J. RINEHART.

CAR DOOR GUIDE.

APPLICATION FILED APR. 25, 1912.

1,045,888. Patented Dec. 3, 1912.

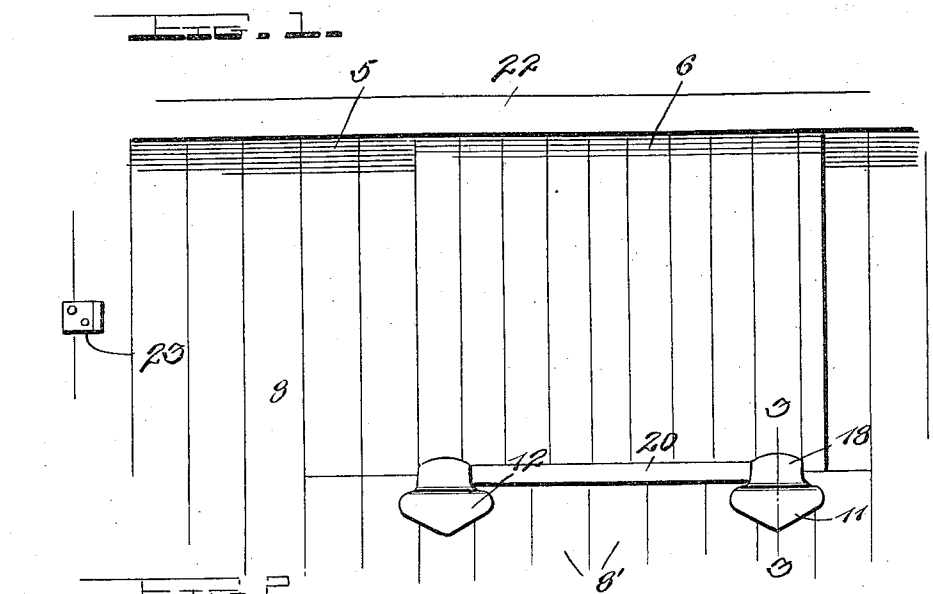

FIG. 2.

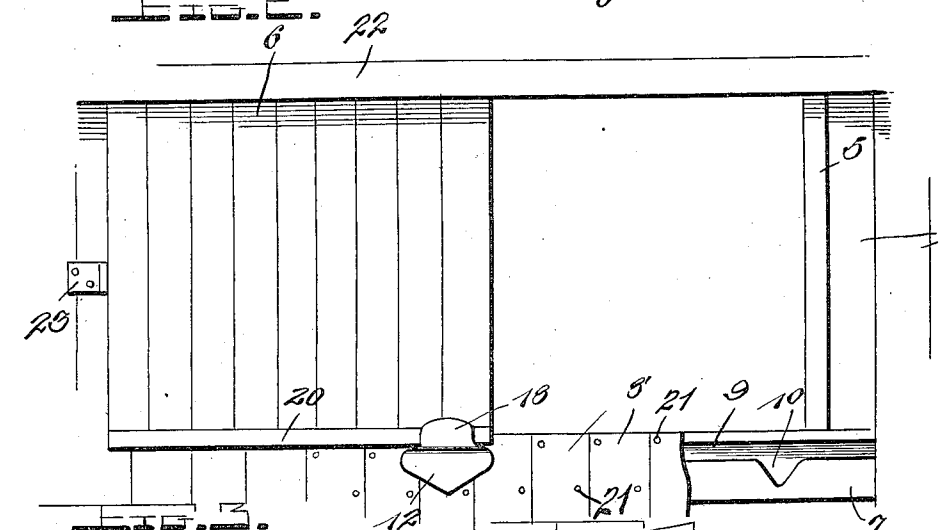

FIG. 3.

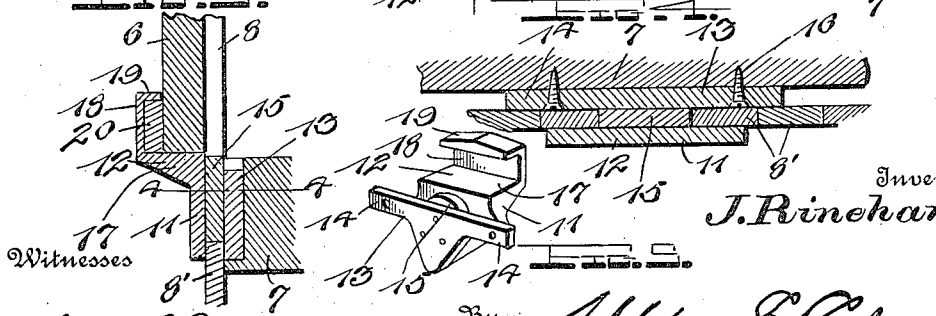

FIG. 4.

Witnesses

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UNITED STATES PATENT OFFICE.

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CAR-DOOR GUIDE.

1,045,888. Specification of Letters Patent. Patented Dec. 3, 1912.

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To all whom it may concern:

Be it known that I, JOHN RINEHART, a citizen of the United States, residing at Seymour, in the county of Jackson and State of Indiana, have invented certain new and useful Improvements in Car-Door Guides, of which the following is a specification, reference being had to the accompanying drawings.

This invention relates to an improved guide for sliding car doors and has for its object to provide a device of this character and means for attaching the same to the sill of the car body whereby access to the guide fastening screws is prevented so that the guide cannot be removed and the car door opened.

Another object of the invention is to provide a guide member for sliding car doors having an attaching portion, the sill of the car body being recessed to receive said attaching portion to be secured therein by means of suitable fastening screws, facing boards constituting the side of the car adapted to be secured to the sill over the recess therein and over the attaching portions of the guide member, said guide member being provided with a stop flange with which a rib on the lower edge of the door is adapted to coact to prevent the door being lifted and moved to its open position.

Still another object of the invention is to provide a device of the above character which is simple in construction, may be inexpensively manufactured, and is strong, durable and efficient in practical use.

With the above and other objects in view the invention consists in the novel features of construction and in the combination and arrangement of parts hereinafter more fully described, pointed out in the claims and shown in the accompanying drawings, in which,

Figure 1 is a side elevation of a car provided with a sliding door and showing my improved guide members arranged at the lower edge of said door to support the same; Fig. 2 is a similar view, the car door being shown in its open position and one of the guide members removed; Fig. 3 is a section taken on the line 3—3 of Fig. 1; Fig. 4 is a similar view taken on the line 4—4 of Fig. 3; and Fig. 5 is a detail perspective view of one of the guide members.

Referring in detail to the drawing 5 designates generally a car provided with a sliding door 6 which is movable over an opening in the side wall of the car. The sill of the car body 7 to which the facing boards 8 are secured is provided with a longitudinal channel or recess 9 which is enlarged or widened adjacent its opposite ends as shown at 10.

The guide members for the car door, best shown in Fig. 5 and indicated by the numeral 11 each consist of a body member 12 and an attachment plate 13, said attaching plate being provided with lateral extensions 14 to be received in the longitudinal portion of the channel 9 in the sill 7, the body portion of said attaching plate being disposed in the enlarged end portion 10 of said channel. A spacing block 15 is arranged between the body and attaching plate of the guide and is of substantially the same thickness as the thickness of the facing boards 8 of the car. The lateral extensions 14 of the attaching plate 13 are provided with openings to receive suitable fastening screws indicated at 16 whereby said plate may be rigidly secured in the channel of the sill 7. Upon one end of the body plate 12 a horizontal arm 17 is formed which is adapted to project outwardly beyond the face of the car wall and beneath the lower end of the sliding door 6. This arm is provided with an upstanding outer end portion 18, and upon said portion of the arm the flange 19 is formed. This flange is adapted to engage over a longitudinal cleat 20 attached to the outer face of the sliding door at its lower edge.

After the guide members have been properly secured in the channel 9 of the sill 7 as above described, the facing board sections 8′ are arranged upon the sill of the car and over the extensions 14 of the attaching plates 13 of said guide members. These board sections are rigidly secured to the car sill by means of the screws or analogous fastening elements 21.

As clearly shown in Fig. 3, the sliding door 6 rests at its lower edge upon the arms 17 of the guide members, the upper edge of said door being disposed between the side wall of the car body and the retaining plate 22 longitudinally disposed along the upper edge of said wall and fixed in spaced relation thereto. When the door 6 is in its closed position and has been sealed as shown in Fig. 1, the inwardly turned flanges 19 of the guide members being disposed over

the upper edges of the cleats 20 on the door effectually prevent said door from being lifted and disconnected from said guide members. To the side wall of the car an abutment 23 is secured to limit the sliding movement of the door 6 when the same is moved to its open position.

From the foregoing it is believed that the construction and manner of attachment of my improved door guide will be clearly understood. The device is extremely simple, may be manufactured at small cost, and effectually prevents unauthorized persons from opening the door after the same has been closed and sealed. It will be obvious that the guide members cannot be removed as the attaching screws whereby they are fastened to the car sill are inaccessible either from the side or bottom of the car.

While I have shown and described the preferred construction and arrangement of the various elements, it will be obvious that the invention is susceptible of considerable modification without departing from the essential features or sacrificing any of the advantages thereof.

What I claim is:—

1. The combination with a car provided with a sliding door, the sill of the car being provided with a recess, of a guide member having an attaching portion to be received in said recess and secured to the sill, the car door resting at its lower edge upon the guide member, and facing boards secured to the sill over the recess therein.

2. The combination with a car provided with a sliding door and having a recessed sill, of a guide member for the door having a body portion and an attaching portion, a spacing block separating the attaching portion from the body portion, said attaching portion being adapted to be received in the recess of the sill and rigidly secured to said sill, and facing boards secured to the sill over the recess therein.

3. The combination with a car provided with a sliding door and having a recessed sill, of a guide and supporting member for the car door consisting of a body portion and an attaching portion, a spacing block arranged between and separating the body and attaching portions of the guide, the body portion of said guide member being provided with a horizontal arm upon which the door rests, said attaching portion being adapted to be received in the recess of the car sill and rigidly secured to said sill, and facing boards secured to the sill over the recess therein, and entirely covering the attaching portion of the guide member.

In testimony whereof I hereunto affix my signature in the presence of two witnesses.

JOHN RINEHART.

Witnesses:

MICHAEL F. HUBER,

L. P. BYRNE.