

No. 669,296.

Patented Mar. 5, 1901.

H. C. WILLIAMSON, H. PRIES & J. W. MEYER.

GUIDING BRACKET FOR CAR DOORS.

(Application filed Oct. 3, 1900.)

(No Model.)

Fig. 1.

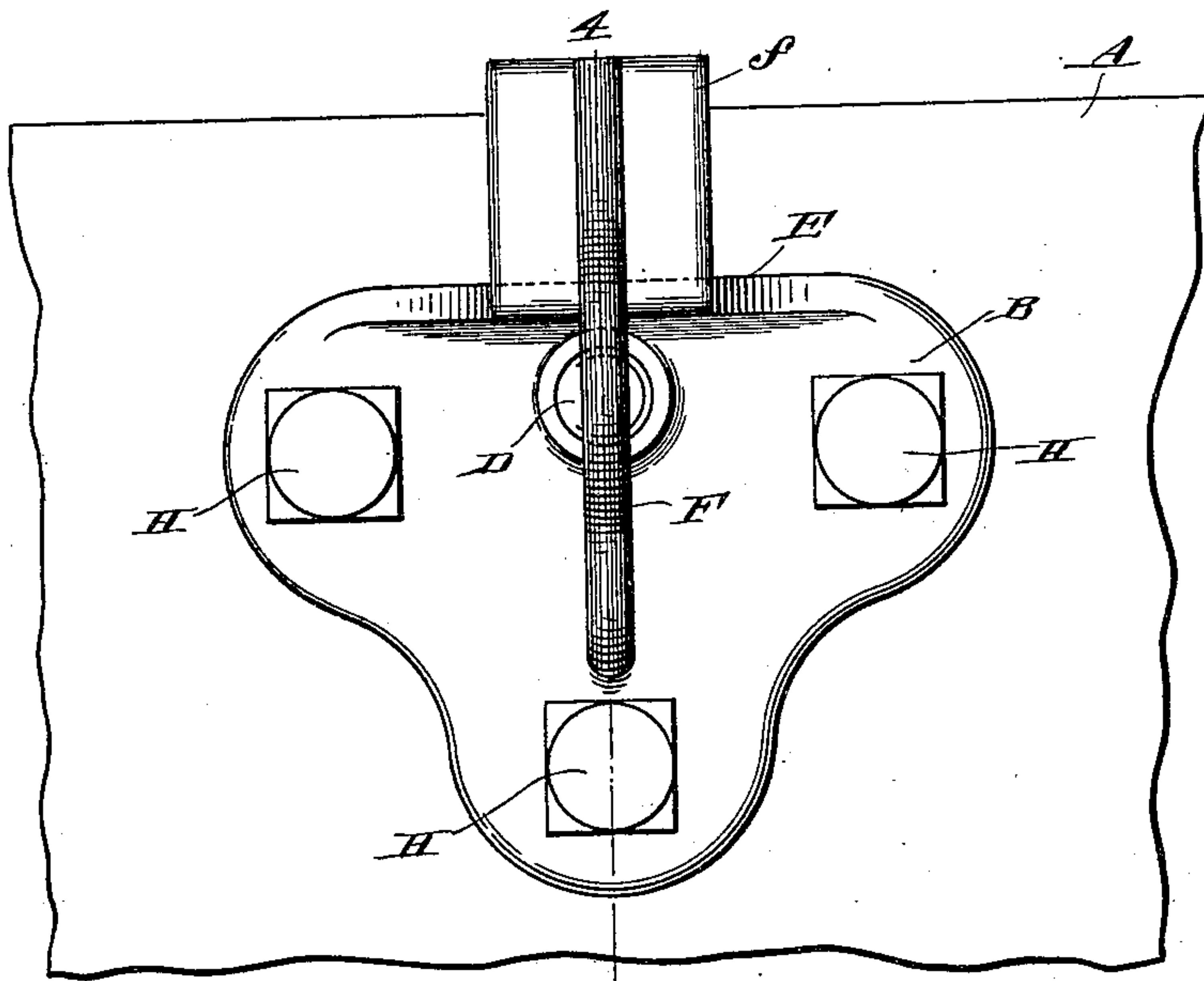
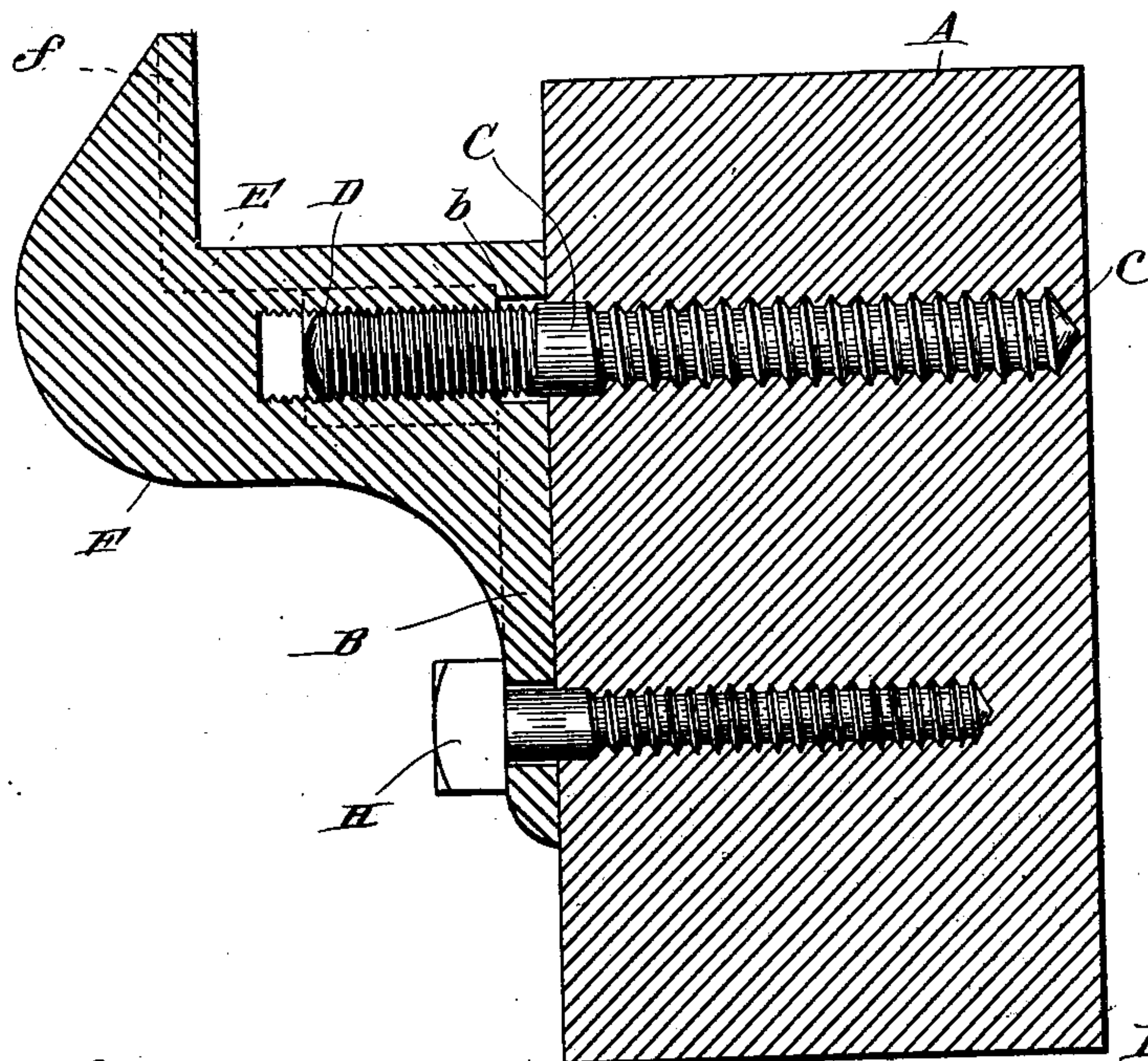


Fig. 2.



Witnesses:

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UNITED STATES PATENT OFFICE.

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GUIDING-BRACKET FOR CAR-DOORS.

SPECIFICATION forming part of Letters Patent No. 669,296, dated March 5, 1901.

Original application filed May 26, 1899, Serial No. 718,333. Divided and this application filed October 3, 1900. Serial No. 31,918. (No model.)

To all whom it may concern:

Be it known that we, HENRY C. WILLIAMSON, HERMAN PRIES, and JOHN W. MEYER, citizens of the United States, and residents of Michigan City, county of Laporte, and State of Indiana, have invented certain new and useful Improvements in Guiding-Brackets for Car-Doors, of which the following is a specification, and which are illustrated in the accompanying drawings, forming a part thereof, in which—

Figure 1 is a detail side elevation of a car-body with the bracket attached, and Fig. 2 is a sectional view on the line 4 4 of Fig. 1.

The invention herein shown and described was included in our application for Letters Patent filed May 26, 1899, Serial No. 718,333, and is now divided out of said application.

The invention relates to that type of car-door-guiding brackets which are intended to be proof against removal from the body of the car while the door is in place and which, in addition to such auxiliary screws or bolts as it may be found advisable to use, are secured by other means in such manner that they cannot be removed from the car-body without rotation, and their rotation is prevented by prolonging the surface of the bracket, which is situated immediately underneath the bottom edge of the door, so that its ends are further removed from the axis of rotation than are its intermediate portions.

The object of the invention is to simplify the construction, and particularly the means for attaching the bracket to the car-body.

The invention consists in the parts and arrangement of parts, as hereinafter fully described, and as illustrated in the accompanying drawings, in which we show at A a portion of the side of the car, at B the bracket, and at C a stud-bolt, preferably set into the body A by screw-threads, as shown at c, and having a projecting screw-threaded end D.

The bracket is apertured through its wall-plate, and this aperture is threaded to receive a threaded end D of the bolt C. This aperture should be of such depth that the stud end will not reach to the bottom of it when the wall-plate of the bracket is in contact with the side of the car, and preferably the aperture is counterbored to form a recess b for the reception of the unthreaded portion of the stud-bolt.

In applying the bracket to the car-body the

stud-bolt is first turned into the portion A and then the bracket is applied to the end of the stud. Should the wall-plate of the bracket impinge against the side of the car when its sole E is not in horizontal position, it should be removed from the bolt and the latter should be given a partial additional turn in the car-body.

The bracket comprises the wall-plate, to which the character B particularly applies, the sole E, which is flat, or substantially so, and the rib F, which is prolonged upwardly above the sole and widened, as shown at f, to form the guide to prevent lateral movement of a car-door.

The form of the sole E being such that its end portions are radially at a greater distance from the stud D as a center than are its intermediate portions, the bracket cannot be turned upon the stud when the car-door is situated immediately above the same, and consequently it is impossible for pilferers to gain admission to the car by the removal of the bracket situated near the rearward corner of the door.

We claim as our invention—

1. In combination, a bolt adapted to be set into and projecting from the side wall of the car and having its outer or projecting end threaded, and a bracket formed with a threaded socket adapted to be screwed on or off said bolt when the latter is on the car, such bracket having a guide portion for engagement with the sliding surface, substantially as described.

2. A guiding-bracket for car-doors having a threaded socket adapted to be screwed on a bolt, and a guide portion adapted, on the turning of the bracket, to contact with the car-door to prevent unscrewing of the bracket from the bolt.

3. In combination, a car-door-guiding bracket, a stud independent of the bracket and adapted to project from a car-body and having its outer end threaded, the bracket being provided with means for engaging the threaded end of the stud said means turning with the bracket.

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