

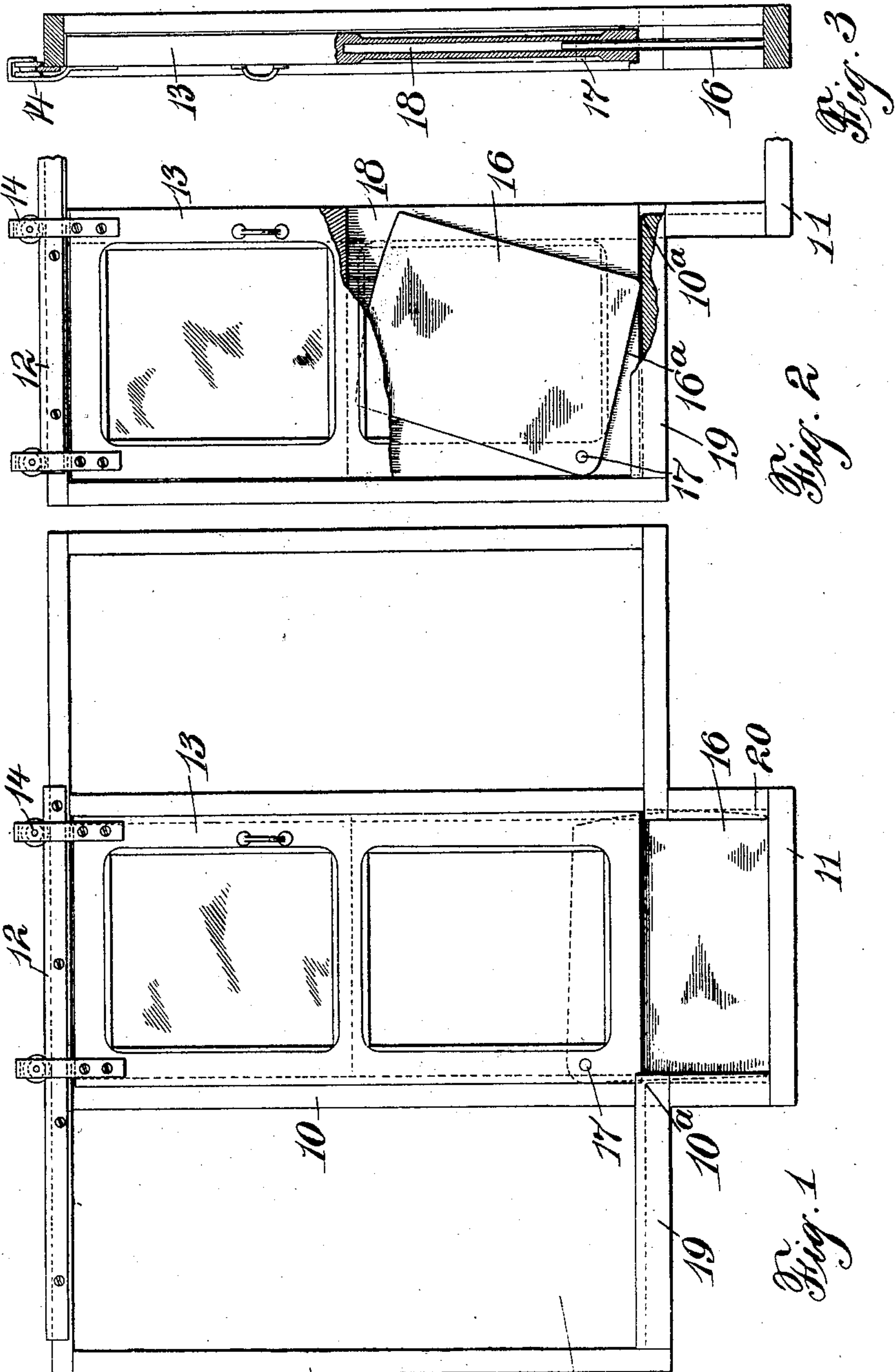
No. 869,249.

PATENTED OCT. 29, 1907.

J. LUDWIG & W. BRADBURY.

VEHICLE DOOR.

APPLICATION FILED MAR. 20, 1906.



WITNESSES:

Ralph Lancaster
E. A. Pell

INVENTORS
Jacob Ludwig
and William Bradbury
BY
Wm. H. Campfield
ATTORNEY

UNITED STATES PATENT OFFICE.

JACOB LUDWIG AND WILLIAM BRADBURY, OF NEWARK, NEW JERSEY.

VEHICLE-DOOR.

No. 869,249.

Specification of Letters Patent.

Patented Oct. 29, 1907.

Application filed March 20, 1906. Serial No. 306,995

To all whom it may concern:

Be it known that we, JACOB LUDWIG and WILLIAM BRADBURY, citizens of the United States, residing at Newark, in the county of Essex and State of New Jersey, have invented certain new and useful Improvements in Vehicle - Doors; and we 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, reference being had to the accompanying drawings, and to letters of reference marked thereon, which form a part of this specification.

This device is adapted for use on doors that when shut have their bottom edges a considerable distance above the sill and particularly in the case of milk wagons when the sill is depressed, in fact the whole wagon body built lower in the center to facilitate the frequent entrance and exit of the driver. Sliding doors now attached to these wagons necessitate the construction of a slide way down as far as the sill. My invention is designed to overcome this, and I employ a plate that is folded up within the door when the door is opened, but is caused to drop by the force of gravity when the door is shut, to fill the space between the sill and the bottom of the door.

The invention is illustrated in the accompanying drawings, in which

Figure 1 is a side view of part of a wagon body frame. Fig. 2 is an elevation of part of the same, with the door broken away in part, and Fig. 3 is a part section and part elevation of Fig. 1.

I have illustrated the usual form of wagon body frame 10 with the depressed sill 11, and provided with the usual track 12 at the top.

The door 13 is suspended as usual by the hangers 14 and is arranged to slide back in the usual way into the space 15. When the door is shut, a plate 16 depends therefrom, being secured by the pivot pin 17 and it may be further sustained by the slot 20 in the frame.

When the door is slid back, the pivot pin 17 tends to pull the plate 16 with it, and the edge 16^a of the plate riding over the point 10^a of the frame causes the plate 16 to assume the position shown in Fig. 2, being inclosed in the space 18 within the door, the lower edge of the plate resting on the bar 19. This plate, of course, might be put on the inside or the outside of the door, but the drawing shows the preferred form on account of its compactness and freedom from interruption.

Having thus described my invention, what I claim is:—

The combination with a door frame, of a door being formed in its lower portion of two panels forming a recess between them, a plate fitting in the recess and adapted to extend therefrom when the door is closed, and a pin passing through the panels and the plate to pivot the plate to the door, the panels concealing the plate when the door is open.

In testimony, that we claim the foregoing, we have hereunto set our hands this 17th day of March 1906.

JACOB LUDWIG.
WILLIAM BRADBURY.

Witnesses:

WM. H. CAMFIELD,
E. A. PELL.