

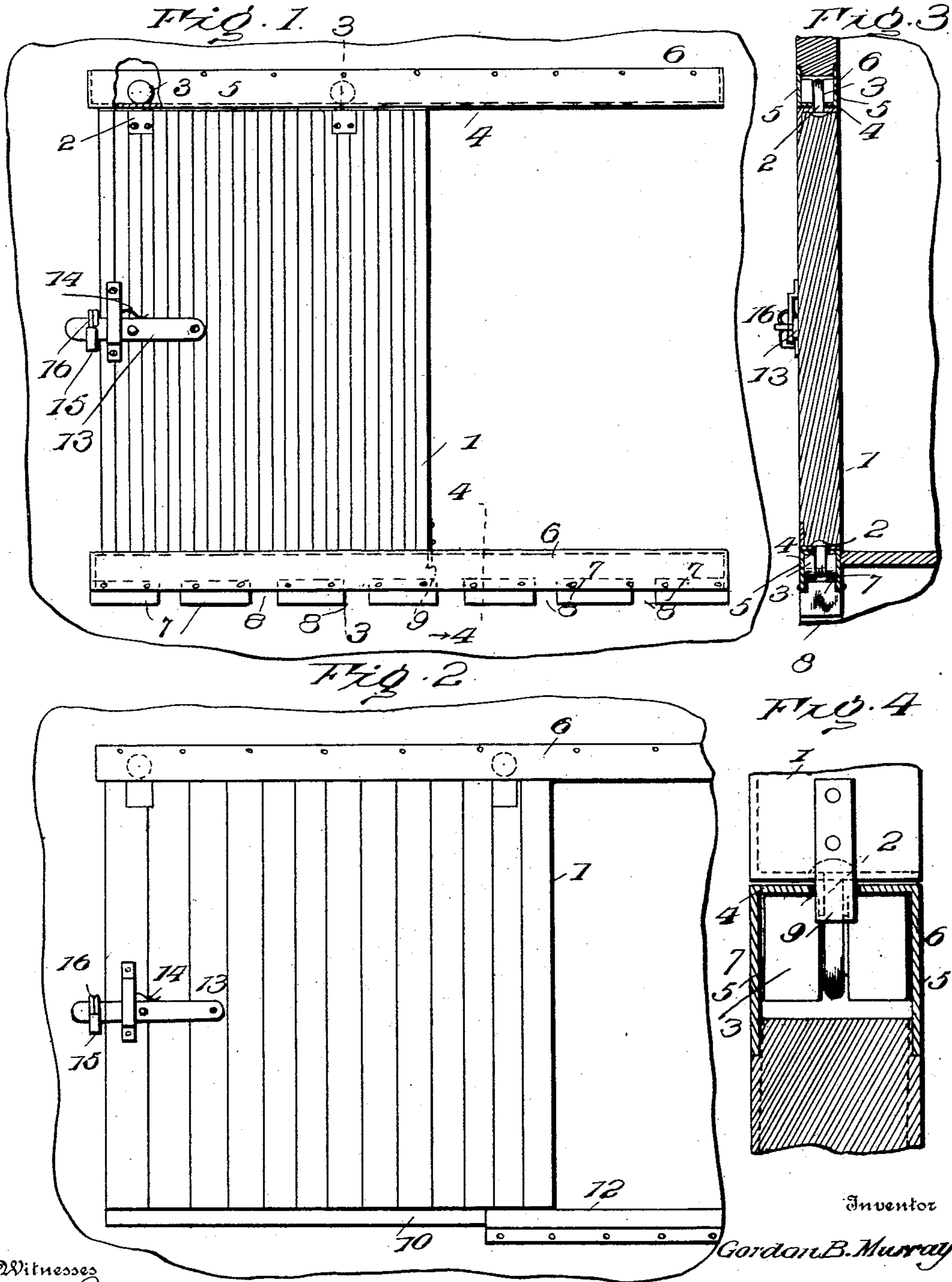
No. 750,679.

PATENTED JAN. 26, 1904.

G. B. MURRAY.
CAR OR BARN DOOR.

APPLICATION FILED JULY 18, 1903.

NO MODEL.



Witnesses

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UNITED STATES PATENT OFFICE.

GORDON B. MURRAY, OF ALLENDALE, MISSOURI.

CAR OR BARN DOOR.

SPECIFICATION forming part of Letters Patent No. 750,679, dated January 26, 1904.

Application filed July 18, 1903. Serial No. 166,091. (No model.)

To all whom it may concern:

Be it known that I, GORDON B. MURRAY, of Allendale, in the county of Worth and State of Missouri, have invented certain new and useful Improvements in Car or Barn Doors; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

The object of this invention is to provide in a sliding door for cars, barns, and the like improved means for hanging the door, so that it may be readily and easily moved without binding and with the working of which dirt, sleet, &c., cannot interfere.

The invention will be hereinafter fully set forth, and particularly pointed out in the claims.

In the accompanying drawings, Figure 1 is a view in side elevation showing the application of my improvements to a car-door. Fig. 2 shows the application to a barn-door. Fig. 3 is a vertical section on line 3 3, Fig. 1. Fig. 4 is a section on line 4 4, Fig. 1.

Referring to the drawings, 1 designates a sliding door having upper and lower brackets 2 extending therefrom, such brackets being preferably in the form of hooked rods, the hooked portions of which are designed to engage the axles of rollers 3. The latter are movable on ways or tracks 4, formed by the inturned edges of parallel plates 5 of a housing 6, the brackets 2 being extended through the longitudinal openings formed between such inturned edges. The roller-brackets are so adjusted that the upper rollers are held tight down to the ways or tracks in the upper housing, while the lower rollers are similarly held up against the tracks of the lower housing, with the result that the door may be readily slid back and forth without binding.

In car-doors the base-piece 7 of the lower housing is formed with cut-outs or openings 8 to allow all dirt to readily fall or to be forced therefrom, and to the back end of the door is secured a plow 9 in the form of a plate extending through the opening between the tracks for the purpose of removing sleet or snow as the door is being opened.

In barn-door constructions the double-roller

arrangement is not as essential as in the case of car-doors. The upper series of rollers and hangers are sufficient for all ordinary purposes. When, as shown in Fig. 2, the single series of hanger-rollers is employed, the lower edge of the door is guided by any suitable means, that shown consisting of a plate 10, working in a guideway 12, secured beneath and to one side of the door-opening. Although I have shown the improvements as applied to only a single door, it is obvious that they are equally applicable to double doors.

In practice, especially in car-door constructions, the latch 13 is preferably held depressed by a spring 14, and both the latch and the hook 15 are equipped with eyes 16, through which a seal may be placed.

The advantages of my invention are apparent. It is obvious that I have provided extremely simple and highly-efficient means for enabling car or barn doors to be readily opened and closed and that in the case of the former all danger of binding by reason of the accumulation of dirt, snow, &c., is successfully overcome. It is obvious that changes may be made in the construction of the various parts without departing from the scope of my invention.

I claim as my invention—

1. The combination with the sliding door having rollers and brackets therefor at its top and bottom, of upper and lower housings, said upper housing having tracks at its bottom for the top rollers and said lower housing having tracks at its top for said lower rollers, as set forth.

2. The combination with the sliding door having rollers and brackets therefor at its top and bottom, of upper and lower housings, said upper housing having tracks at its bottom for the top rollers and said lower housing having tracks at its top for said lower rollers, and means carried by the car for clearing the opening of the lower housing through which the bottom brackets are extended, as set forth.

3. The combination with the sliding door having rollers and brackets therefor at its top and bottom, of upper and lower housings, said upper housing having tracks at its bottom for the top rollers and said lower housing having

tracks at its top for said lower rollers, and a plate secured to one end of the door extended downwardly into the lower housing through the opening therein for the passage of the
5 bottom brackets, as set forth.

4. The combination with the sliding door having rollers and brackets therefor at its top and bottom, of upper and lower housings, said upper housing having tracks at its bottom for
10 the top rollers and said lower housing having tracks at its top for said lower rollers, a base-piece for said lower housing having cut-outs,

and a plate secured to one end of the door extended downwardly into the lower housing through the opening therein for the passage
15 of the bottom bracket, as set forth.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

GORDON B. MURRAY.

Witnesses:

ED TILTON,
H. D. JONES.