

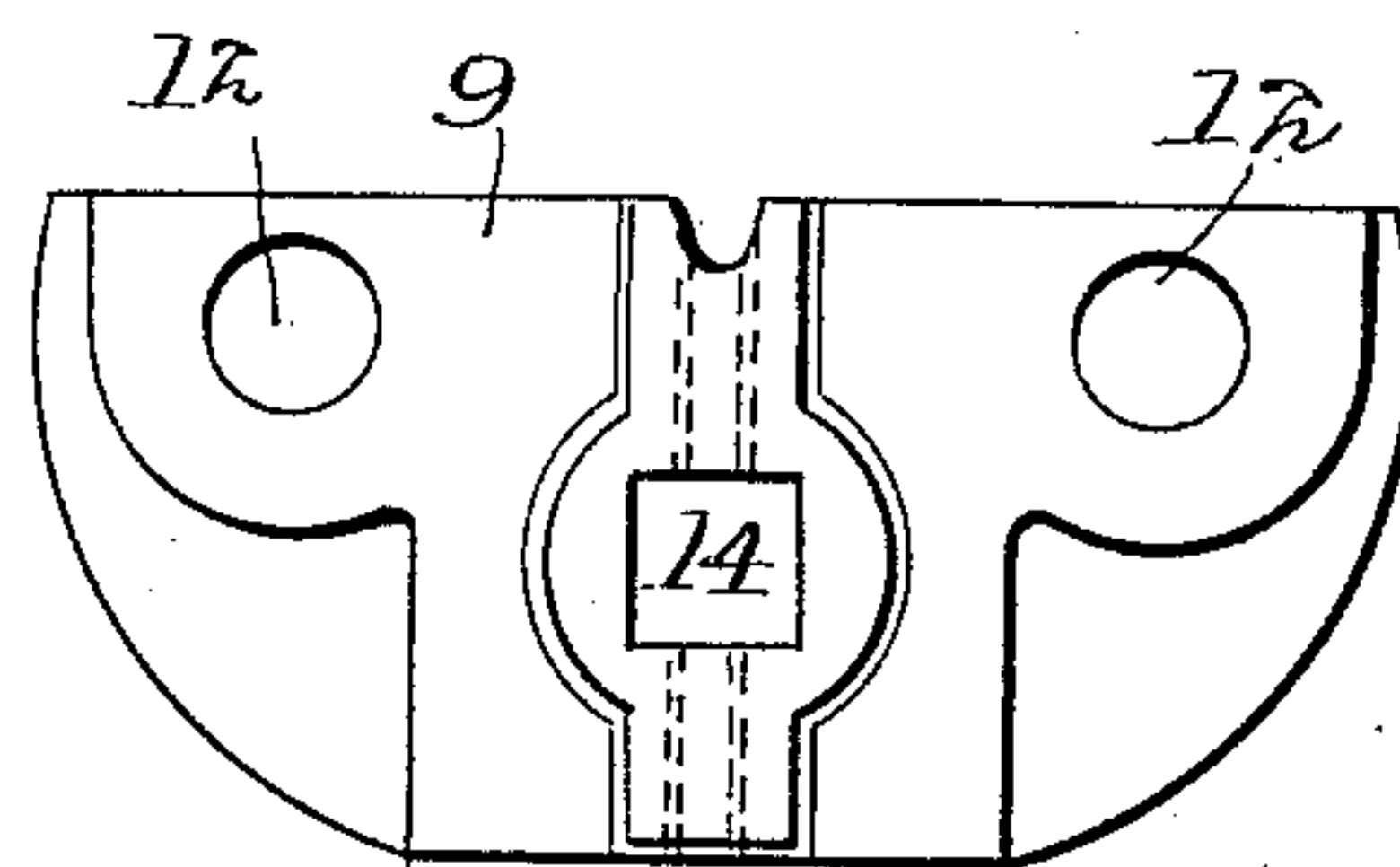
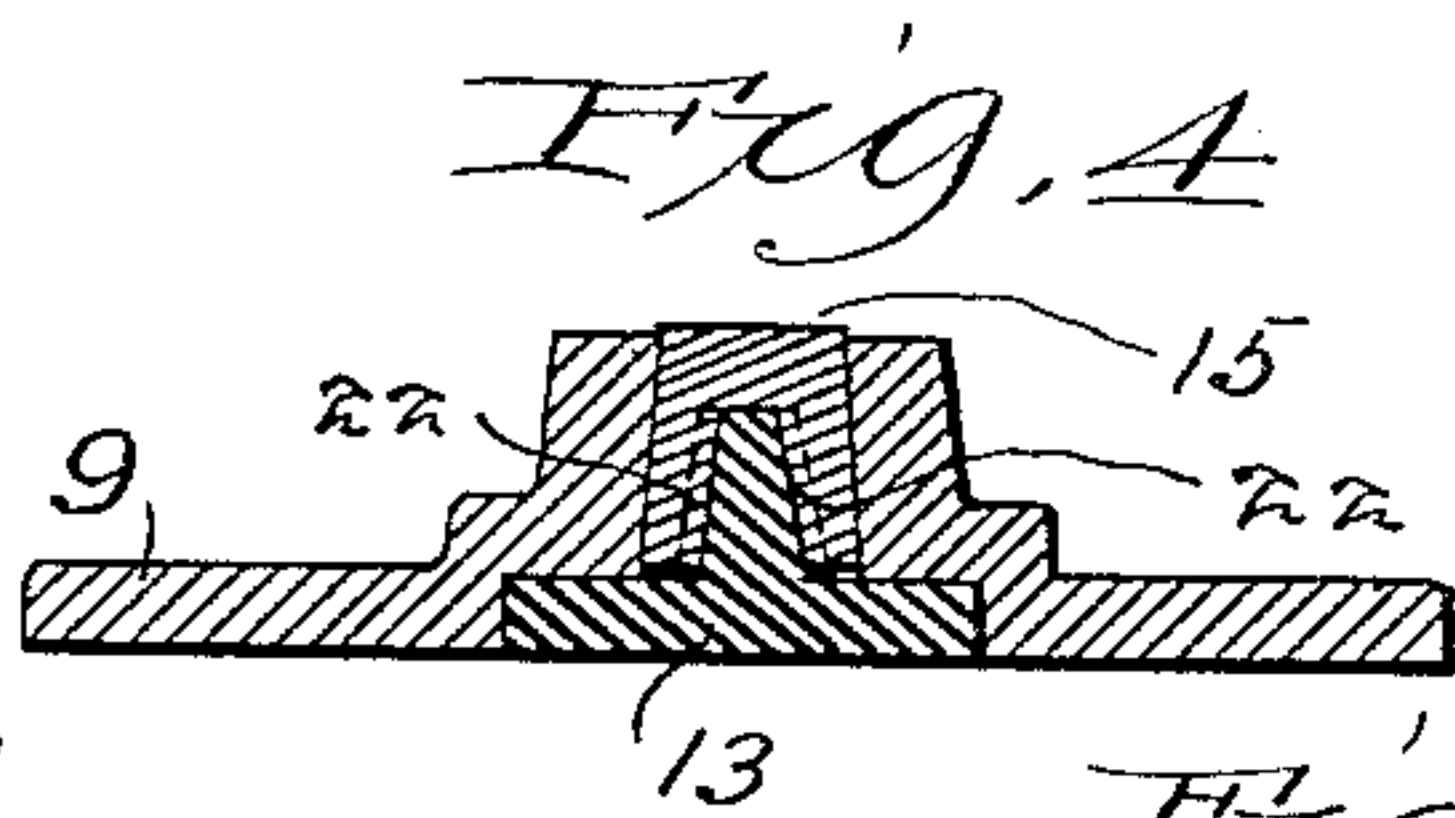
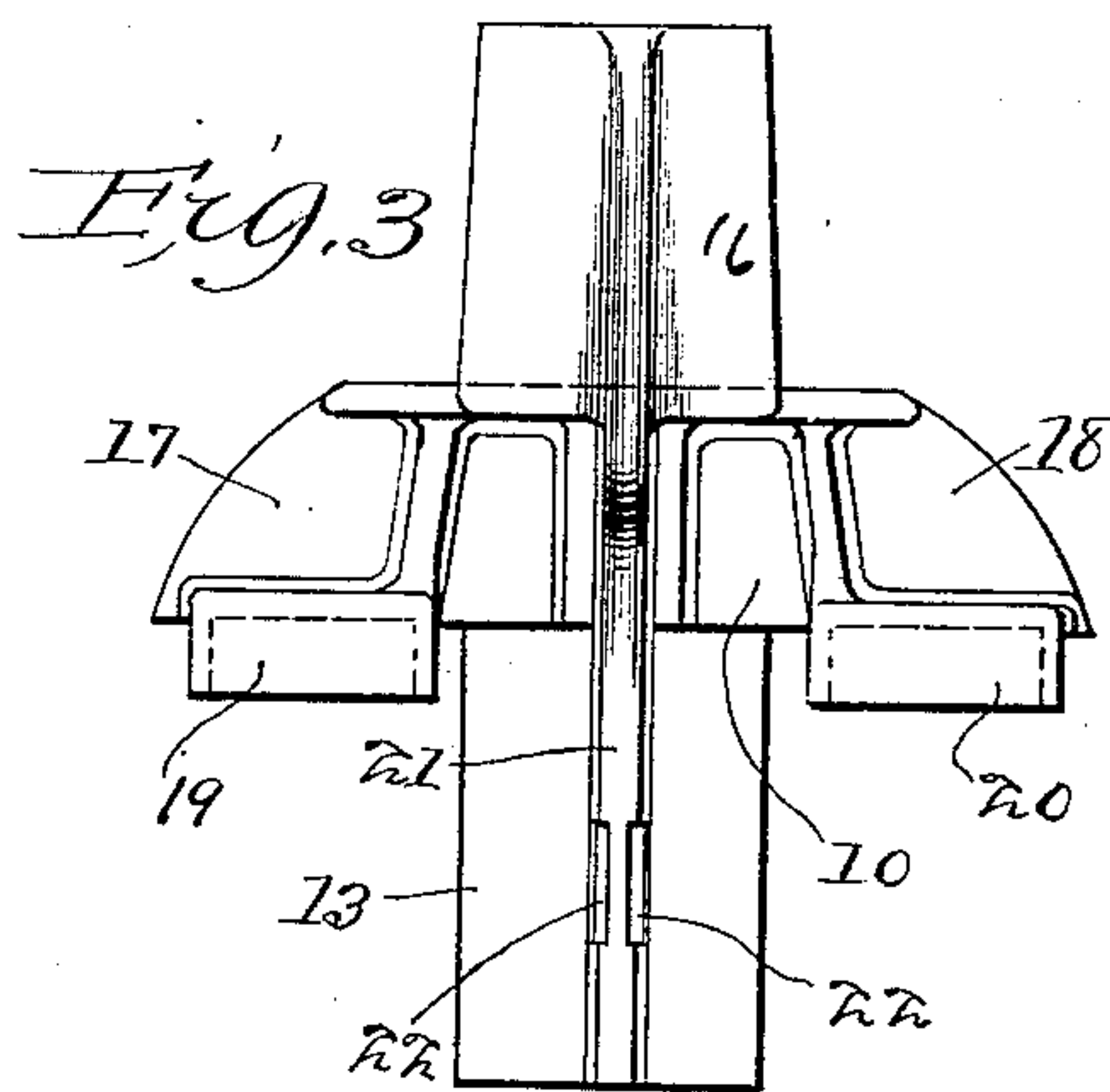
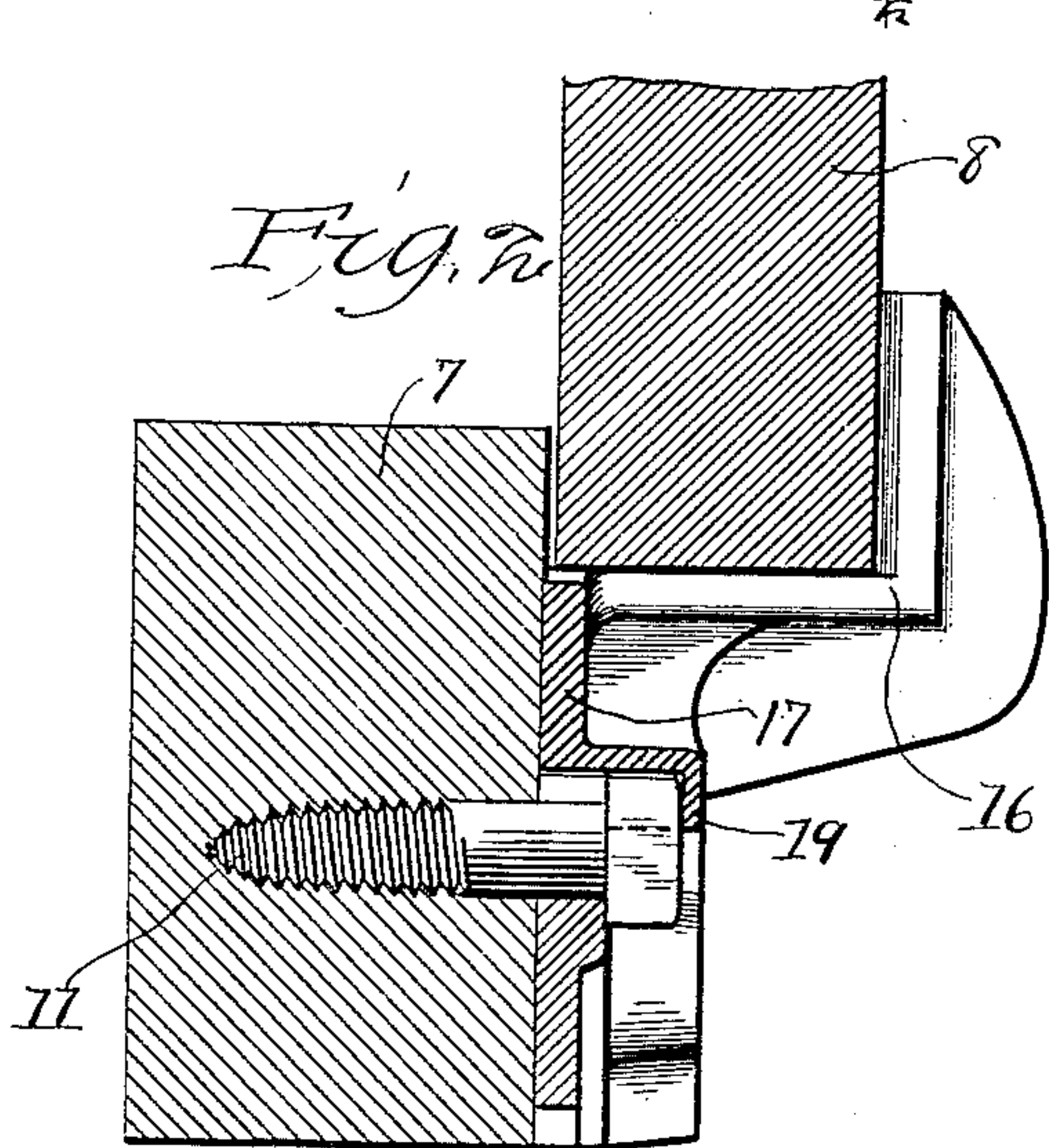
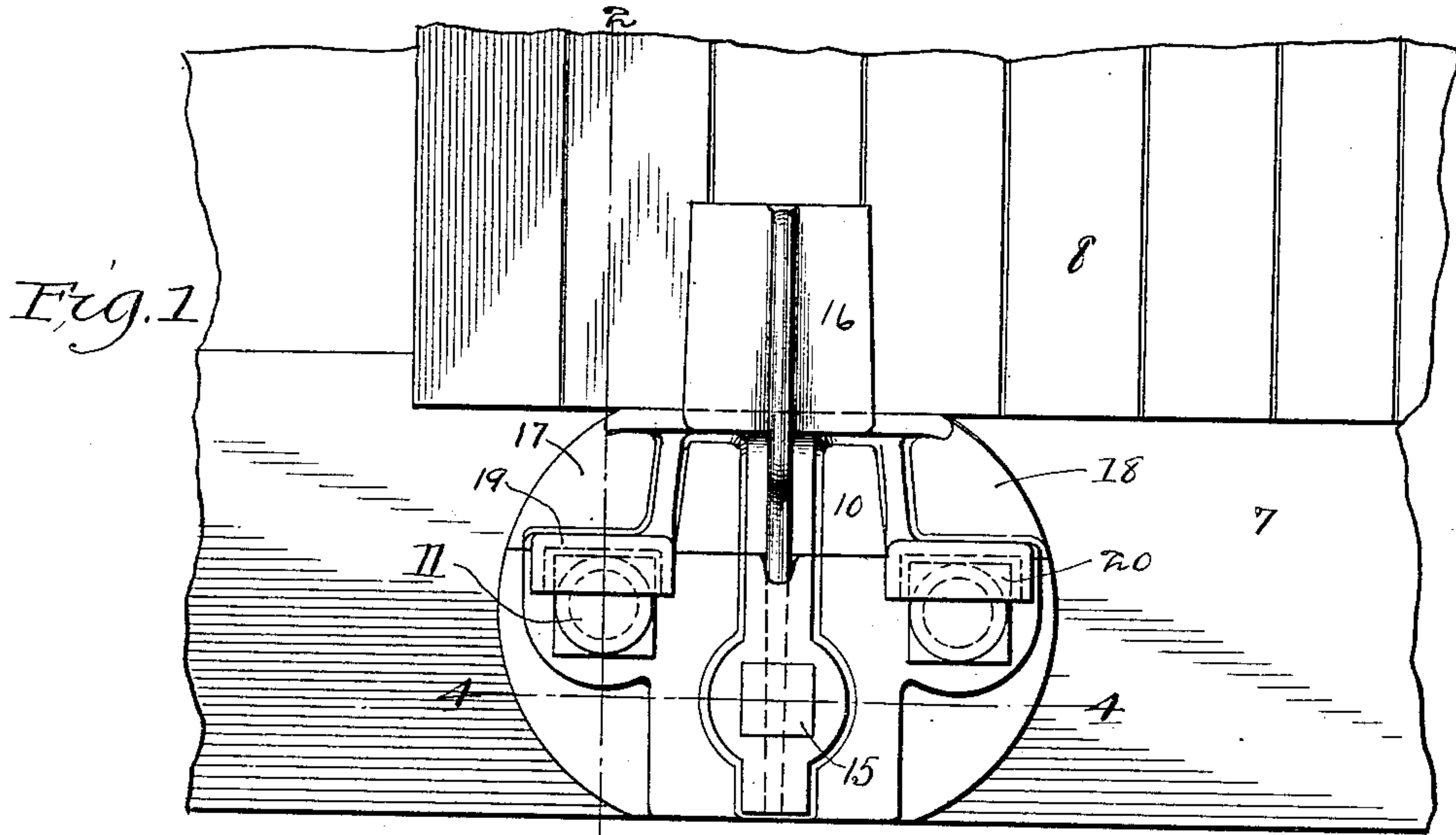
No. 618,282.

Patented Jan. 24, 1899.

W. A. McGUIRE.  
CAR DOOR BRACKET.

(Application filed Aug. 5, 1898.)

(No Model.)



Witnesses  
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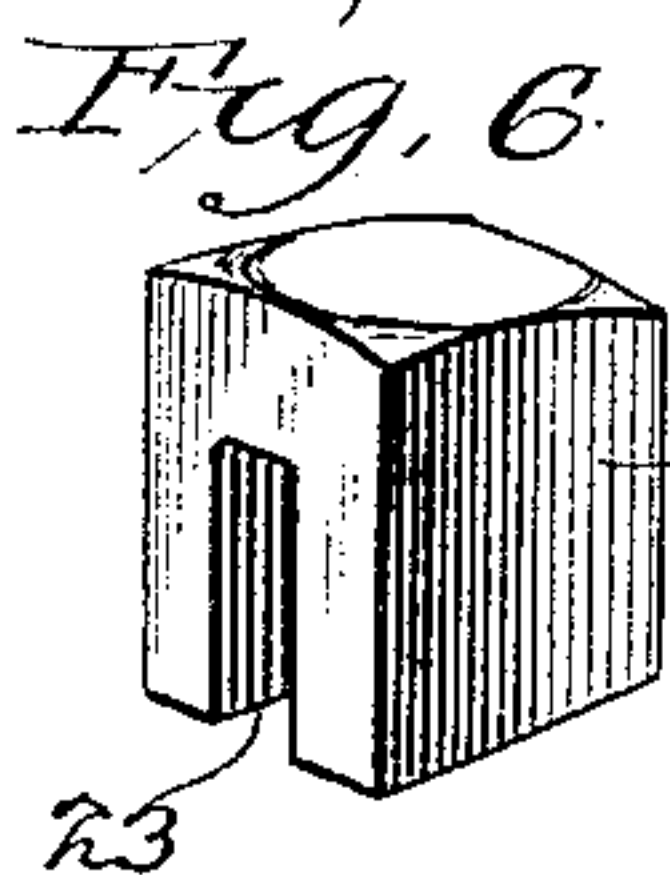


Fig. 5

Inventor  
William A. McGuire,  
by Bond Adams & Co. Attys.



# UNITED STATES PATENT OFFICE.

WILLIAM A. MCGUIRE, OF CHICAGO, ILLINOIS.

## CAR-DOOR BRACKET.

SPECIFICATION forming part of Letters Patent No. 618,282, dated January 24, 1899.

Application filed August 5, 1898. Serial No. 687,787. (No model.)

*To all whom it may concern:*

Be it known that I, WILLIAM A. MCGUIRE, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Car-Door Brackets, of which the following is a specification, reference being had to the accompanying drawings.

My invention relates to brackets employed on car-doors to guide the door and to prevent it from being pried out to permit access to the car without breaking the seal or the lock.

It has for its object to provide a bracket which cannot be removed after the car-door is shut or disarranged sufficiently to permit the door to be pried out from the side of the car.

To this end my invention consists in providing a bracket composed of two members, one being secured to the car and the other to the first member, the two members being non-removably held together when the car-door is shut.

It further consists in a car-door bracket consisting of two members, in which one member is secured to the car and the other to the first member with means whereby the devices by which the first member is secured to the car are protected and their removal prevented by the second member.

It further consists in providing means in a two-part bracket by which the two members are non-removably secured together independently of the position of the door.

My invention also comprises certain improvements in the construction of car-door brackets, which will be hereinafter specifically pointed out.

Referring to the accompanying drawings, Figure 1 is a side elevation of a part of a freight-car, illustrating my improved bracket. Fig. 2 is a vertical section on line 2 2 of Fig. 1. Fig. 3 is a front elevation of the two members of the bracket detached from each other. Fig. 4 is a horizontal section on line 4 4 of Fig. 1. Fig. 5 is a similar view showing the locking-block only partially inserted, and Fig. 6 is a perspective view of the locking-block.

The following is a specific description of that form of my invention which is illustrated in the drawings.

7 indicates a part of one of the side timbers of the car, and 8 the car-door, a part of which is shown in Figs. 1 and 2.

9 indicates what will be termed the "first" member of the bracket, and 10 the "second" member. The first member is designed to be secured to the side of the car, and the second member is supported and retained by the first member, as will more fully hereinafter appear. In the form of bracket herein shown the first member 9 is secured to the side of the car by two lag-screws 11, which pass through holes 12 at the edges thereof, and such screws may be of any suitable description. Furthermore, instead of two screws one or more may be used. As illustrated in Figs. 4 and 5, the first member 9 is provided with a longitudinal groove in its inner face—that is, in the face next to the side of the car—which is adapted to receive a tongue 13, carried by a second member, as shown in Figs. 3, 4, and 5. The first member also has an opening 14, preferably square, extending from its outer face to said groove, as shown in Figs. 3, 4, and 5, and two of the opposite inner walls of said opening are oppositely inclined, flaring toward the inside, as best shown in Fig. 5. The object of this opening is to receive a locking-block 15, as will hereinafter appear.

The second member 10 of the bracket carries at its upper end preferably the usual outwardly and upwardly extending arm 16, upon which the lower edge of the car-door rests and which serves to prevent outward movement of the door, as shown in Fig. 2. Said member also has laterally-extending wings 17 18, which carry cap-pieces 19 20, respectively, which when the second member is in position extend partly over the heads of the screws 11, as shown in Figs. 1 and 2, thereby preventing them from being unscrewed, and consequently preventing the first member from being removed. The tongue 13 of the second member in the construction shown in the drawings extends down between the wings 17 18 and is provided with a central rib 21, the sides of which are inclined, as shown in Figs. 4 and 5. The rib 21 is somewhat narrower than the upper por-



tion of the groove in the first member of the bracket, as shown in Fig. 5.

22 indicates recesses in the rib 21, which recesses are formed at such a point as to lie 5 opposite the opening 14 when the second member is in place. The recesses 22 are to receive the edges of the block 15, as shown in Fig. 5. The block 15 is provided with a slot 23, so that said block straddles the rib 10 21, as shown in Fig. 5, and when driven home its edges separate and fill the grooves 22 and the space between them and the inner walls of the opening 14, thereby fixedly locking the second member to the first and making 15 it impossible to separate the parts without destroying the bracket.

From the above description it will be understood that the first member of the bracket is first secured to the side of the car at the 20 proper point and the second member is then secured to it by sliding the tongue 13 of the second member into the groove of the first member. When the second member is in place, as above stated, the cap-plates 19 20 25 cover the heads of the screws 11, by which the first member is secured to the car, and prevent the withdrawal of the screws. When a single screw is used, only one cap-plate is necessary, and it will be understood that the 30 location of the cap-plates depends upon the location of the screw or screws. The device is thus operative without the use of the locking-block 15, as when the door is closed, inasmuch as a lengthwise movement of the 35 second member is necessary to permit of its being detached from the first member, such movement cannot be secured as long as the door is closed; but in order to prevent the separation of the parts under any circumstances the locking-block is employed, and 40 when such block is in place, as shown in Fig. 4, as above described, the two members of the block are non-removably secured together and can be separated only by cutting away 45 certain parts of the bracket.

I have described my improvements in the specific form herein illustrated; but obviously many changes may be made without departing from the spirit of my invention, 50 and I therefore do not limit myself to the specific details illustrated and described. For example, instead of providing the member 9 with a groove and the member 10 with a tongue, which enters it, the tongue may be 55 provided on the member 9 and the groove in the member 10, in which case the opening 14 would be in the member 10. The operation of the device, however, would be the same. Furthermore, instead of using the ordinary 60 flange 16 any other suitable flange or equivalent device which operates to prevent outward movement of the door may be used, and the location of the bracket may be such as desired, as it is not necessarily placed below 65 the door in the position shown in the drawings, as it may be placed at one end or be

otherwise suitably located. As has been hereinbefore suggested, the locking-block 15 is used when it is desired to non-removably secure the two members of the bracket together; 70 but the use of said block is not necessary in order to prevent the separation of the said members when the door is closed, and in some cases it is desirable not to lock the two members together permanently. In such cases in 75 order to prevent the accidental detachment of the two members a screw may be substituted for the block 15 and fitted into the passage 14, a corresponding hole being bored through the rib 21 and both said hole and 80 the passage 14 being made round instead of square. This would serve to hold the parts together when the door is open in such manner as to prevent their ready detachment 85 from each other, although by unscrewing the screw the members of the bracket could be separated. I consider, however, the use of the locking-block a distinct improvement.

That which I claim as my invention, and desire to secure by Letters Patent, is— 90

1. In a car-door bracket, the combination of a member adapted to be secured to the car and having a vertically-arranged groove open at the top, and a second member having a tongue adapted to enter the groove in said 95 first member, said second member having a flange to receive the car-door and prevent outward movement thereof, substantially as described.

2. In a car-door bracket, the combination 100 with a member adapted to be secured to the car, and screws for securing said member in position, said member having a vertically-arranged groove open at the top, of a second member having a tongue adapted to enter the 105 groove in said first member and having means for overlapping the screw-heads which secure the first member to the car, substantially as described.

3. In a car-door bracket, the combination 110 with a member adapted to be secured to the car, of a second member adapted to be secured to the first member and having means adapted to engage the car-door and prevent outward movement thereof, and means for 115 non-removably securing said members together both when the car-door is open and when it is closed, substantially as described.

4. In a car-door bracket, the combination 120 with a member adapted to be secured to the car, and devices for securing said member in position, of a second member adapted to be supported and retained by the first member and having means for preventing removal of the devices which secure the first member to 125 the car, said second member having means for preventing the car-door from swinging outward, substantially as described.

5. In a car-door bracket, the combination 130 with a member adapted to be secured to the car, said member having screw-holes adapted to receive screws for securing said first mem-



ber to the car, of a second member adapted to be supported and retained by the first member and having portions which overlap said screw-holes when said members are assembled, substantially as described.

5 6. In a car-door bracket, the combination with a member adapted to be secured to the car, said member having a groove and an opening 14, of a second member having means adapted to prevent outward movement of the car-door and having a tongue adapted to enter said groove in the first member, said tongue having a V-shaped rib, and a block 15 adapted

to enter said opening 14 and straddle said rib, substantially as described.

7. The combination with a member 9 having a groove and an opening 14, of a member 10 having a tongue adapted to fit into the groove in said member 9, a locking-block 15 for locking said members together, and a flange 16 carried by said member 10, substantially as described.

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Witnesses:

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