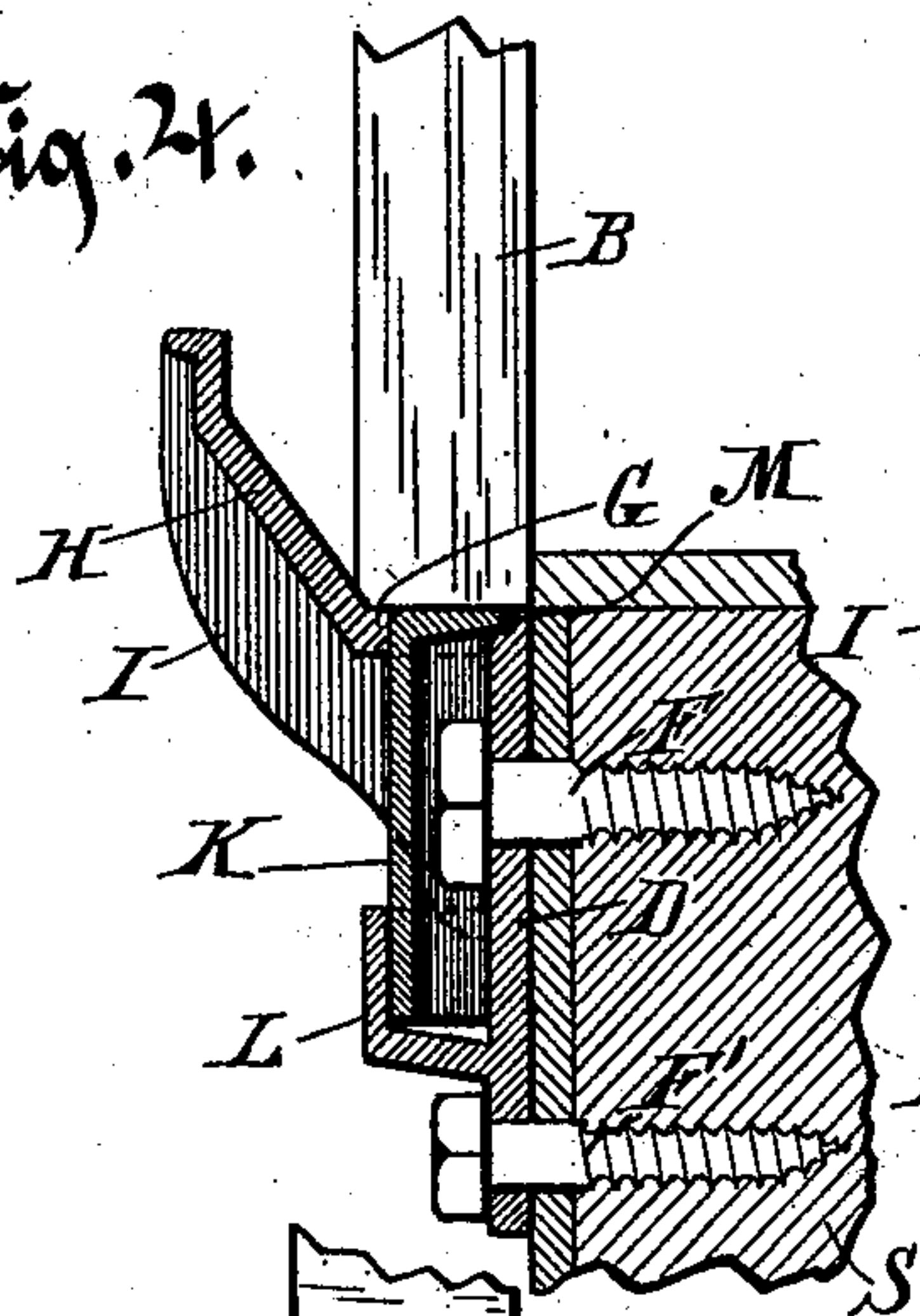


Fig. 3.

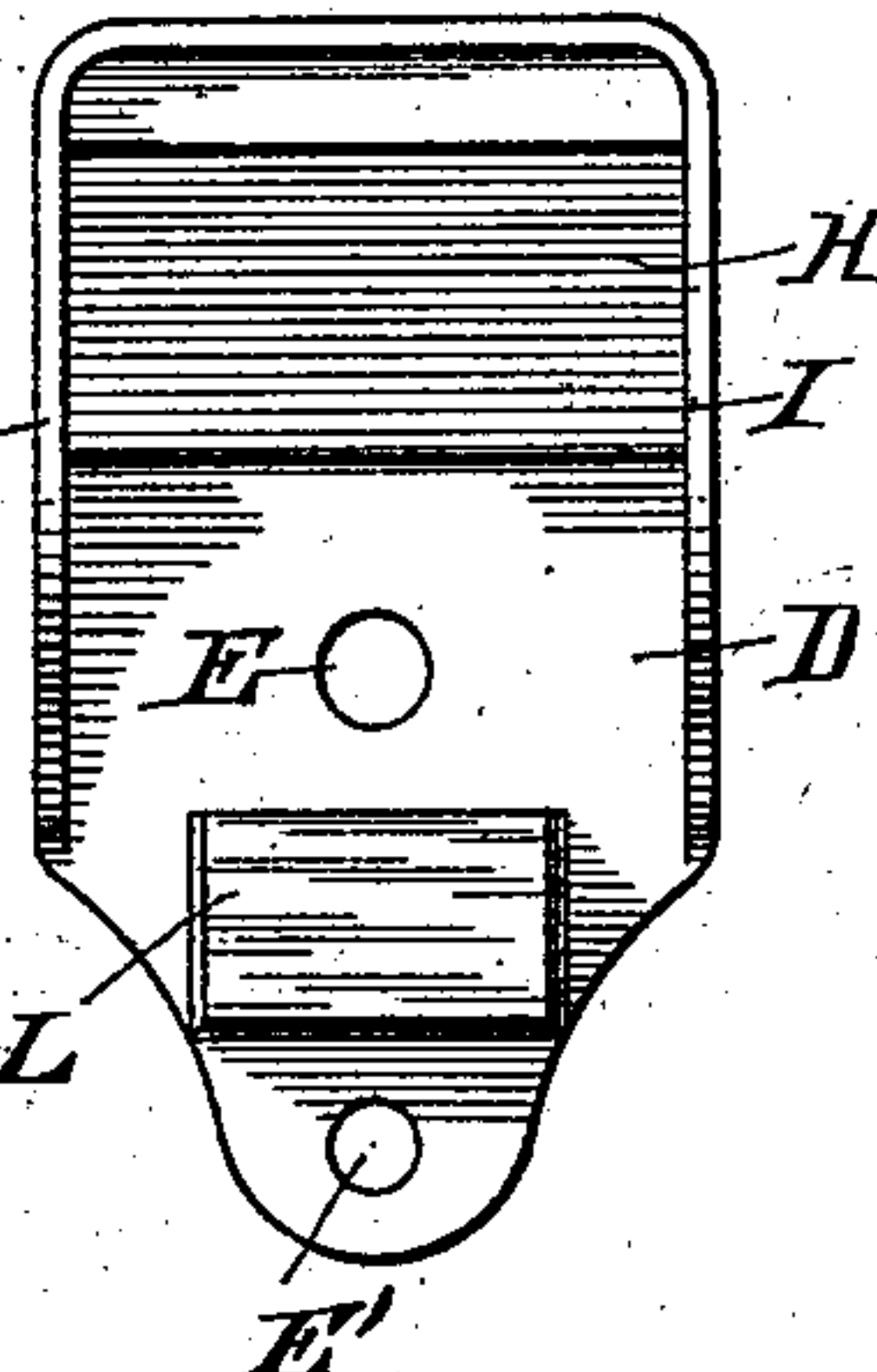
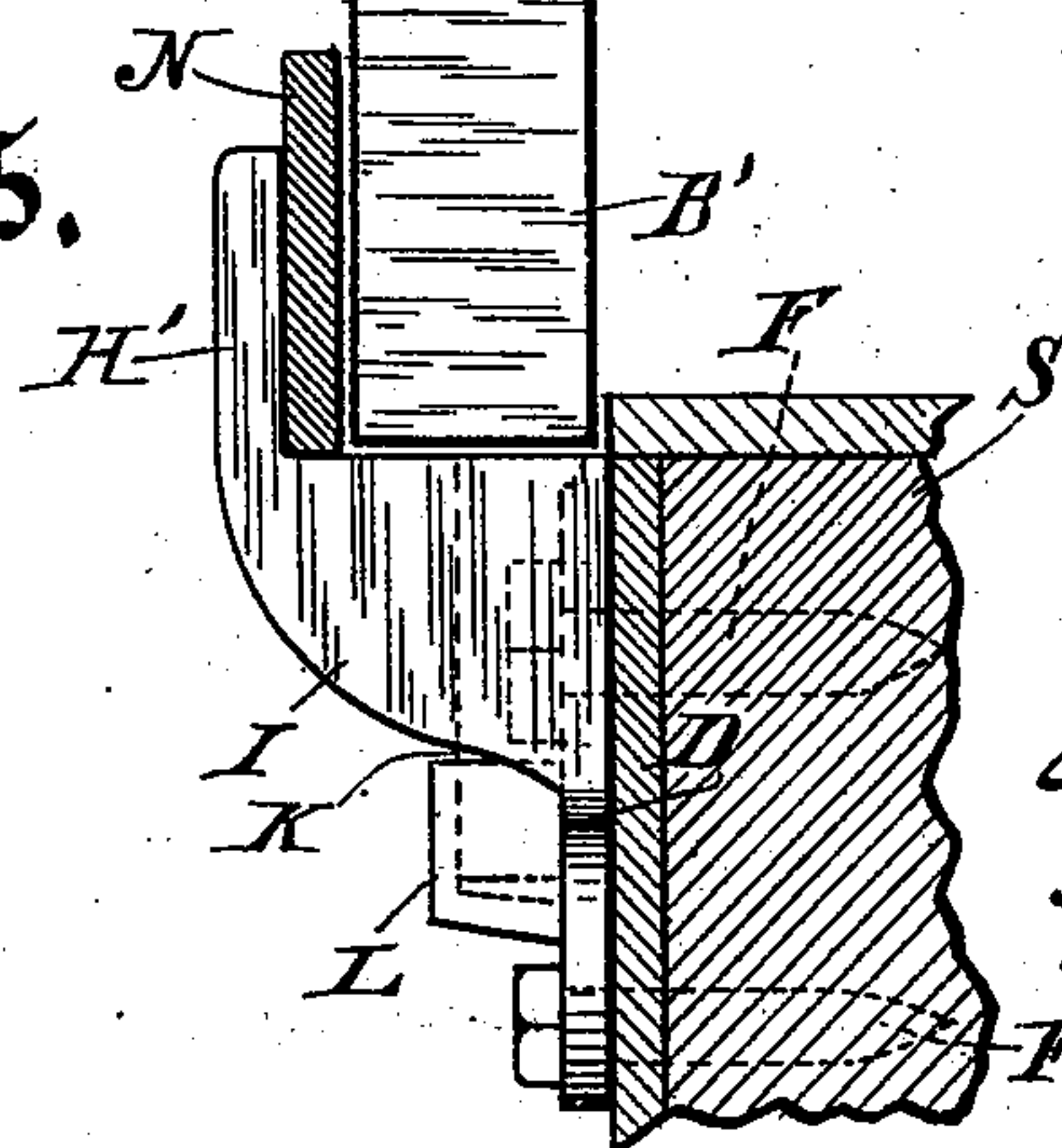


Fig. 5.



Witnesses.

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# UNITED STATES PATENT OFFICE.

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## BRACKET FOR SLIDING DOORS.

SPECIFICATION forming part of Letters Patent No. 551,132, dated December 10, 1895.

Application filed August 19, 1895. Serial No. 559,703. (No model.)

*To all whom it may concern:*

Be it known that I, EDWARD YOUNG MOORE, of Milwaukee, in the county of Milwaukee and State of Wisconsin, have invented a new and useful Improvement in Brackets for Sliding Doors, of which the following is a description, reference being had to the accompanying drawings, which are a part of this specification.

My invention relates to improvements in a bracket for sliding doors, and is especially adapted for freight-car doors that are constructed and mounted in the manner shown and described in Letters Patent No. 286,470, issued to me on October 9, 1883, for improvements in sliding car-doors.

My improved bracket may also be used with other forms of sliding car-doors, and even with doors on buildings, especially where the doors are on the outside of the structure.

In sliding doors that are suspended and travel on a rail above them the lower end of the door is required to be held movably near to the side of the car or structure on which it is hung, or otherwise the lower end of the door can be swung outwardly away from the car or building sufficiently to permit a person to crawl under the door into the car or building. For this purpose ordinary brackets or guard-rails have been used, which have been merely bolted to the side of the car or building, and such brackets are frequently removed by persons to gain unauthorized admission to the car or building; and it is the object of my present invention to provide a construction of and means with the bracket, by which it cannot be unbolted or released from the car or building.

The invention consists of the device and its parts and combination of parts, as hereinafter described and claimed, or their equivalents.

In the drawings, Figure 1 is an elevation of a fragment of a freight-car on which a sliding door is mounted and with which my improved brackets are shown on the side of the car in connection with the door at its lower extremity. Fig. 2 is an enlarged elevation of my improved bracket. Fig. 3 is a similar elevation of the improved bracket with the screw guard or cap removed. Fig. 4 is a section on

line 4 4 of Fig. 2. Fig. 5 is an edge view of a modified form of bracket.

In the drawings, A is a fragment of the side of a freight-car. B is a sliding door suspended from a rail thereon above the top of the door and in such manner that the door can be slightly raised and dropped, as desired, by means connected with the mounting of the door on the rail.

C C are stops on the side of the car adapted to receive the thrust of the door and limit its travel laterally.

My improved bracket has a main or body part D, the inner face of which is flat and is adapted to be placed against the side of the car or building, and is provided with apertures E E', through which lag-screws F F' are inserted, that turn into a sill S of the car and by means of which the bracket is secured firmly to the car. At the top of the body D of the bracket a ledge G projects laterally (away from the side of the car) a distance approximately equal to the thickness of the door, and then extends upwardly, forming a flange or side guard H, which side guard, in brackets that are intended to be used with doors capable of being raised and lowered like the one shown in Fig. 1, is inclined or flared outwardly, as shown in Fig. 4, whereby it is also adapted to carry or wedge the door as it is let down tightly against the side of the car. Reinforcing-wings I are preferably provided at the edges of the bracket for strengthening the ledge G and the flange H. As will be understood, the door B rests on or travels near to the floor formed by the top surface of the ledge G.

For covering and thereby guarding the screw F on the outside, so that it cannot be got at to remove it from its seat, I provide a cap or screw-guard K, which has side walls, a front wall, and a top wall, being thus in effect approximately an elongated rectangular block having a central groove from near its top end throughout its length, which guard is inserted through an aperture therefor in the flange G down past and so as to cover the head of the screw F, its lower end being inserted and received in a socket formed by the auxiliary bracket L, formed on and preferably



integral with the body of the bracket D. This screw-guard is preferably constructed with a slightly-overhanging lip M along its top inner edge, which lip rests on the body D of the bracket in a recess formed therefor, whereby the screw-guard is supported. As will be understood, this construction is such that the head of the screw is entirely covered and protected by the screw-guard, which guard cannot be removed from a bracket when the door is in it. The guard K is, however, readily removable from the bracket by lifting it upwardly when the door is not in the bracket.

While the body D of the bracket is preferably formed or provided with the auxiliary bracket L, yet it will be understood that this is not absolutely necessary to successful results, it being obvious that said auxiliary bracket could be omitted, and an operative combination still secured, as the overhanging lip M, resting on the body D, would serve to support the guard K; or any other equivalent means could be provided for supporting said guard—as, for instance, by beveling the aperture of the flange G—so as to make the lower portion of said aperture thicker, and thus adapted to support the guard.

In the modified form of bracket shown in Fig. 5 the side flange H' extends upwardly substantially vertically from the lateral or floor ledge G, and a guard-rail N is also shown in connection therewith. In the construction as shown in Fig. 5 the door B' is understood to be suspended from a rail above the door-aperture, but without means for raising or lowering it. Otherwise than as just described

this modified form of bracket is substantially like the one shown in the other figures.

A bolt so fixed in the car or its frame that its inner end cannot be got at or grappled on to should be considered the equivalent of the lag-screw F.

What I claim as my invention is—

1. A bracket for a sliding door, comprising a body of the bracket provided with a screw aperture, a laterally projecting ledge at the top of the body, an auxiliary bracket forming a socket on the body of the bracket and a screw-guard insertible in an aperture therefor through the ledge and into the socket, the disposition of the parts and apertures being such that the screw-guard when in place will cover and guard a screw or bolt in the aperture in the body of the bracket, substantially as described.

2. A bracket for a sliding door, comprising a body of the bracket provided with a screw aperture, a laterally-projecting ledge at the top of the body, and a screw guard insertible and held in an aperture therefor through the ledge, the disposition of the parts and apertures being such that the screw guard when in place will cover and guard a screw or bolt in the aperture in the body of the bracket, substantially as described.

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

EDWARD YOUNG MOORE.

Witnesses:

C. T. BENEDICT,  
C. H. KERNEY.