

G. PETERSON.
SLIDING DOOR.

APPLICATION FILED JULY 1, 1900.

946,462.

Patented Jan. 11, 1910.

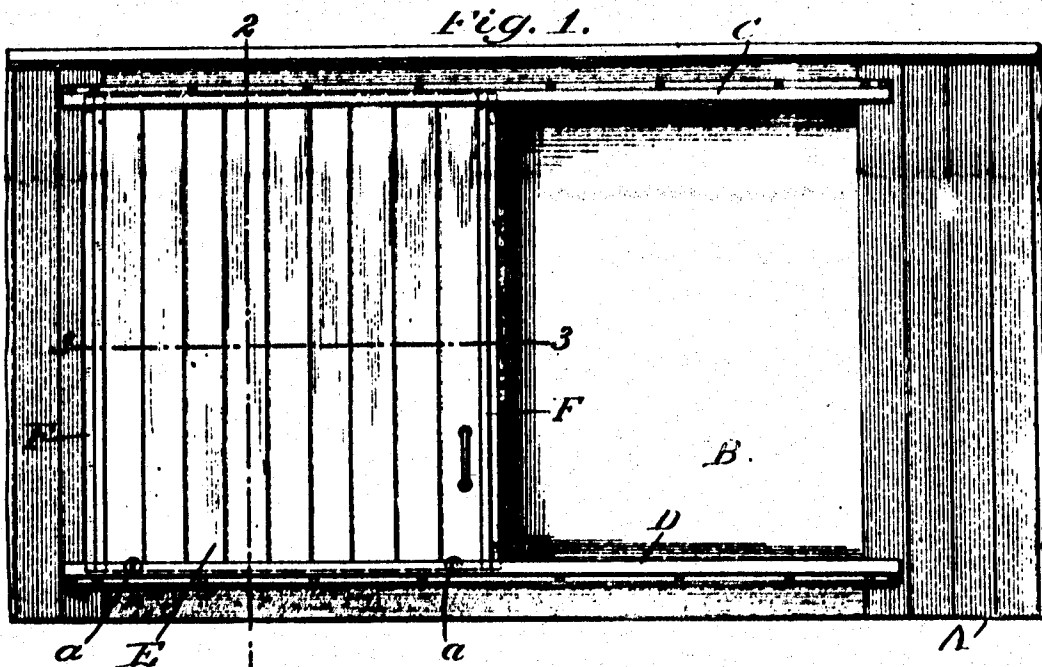
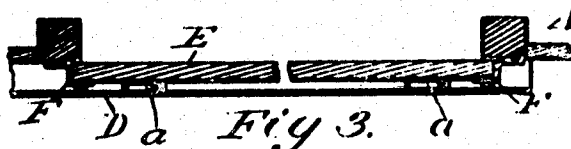
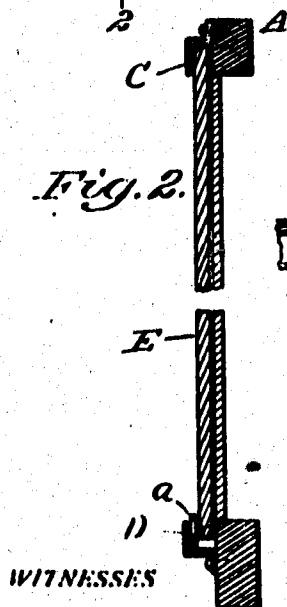


Fig. 2.



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UNITED STATES PATENT OFFICE.

GEORGE PETERSON, OF NEW ORLEANS, LOUISIANA.

SLIDING DOOR.

946,462.

Specification of Letters Patent. Patented Jan. 11, 1910.

Application filed July 1, 1909. Serial No. 805,409.

To all whom it may concern:

Be it known that I, GEORGE PETERSON, citizen of the United States, residing at New Orleans, in the parish of Orleans and State of Louisiana, have invented new and useful Improvements in Sliding Doors, of which the following is a specification.

My invention has to do with sliding doors for box cars, and the object of the invention is to provide in combination with a box car and a sliding door, simple and inexpensive means for rendering the door storm-proof when the same is closed, and this without interfering with free sliding of the door to and from its closed position.

With the foregoing in mind, the invention will be fully understood from the following description and claim when the same are read in connection with the drawings, accompanying and forming part of this specification, in which:

Figure 1 is a side elevation showing a portion of the body of a box car and a sliding door constructed in accordance with my invention; the door being in its open position. Fig. 2 is an enlarged vertical section, taken in the plane indicated by the line 2-2 of Fig. 1, looking in the direction indicated by arrow. Fig. 3 is an enlarged horizontal section taken in the plane of the line 3-3 of Fig. 1, looking downwardly.

Similar letters designate corresponding parts in all of the views of the drawings, referring to which:

A is so much of a side wall of a box-car body as is necessary to illustrate the preferred embodiment of my invention; the said wall being provided with the usual door-opening B.

C is a horizontal guide bar fixed to the wall A above the door-opening B, and D is a similar bar fixed to wall A below the door-opening. The said bars C and D are preferably of metal and are of Z-form in cross-section as appears most clearly in Fig. 2.

E is the sliding door, of wood, metal or other suitable material, disposed between the horizontal portions of the bars C and D and at the inner sides of the outer flanges thereof, and provided, by preference, with wheels for easing its movement, and F F are upright Z-bars, preferably of metal, applied to the vertical edges of the door, and movable with the door at the inner sides of the

outer flanges of the horizontal Z-bars C and D, and designed, when the door is closed, to bear against the outer side of the wall A, and cooperate with said bars C and D in forming a weather guard entirely around the closed door and rendering the same storm-proof.

The foregoing will be better understood when it is stated that the joints between the upper and lower ends of the door and the interior of the car are lapped or bridged by the horizontal Z-bars, and the joints between the vertical edges of the door and the interior of the car are, when the door is closed, lapped or bridged by the vertical Z-bars F, with the result that a complete weather strip is formed around the closed door, and this without interfering in any measure with the ordinary sliding of the door in the upper and lower Z-bars C and D to and from the closed position. The inner flange of the said bars F are arranged flush with the inner side of the door E, and hence it will be manifest that the said bars will serve the function ascribed to them without interfering in any measure with the sliding of the door.

In addition to the chief advantage ascribed to the upright Z-bars, it will be observed that they lend increased strength to the door and serve when the door is made of wood to lessen wear and prolong the usefulness thereof, and this without adding greatly to the cost of the door.

I am well aware that the combination of a wall having a door opening therein, horizontal Z-bars fixed to said wall and arranged above and below the door opening, and a door slidable in the said Z-bars and to and from a closed position, is old, and I therefore make no claim to said combination, but

What I claim and desire to secure by Letters Patent, is:

The combination with a wall having a door opening therein, horizontal Z-bars fixed to said wall and arranged above and below the door opening, and a door slidable between the horizontal portions and at the inner sides of the outer flanges of said horizontal Z-bars, whereby the joints between the upper and lower ends of the door and the door opening are lapped or bridged by said horizontal Z-bars; of vertical Z-bars fixed to the vertical edges of the door and slidable with the same at the inner sides

of the outer flanges of the horizontal Z-bars and covering and extending horizontally in both directions from the said vertical edges of the door, whereby, when the door is closed, said vertical Z-bars lap or bridge the joint between the vertical edges of the door and the door opening.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

GEORGE PETERSON.

Witnesses:

JOHN J. WINGROVE,
A. J. O'KEEFE.