

No. 670,143.

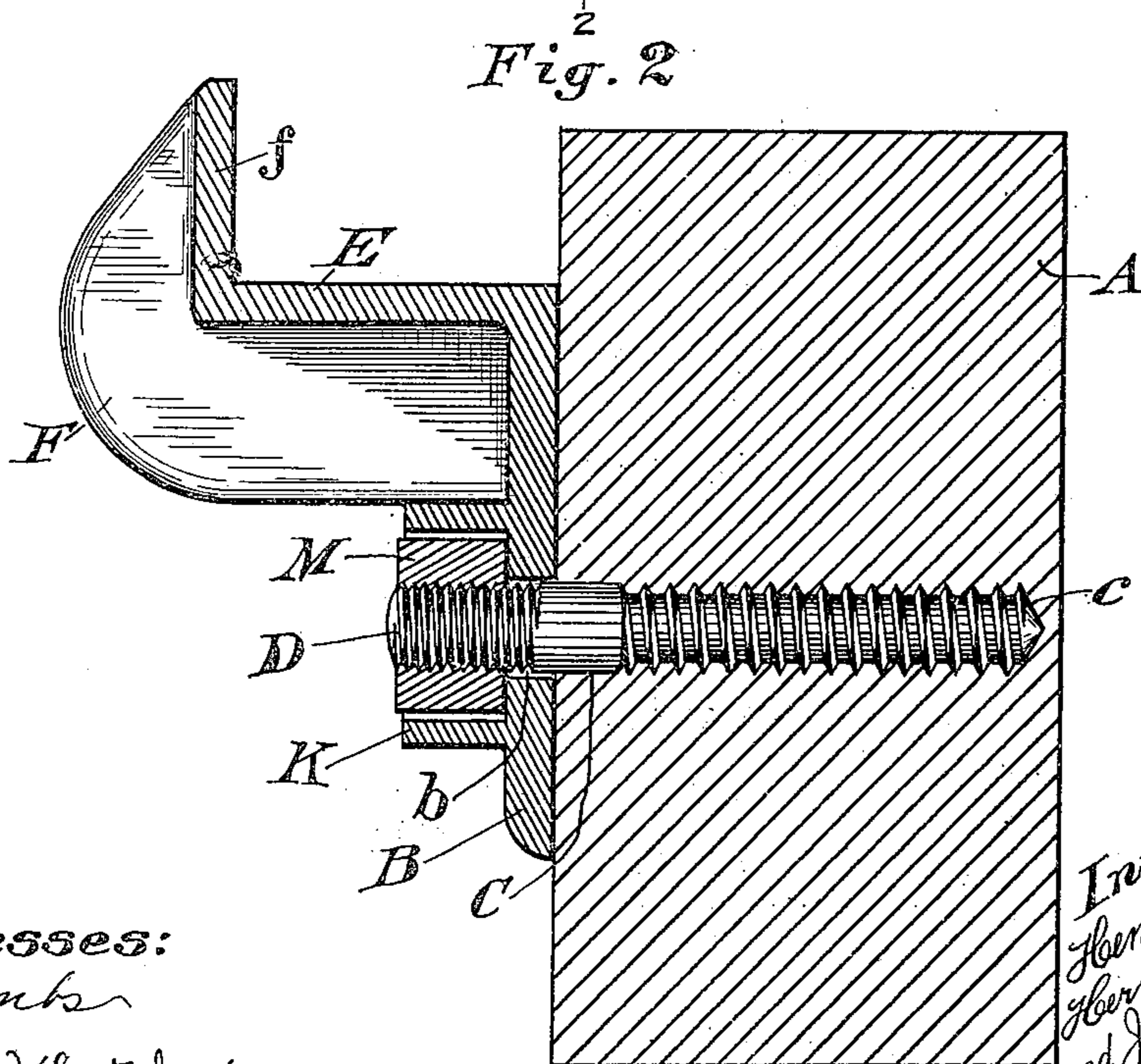
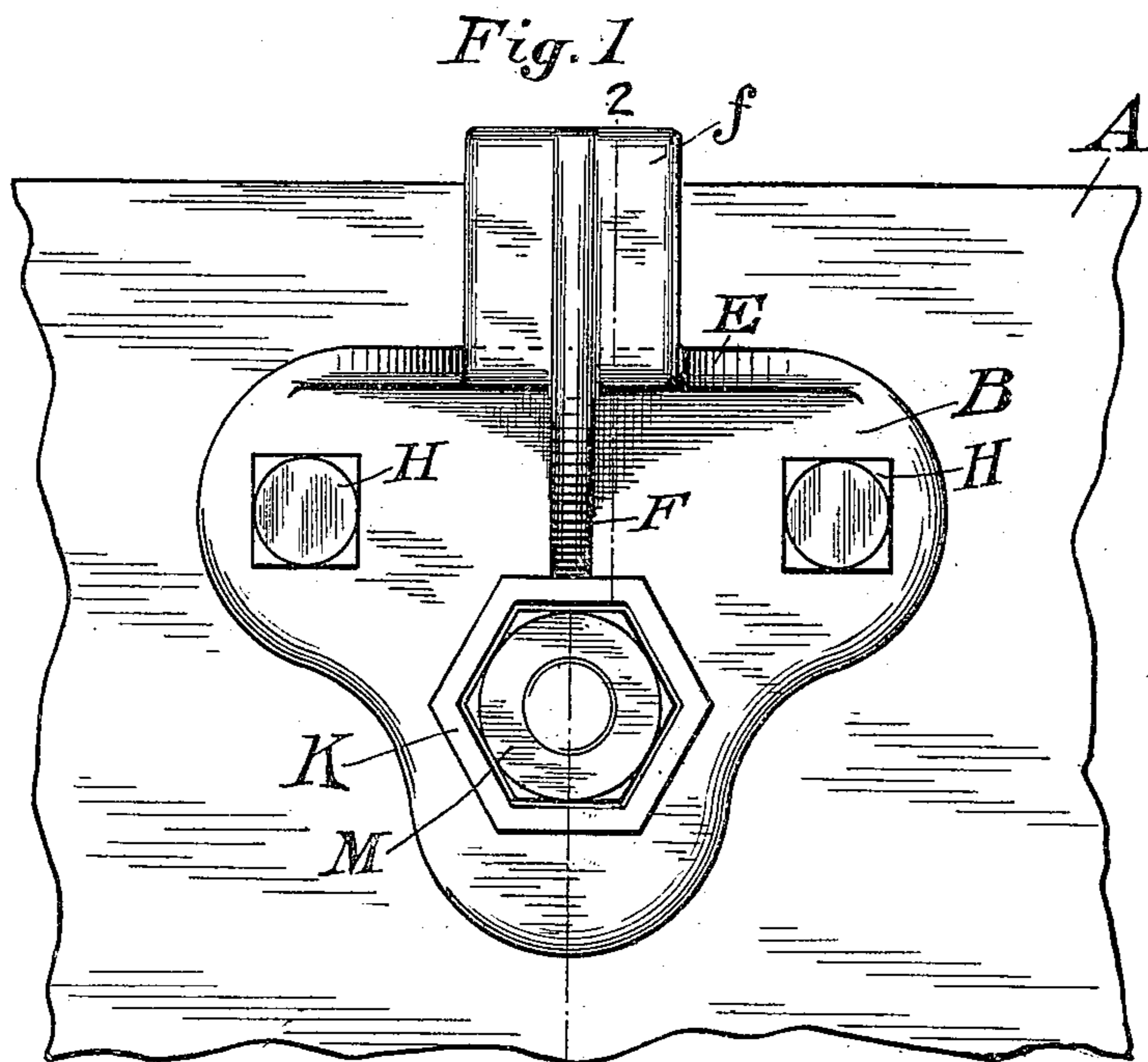
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H. C. WILLIAMSON, H. PRIES & J. W. MEYER.

GUIDING BRACKET FOR CAR DOORS.

(Application filed May 26, 1899.)

(No Model.)



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. 670,143, dated March 19, 1901.

Application filed May 26, 1899. Serial No. 718,333. (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, and in which—

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

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 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. An aperture *b* is formed

in the wall-plate of the bracket B and is surrounded by a polygonal flange K of greater internal diameter than the aperture *b* for receiving the nut M, adapted to engage the outer threaded end D of the stud-bolt C.

In applying the bracket to the car the stud-bolt is first set in the body of the latter, the nut M is then placed within the recess formed by the flange K, and the bracket is applied to the stud-bolt, which is passed through the aperture *b* and engaged with the nut. By turning the bracket the nut is screwed up tightly upon the stud-bolt. Should it be found that when the nut is turned up the bracket is not in proper position to receive the car-door, it may be turned back and the nut M changed in its angular relation with the bracket.

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—

In combination, a car-door-guiding bracket, having an aperture surrounded by a polygonal flange and a sole-plate, the ends of which are more remote from such aperture than its intermediate portions, a stud adapted to project from a car-body and having its outer end threaded, a nut fitted within the polygonal flange, for engaging the stud in non-rotative relation with the bracket and in register with its aperture.

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Witnesses:

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