

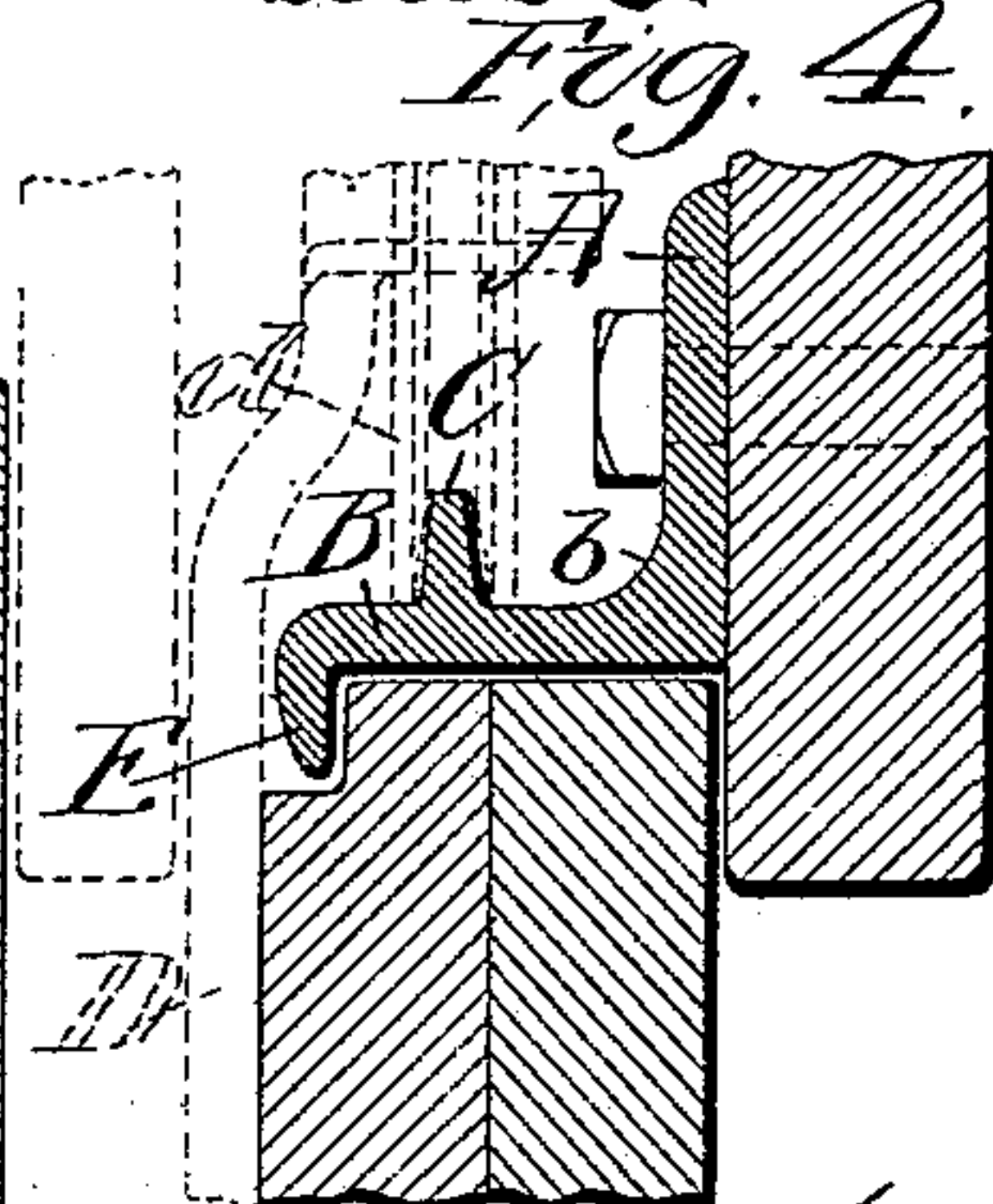
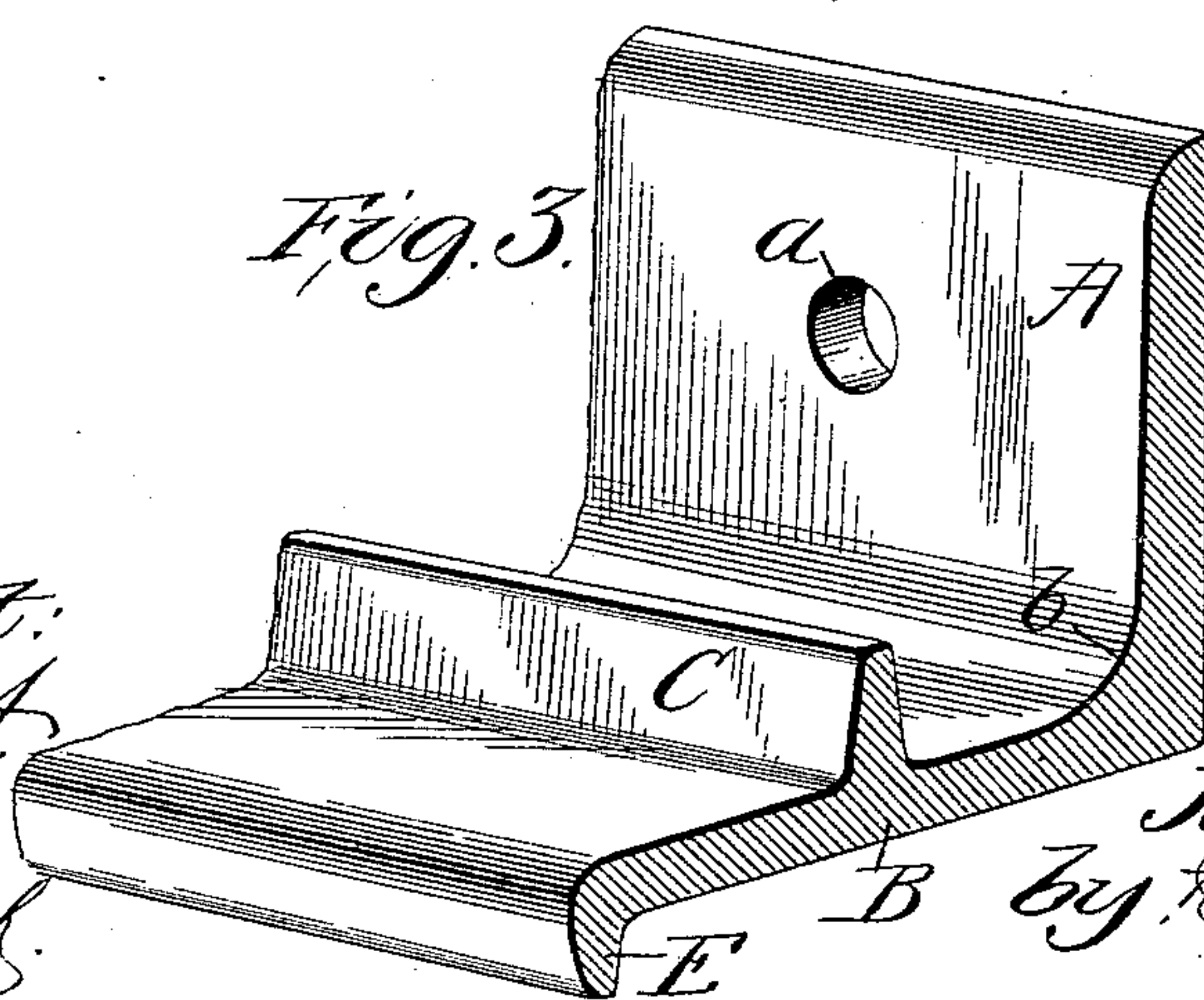
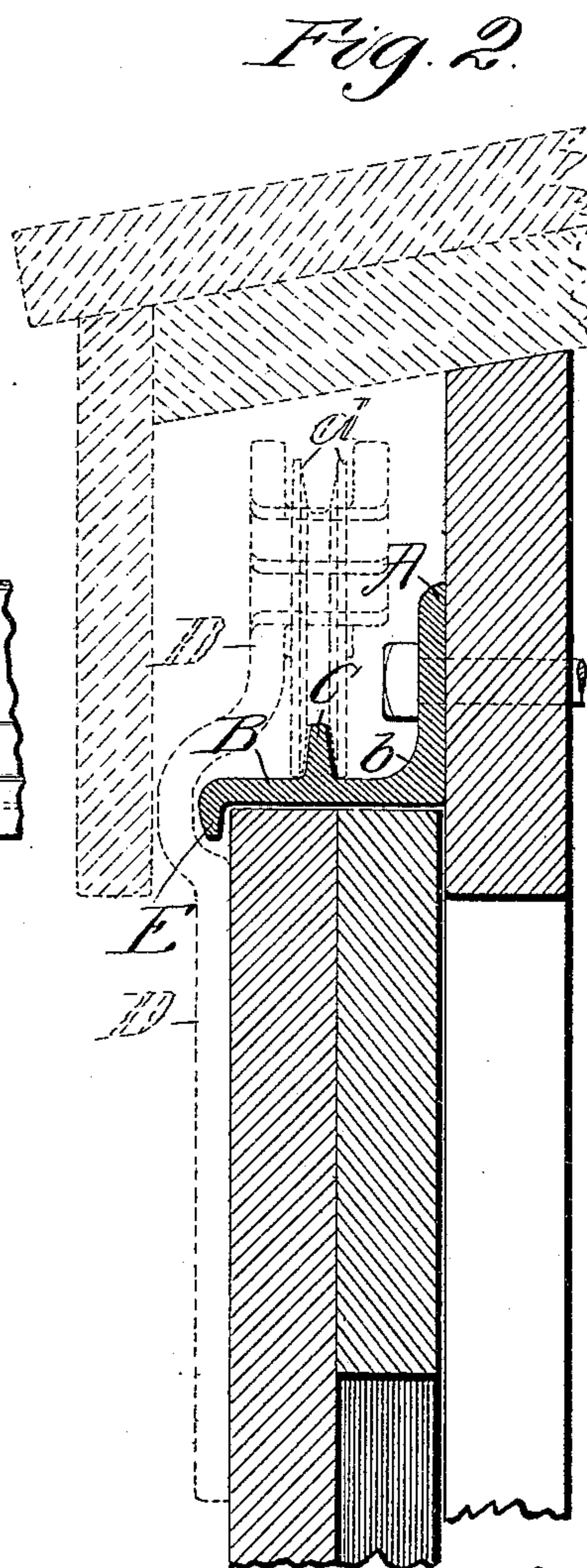
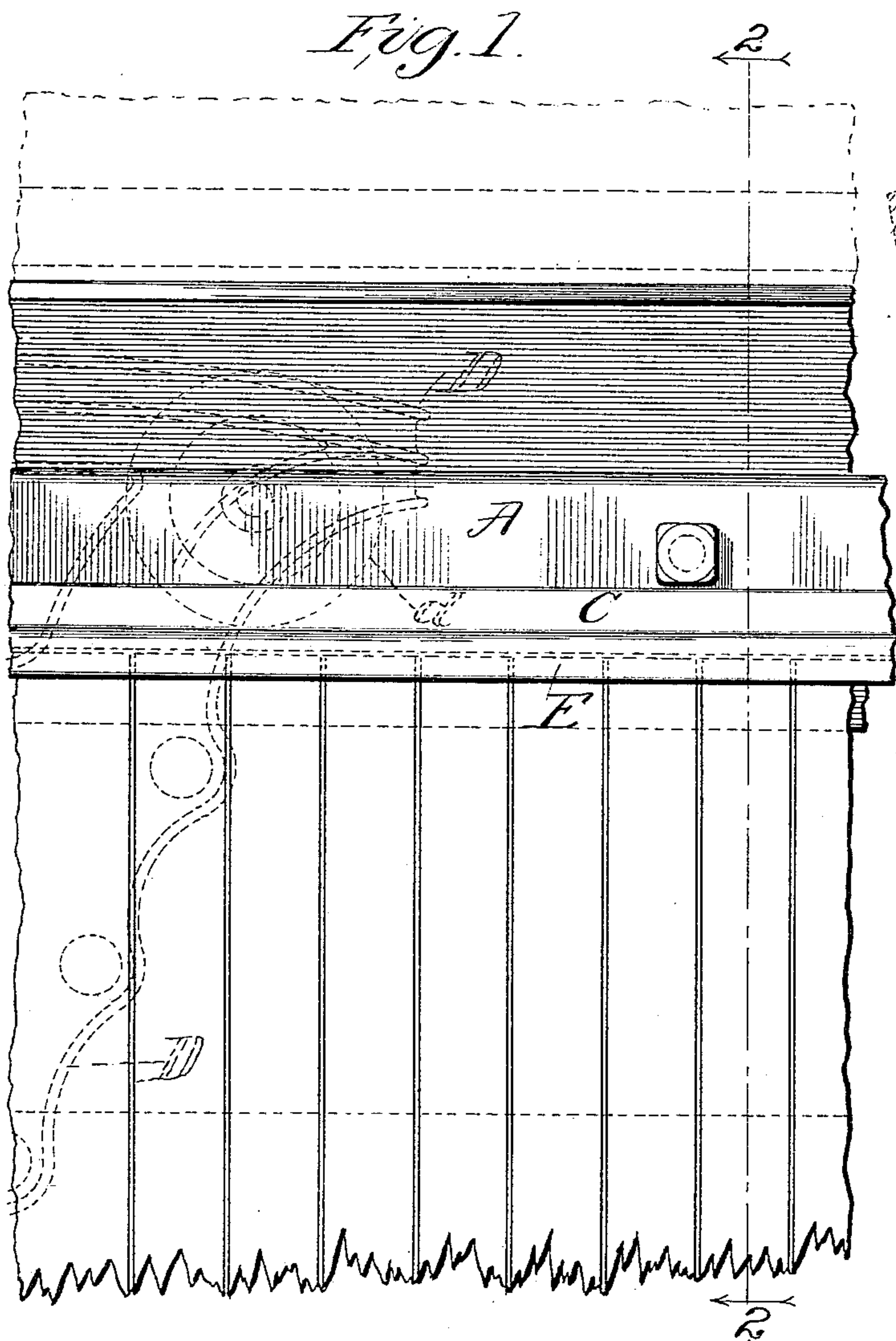
No. 616,476.

Patented Dec. 27, 1898.

J. G. LAWLER.
CAR DOOR TRACK.

(Application filed July 13, 1898.)

(No Model.)



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UNITED STATES PATENT OFFICE.

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CAR-DOOR TRACK.

SPECIFICATION forming part of Letters Patent No. 616,476, dated December 27, 1898.

Application filed July 13, 1898. Serial No. 685,852. (No model.)

To all whom it may concern:

Be it known that I, JAMES G. LAWLER, a citizen of the United States, residing at the city of St. Charles, county of St. Charles, State of Missouri, have invented a certain new and useful Improvement in Car-Door Tracks, of which the following is a full, clear, and exact description, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a side elevational view of a part of a car-door, illustrating my improved car-door track. Fig. 2 is a sectional view on line 2 2, Fig. 1. Fig. 3 is a detailed view of a piece of track, and Fig. 4 is a cross-sectional view of a slightly-modified form of track.

This invention relates to a new and useful improvement in car-door tracks, the object being to construct a track of the character described which will be simple, cheap, and easily applied and one which when in position not only acts as a supporting-rail for the door, but also affords a guide for the wheel in the door-bracket and assists in guiding the door in its sliding movement, in addition to which the upper edge of the door is prevented from moving outwardly when goods are piled against it inside the car, and the entrance of rain, dust, cinders, &c., at the top of the car-door is prevented.

In cross-section the track is substantially L-shaped, provision being made for strengthening the same at the junction of the vertical and horizontal members, the vertical member being provided with openings for the passage of attaching devices for securing the track to the side wall of the car.

In the drawings, A indicates the vertical member, which is adapted to be secured to the side wall of the car through the medium of bolts, screws, or other suitable attaching devices which pass through openings *a*, formed in said vertical member and into the side wall of the car.

B indicates the horizontal member, which extends from the lower extremity of the vertical member, the juncture between said two

members being strengthened by a fillet of metal *b*.

C indicates a vertical projection rising from the horizontal member B near its outer extremity, said projection forming the tread or support for the hanger-wheel, which is secured in a suitable hanger attached to the upper edge of the door.

In the drawings, *d* indicates the hanger-wheel, and D the hanger, both of which are shown in dotted lines. The flanges of the hanger-wheel extend on each side of the projecting rib C and rest upon the body portion or horizontal member B, said rib thus acting as a guide-rail for the wheel *d*. The member B projects some distance beyond the raised portion or rib C to afford a bearing for the flange of the hanger-wheel, and depending from its outer extremity is a flange E, which coöperates with the upper edge of the door to assist in guiding said door in its movement and at the same time prevents lateral movement of the door.

It will be noticed by referring to Figs. 2 and 4 that the track is secured above the door-opening in the side of the car, so that when the door is in a closed position it is held against inward movement by the side wall of the car, its upper edge being held against outward movement by the flange E. This flange E also protects the door-opening from the entrance of rain, cinders, &c.

As shown in Fig. 2, the flange E projects beyond the outer face of the door, while in Fig. 4 the upper edge of the door is cut away slightly to receive said flange, the latter construction obviating the necessity of recessing or bending the bracket-hanger to receive the flange.

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

The herein-described car-door track-rail, the same comprising vertical securing member A, and a horizontal track member B, extending laterally from the lower extremity of said securing member, and at right angles thereto, the junction of said two members being reinforced by a fillet of metal *b*, and

raised guide or supporting flange C, extending upwardly from horizontal member, and near the outer edge thereof, a depending flange E, at the outer extremity of the horizontal member, said parts being formed integral, and arranged parallel to each other throughout the entire length of the track; substantially as described.

In testimony whereof I hereunto affix my signature, in the presence of two witnesses, to this 9th day of July, 1898.

JAS. G. LAWLER.

Witnesses:

JOS. H. ALEXANDER,
GUS. H. WILKE.