

(No Model.)

R. G. CHASE.  
GUIDE BRACKET FOR SLIDING DOORS.

No. 559,568.

Patented May 5, 1896.

Fig. 1.

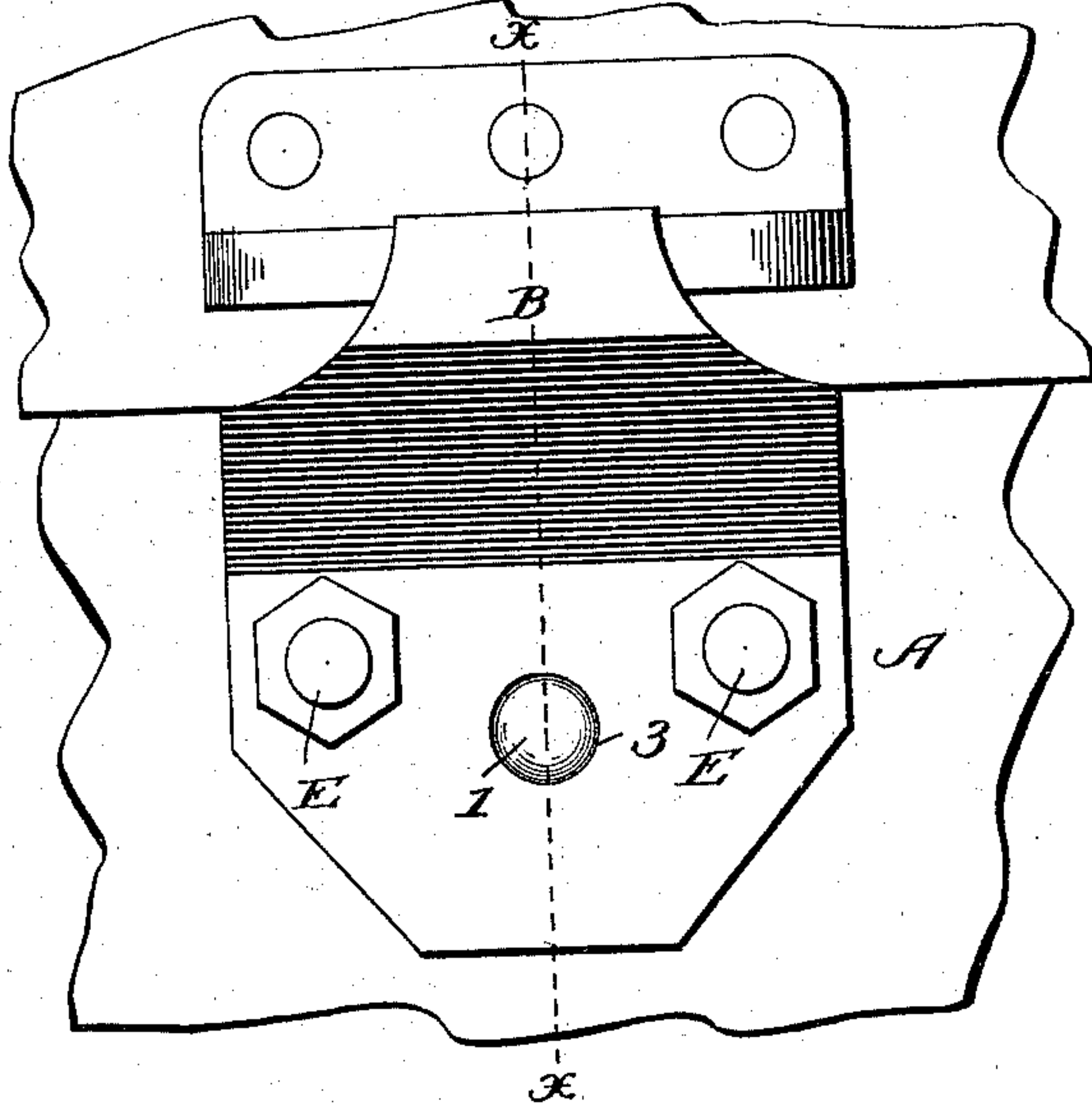


Fig. 2.

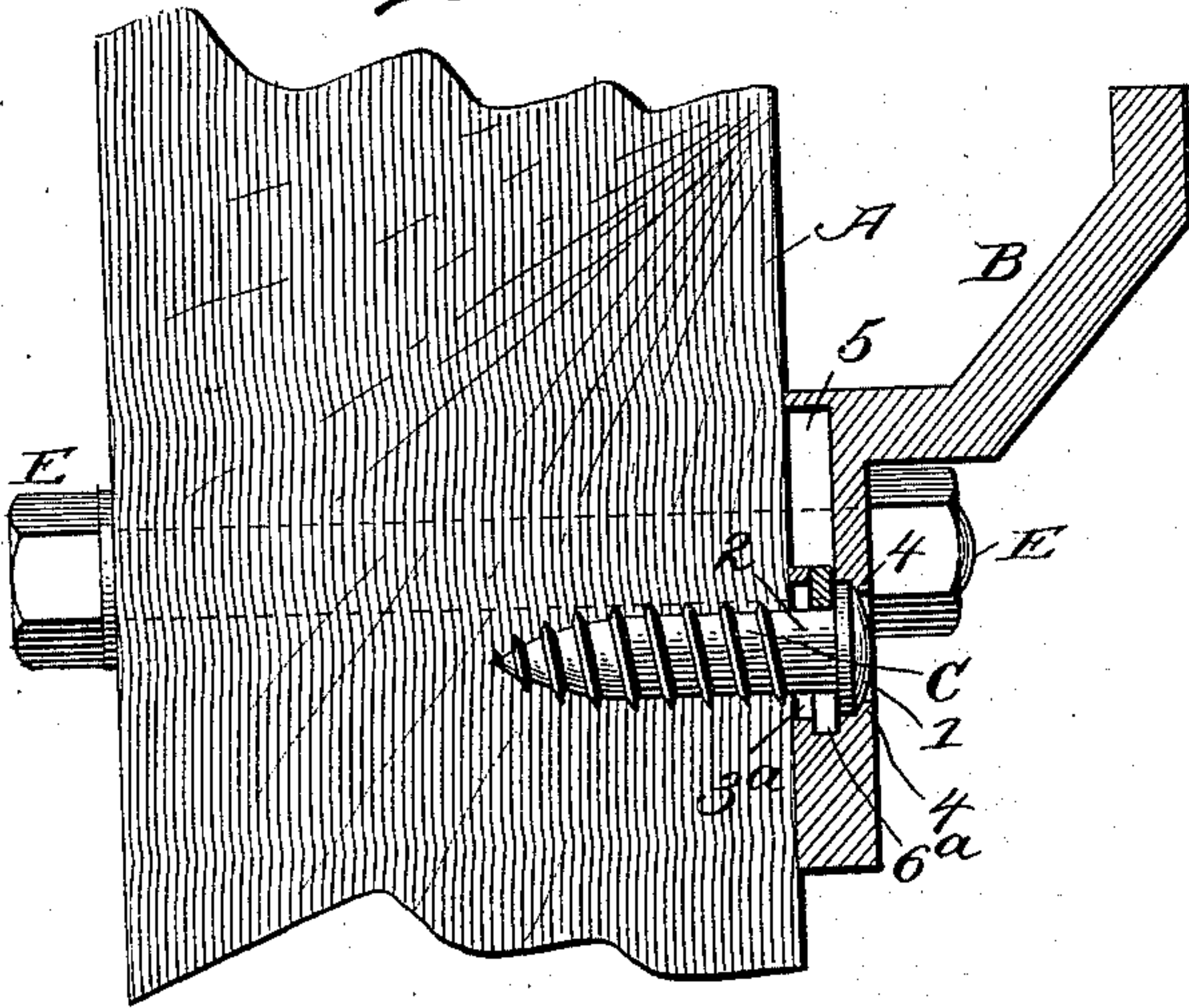


Fig. 3.

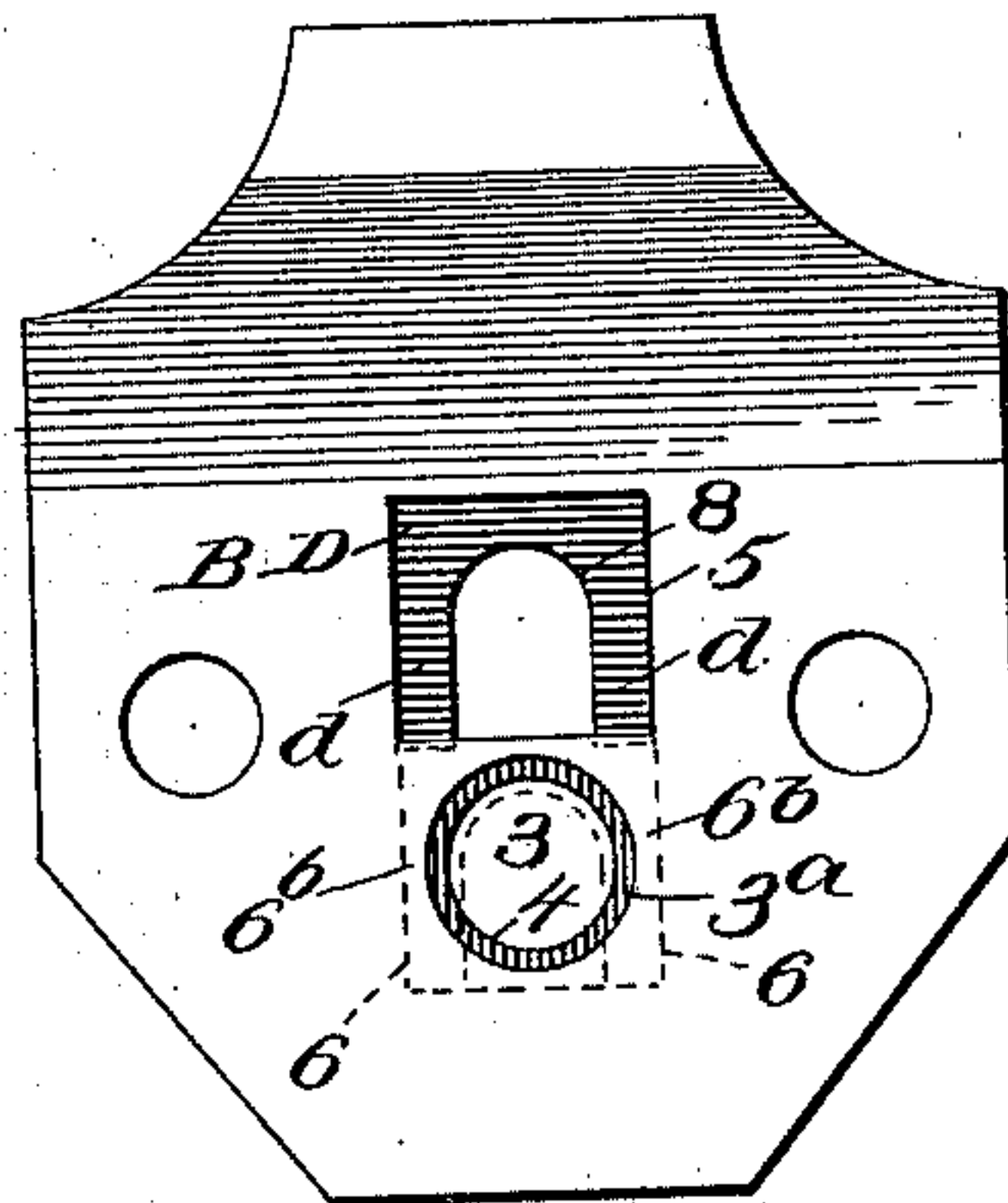


Fig. 5.

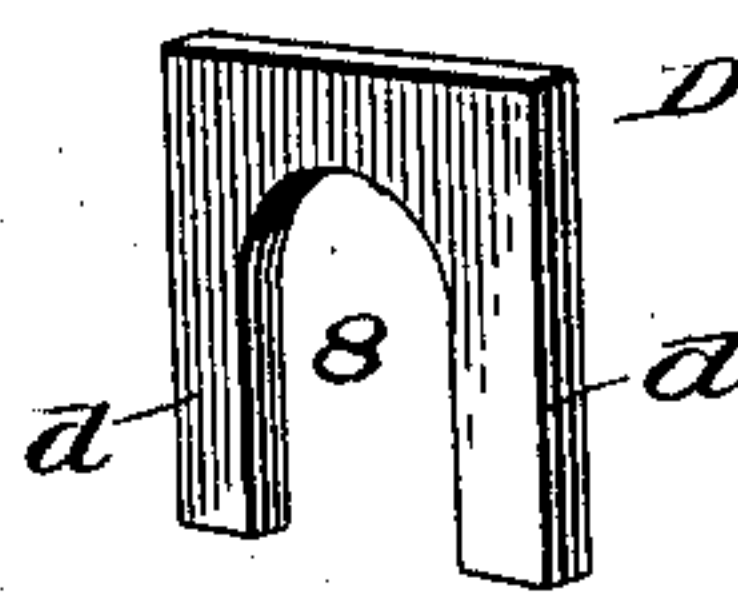
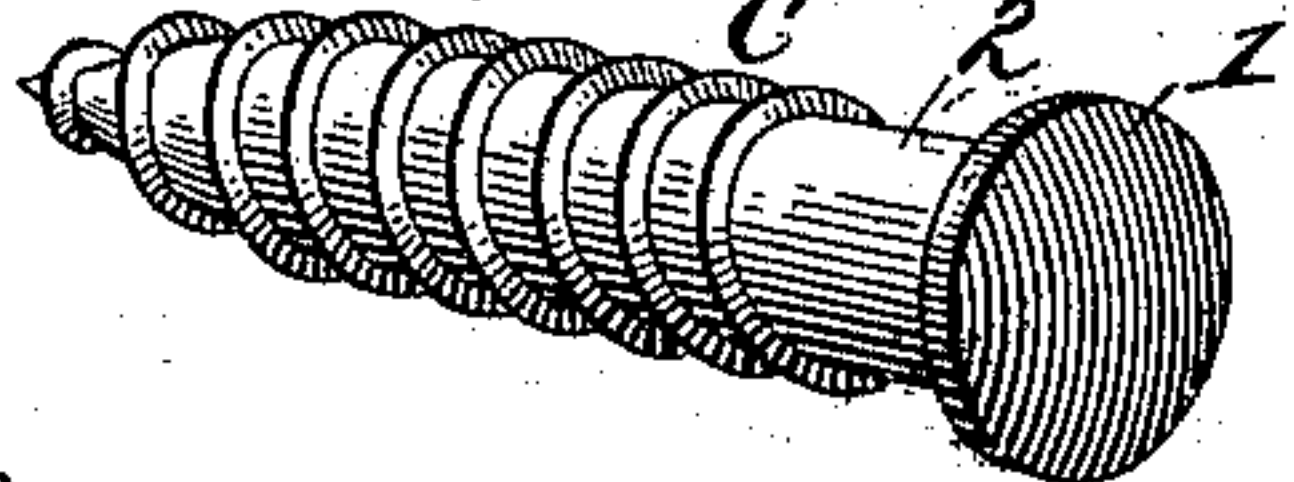


Fig. 4.



WITNESSES:

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# UNITED STATES PATENT OFFICE.

RODNEY G. CHASE, OF CHICAGO, ILLINOIS, ASSIGNOR TO THE Q & C COMPANY, OF SAME PLACE.

## GUIDE-BRACKET FOR SLIDING DOORS.

SPECIFICATION forming part of Letters Patent No. 559,568, dated May 5, 1896.

Application filed September 16, 1895. Serial No. 562,662. (No model.)

*To all whom it may concern:*

Be it known that I, RODNEY G. CHASE, a citizen of the United States, residing at Chicago, in the county of Cook, State of Illinois, have invented certain new and useful Improvements in Guide-Brackets for Sliding Doors; and I hereby declare the following to be a full, clear, and exact description of the same, reference being had to the accompanying drawings, in which—

Figure 1 is a front view in elevation of a guide-bracket embodying my invention with portion of the side wall of a car, illustrating the manner of attaching the bracket thereto. Fig. 2 is a central section of the guide-bracket and wall, taken on the line  $x x$ , Fig. 1. Fig. 3 is a rear view in elevation of the guide-bracket, showing the portion of the bracket applied to the wall, the key-pocket, and the key therein. Fig. 4 is a detached view of the lag-screw, and Fig. 5 is a detached view of the key for securing the bracket to the lag-screw.

Like symbols refer to like parts wherever they occur.

While my invention is generally applicable to guide-brackets for any and all sliding doors, yet it has been especially devised to afford greater security to car or other closed doors secured by seals, to which unauthorized access has heretofore been easily obtained without destroying the seal by simply removing the guide-brackets and prying or springing one corner of the door away from the car.

My invention relates to the construction of guide-brackets for sliding doors and is especially directed to such a construction of the bracket and the means by which it is attached or secured as will render it difficult if not impossible to remove or displace the bracket without first sliding back or displacing the door therefrom, so that in case the door is secured by a seal the seal must be destroyed before access can be had to the car or equivalent closed chamber.

In carrying out my invention I provide the bracket with a key-chamber and movable or drop key adapted to engage the head of a lag-screw, or an anchor secured to the wall of the car or chamber at the point where the bracket is to be attached, and such a construction or

its equivalent embodies the main feature of my invention.

I prefer that the anchor or lag-screw shall be provided with a round or button head, and that the key shall be of U shape or a "straddle-key," so that the bracket may be turned on the lag-screw or anchor, and consequently the bracket cannot be used to remove or destroy the safety-fastening.

There are other minor features of invention, all as will hereinafter more fully appear.

In the drawings, A indicates a portion of the wall of a car or other chamber to which my bracket is to be attached; B, the bracket to be attached thereto; C, the anchor secured in or to the wall at the point where the bracket is to be attached, and D the key by means of which the bracket is secured to the anchor.

The anchor C may be of any desired character which will afford a head 1 and a neck 2 or equivalent means for receiving the key D, but is preferably a lag-screw with round or button head, as shown, as the same is easily inserted in the wall A, and the bracket and key may rotate on the anchor without displacing the same.

The bracket B is provided with an anchor-orifice or bolt-hole 3, the diameter of which at the rear and within the bracket, as at 3<sup>a</sup>, is sufficient to admit of the passage of the bolt-head or anchor, but is of less diameter or contracted at the front of the bracket to form a shoulder 4, which in case a button-head bolt is used is preferably beveled, as shown. In or on the rear face of the bracket above and in line with the bolt hole or anchor-opening 3 is a key-pocket 5, preferably of rectangular shape, and therefrom a keyway or key-channel 6 extends downward across the bolt or anchor orifice 3, terminating below the same in a recess 6<sup>a</sup>, which forms a shoulder that in conjunction with the side flanges 6<sup>b</sup> 6<sup>b</sup> confine the key D, which key in turn confines the anchor or bolt-head 1 within the bracket.

The key D may be of any suitable form and will of course be of a shape adapted to fit in the key-pocket and slide in the keyway or key-channel adjacent to the anchor-hole 3. It is therefore in the present instance shown



in the form of a rectangular plate with open slot 8, which in width is slightly greater than the diameter of the neck 2 of the bolt or anchor, so that with its pendent legs *d d* said key has a general **U** form. This key D should be of a size to move freely in the key-pocket and key-channel, but sufficiently large to prevent its turning or becoming displaced.

The construction being substantially of the character hereinbefore specified the anchor or lag-screw C is inserted in the wall A at the desired point by means of a "Stilson" wrench, pipe-tongs, or other suitable tool. The key D is placed in the key-pocket 5 with the lower ends of legs *d d* entered in the upper end of key-channel or keyway 6, the bracket being in the meanwhile one-quarter way around (or upside down) to prevent the drop of the key D, and in this position the anchor or bolt head 1 is introduced into the bolt-orifice 3 until it rests against the shoulder 4, when the bracket is given a quarter (or a half) rotation to bring it into its normal position, whereupon the key D will slide down in keyways 6, straddling the anchor at the neck 2, thus confining the anchor and securing the bracket thereto, after which the usual through-bolts E E may be inserted.

It will be evident that after the key has fallen into position around the anchor-bolt the bracket can only be removed by rotating the bracket one-half turn, so that the key-pocket 5 will be brought to the lowest point that the key D may drop away from the anchor C, and that this rotation of the bracket can only take place when the door is freed entirely from the guide-bracket.

Having thus described my invention, what

I claim, and desire to secure by Letters Patent, is—

1. A guide-bracket having a key-chamber, a movable key arranged in the key-chamber an anchor-opening which communicates with the key-chamber for the reception of an anchor, and an anchor whereby the bracket is secured when in use.

2. A guide-bracket having an anchor-opening for the reception of an anchor, and provided with a key-chamber above and in communication with the anchor-opening, a gravity or drop key arranged in the key-chamber of the bracket, whereby the key is caused to gravitate across the anchor-opening when the bracket is in its normal position, and an anchor.

3. A guide-bracket having an anchor-opening, keyways adjacent to the anchor-opening and within the bracket, a movable straddle-key arranged in the keyways of the bracket, and adapted to engage an anchor, whereby the bracket is secured when in use, and an anchor.

4. The combination with a guide-bracket having a key-chamber, a movable key arranged therein, and an anchor-orifice, of a round or button-head anchor, whereby the bracket may be rotated without displacing the anchor.

In testimony whereof I affix my signature, in presence of two witnesses, this 21st day of August, 1895.

RODNEY G. CHASE.

Witnesses:

J. CONDIT SMITH,  
M. L. ALLEN.