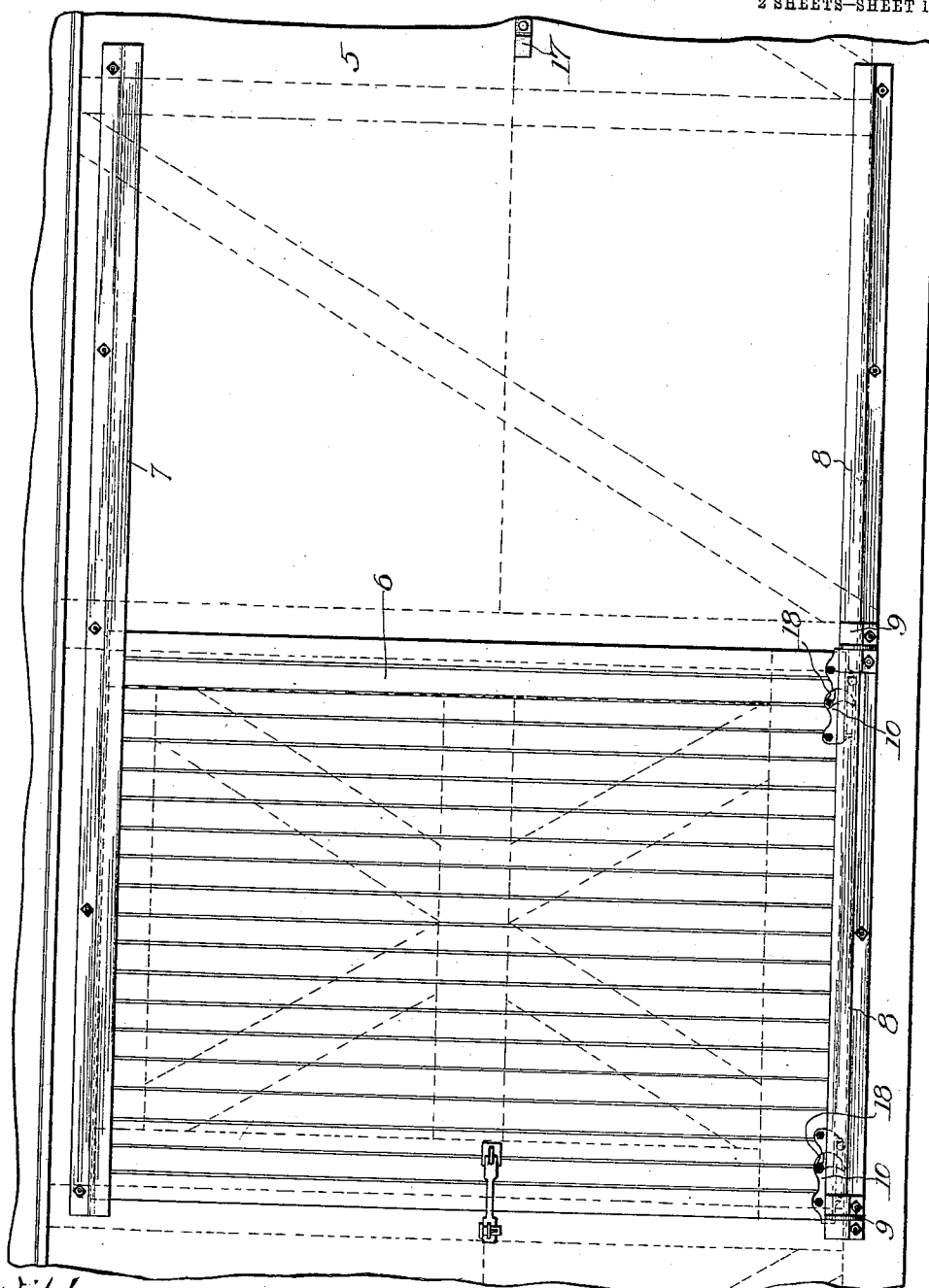


T. QUINN.
 DEVICE FOR SUPPORTING AND FASTENING SLIDING DOORS.
 APPLICATION FILED JULY 13, 1911.

1,058,197. Patented Apr. 8, 1913.

2 SHEETS—SHEET 1.



Witnesses:
 J. C. Devick.
 C. Paul Parker.

Fig 1

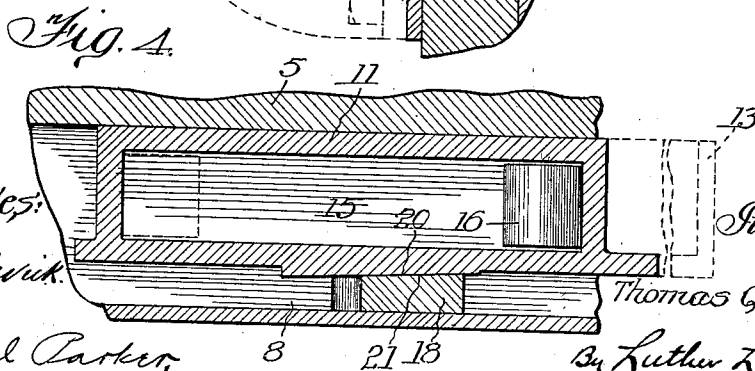
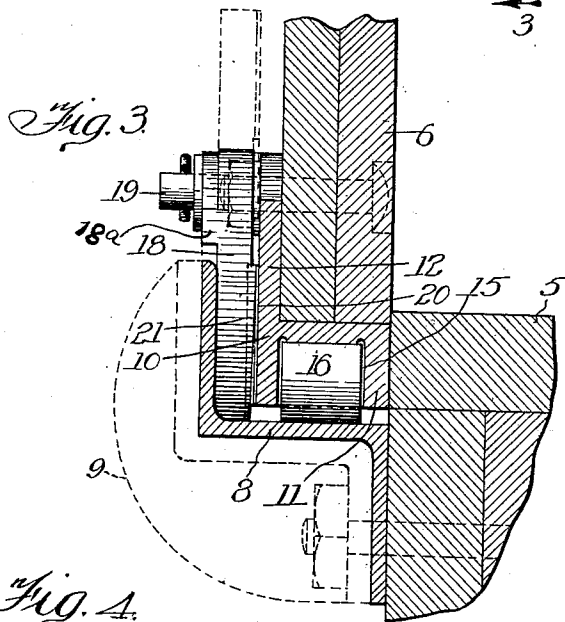
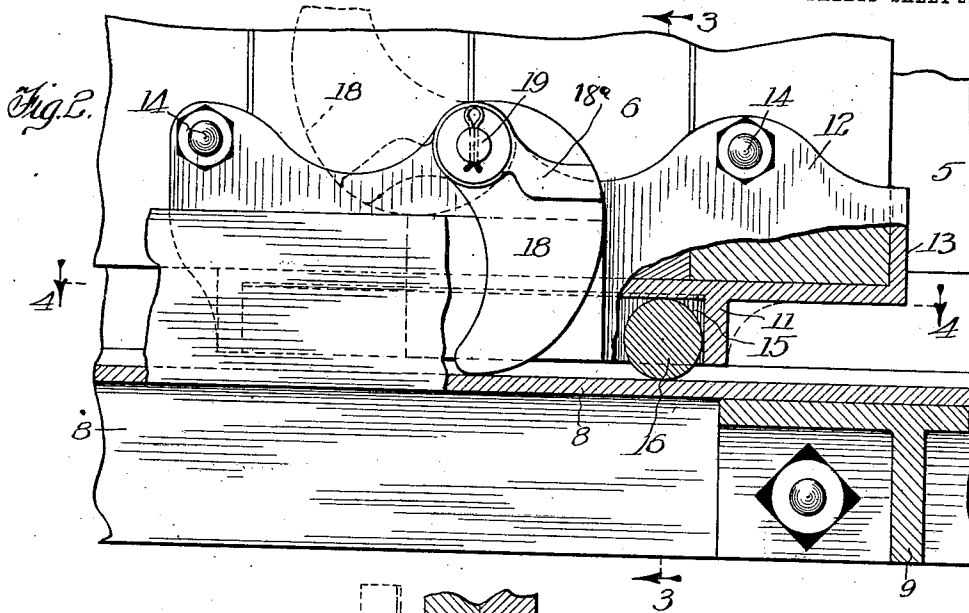
Inventor:
 Thomas Quinn
 By Luther L. Miller,
 atty.

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 Atty.

UNITED STATES PATENT OFFICE.

THOMAS QUINN, OF FORT COLLINS, COLORADO.

DEVICE FOR SUPPORTING AND FASTENING SLIDING DOORS.

1,058,197.

Specification of Letters Patent.

Patented Apr. 8, 1913.

Application filed July 13, 1911. Serial No. 638,276.

To all whom it may concern:

Be it known that I, THOMAS QUINN, a citizen of the United States, residing at Fort Collins, in the county of Larimer and State of Colorado, have invented certain new and useful Improvements in Devices for Supporting and Fastening Sliding Doors, of which the following is a specification.

The object of this invention is to provide an improved means for supporting and fastening sliding doors, the invention being particularly applicable for use upon the sliding doors of railway freight cars.

In the accompanying drawings, Figure 1 is a fragmentary side elevation of a railway freight car equipped with a door hanger embodying the features of my invention. Fig. 2 is a fragmentary view of one of the lower corners of the door showing one of the supporting brackets and the rail partially in section. Fig. 3 is a vertical section in the plane of line 3—3 of Fig. 2. Fig. 4 is a horizontal sectional detail on line 4—4 Fig. 2.

The body of the car is indicated at 5 and the door 6 is mounted to move edgewise along the side of the body. The upper edge of the door is guided by a rail 7 of suitable form, being herein shown in the shape of a Z-bar extending above the doorway of the car and to one side of said doorway substantially the width of the car door. The door is supported at its lower edge on a Z-bar 8 extending below the doorway, said Z-bar being secured to the side of the car, in this instance by means of brackets 9.

At each of the lower corners of the door 6 is mounted a bracket 10 comprising a portion 11 adapted to lie beneath the edge of the door, a flange 12 lying along the face thereof and a flange 13 contacting the edge of the door. Bolts 14 passing through the side flange 12 serve to secure the brackets to the door. In the lower portion 11 of the bracket is formed an elongated recess or downwardly opening housing 15 in which a roller 16 is adapted to travel, said roller running upon the horizontal web of the Z-rail 8. In the present instance, the roller runs loosely in said recess and is not provided with any journals. The recesses 15 in the brackets 10 are of such length that during the opening of the door the rollers 16 will reach the end of said recesses before the door is fully opened, so that the dragging

of the rollers upon the further opening movement of the door will effect a braking action thereupon to retard its movement and thus prevent the door from striking the stop 17 with too great force.

A wedge member 18 is pivoted upon a suitable bolt 19 extending through the car door and the bracket 10, the lower edge of the wedge member being arranged to lie between the outer face of the bracket flange 12 and the upstanding outer flange of the Z-rail 8. The adjacent faces of the bracket flange 12 and the wedge member 18 are provided with wedging surfaces 20 and 21 respectively. The member 18 thus serves to hold the door against the car and prevent rattling of the door. The wedging surfaces 20 and 21 are so formed that should the door become unlocked and tend to open due to the movement of the car, the member 18 would be wedged still more tightly between the bracket 10 and the Z-bar so as to positively prevent the opening of the door. When it is desired to open the door the wedge member 18 is swung upwardly to lie in the position indicated in dotted lines in Fig. 2, when the door may be freely moved in its guideways.

18^a is a lug on the wedging member providing a finger-hold for moving it and also serving as a stop to limit movement of said member when it is swung up into its inoperative position.

It will be noted that the portion 13 of the bracket extends along the adjacent side edge of the door and thus protects said edge against injury from the use of an implement which is sometimes used in opening or closing car doors. The rail brackets 9 add strength and rigidity to the lower supporting rail 8.

It should be understood that the foregoing detailed description has been given for the sake of clearness only, and not with an intention to limit the invention to the exact construction disclosed.

I claim as my invention:

1. The combination of a car door; a guide rail; brackets secured to the lower portion of the door; rollers mounted in said brackets and running upon said rail; and a wedging member attached to one of said brackets and adapted to be interposed between said rail and the door.

2. The combination of a car door, a Z-rail

arranged to be attached to the car below the doorway thereof, a pair of brackets secured to the lower edge of the door, each of said brackets being provided with a recess in its
5 lower portion, rollers adapted to travel in said recesses and to run upon said Z-rail, and a member pivoted to one of said brackets and movable into position between one flange of said Z-rail and the bracket, said

member and said bracket having coacting 10 wedging surfaces thereon.

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

THOMAS QUINN.

Witnesses:

TOM BEACH,

EDWARD F. ROSE.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."