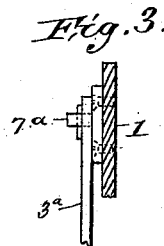
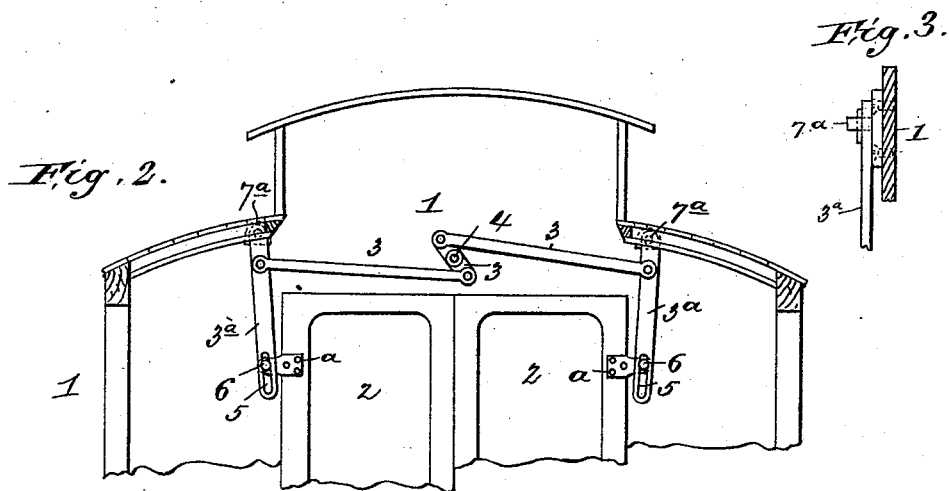
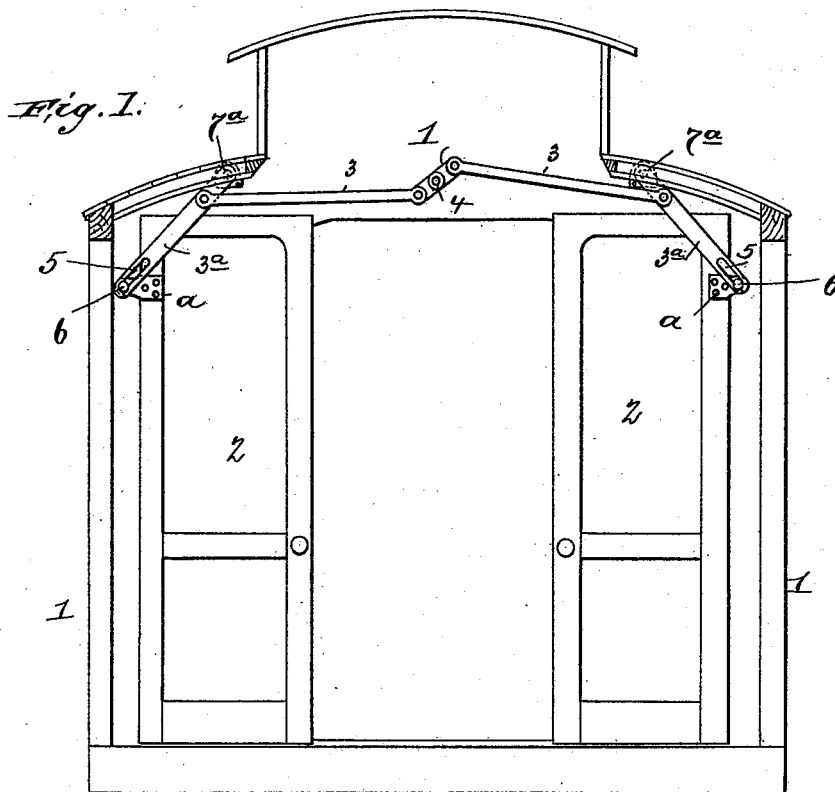


(No Model.)

J. RAWLE.
DEVICE FOR OPERATING DOORS.

No. 523,711.

Patented July 31, 1894.



Attest:
E. W. Benjamin
Wm. Jacobsen.

Inventor
James Rawle,
by Joseph L. Levy
att

UNITED STATES PATENT OFFICE.

JAMES RAWLE, OF RADNOR, PENNSYLVANIA.

DEVICE FOR OPERATING DOORS.

SPECIFICATION forming part of Letters Patent No. 523,711, dated July 31, 1894.

Original application filed August 23, 1893, Serial No. 433,813. Divided and this application filed March 24, 1894. Serial No. 504,908. (No model.)

To all whom it may concern:

Be it known that I, JAMES RAWLE, a citizen of the United States, residing in Radnor township, in the county of Delaware and State of Pennsylvania, have made certain new and useful Improvements in Devices for Operating Doors, of which the following is a specification.

This case is divided from an application filed by me on the 23d day of August, 1893, Serial No. 433,813, to which cross reference is invited.

My invention has reference to means for causing one moving door or the like to communicate corresponding motion to another door, so that both doors will move simultaneously.

The invention consists in two doors connected together by a series of levers, three of which levers have fixed pivotal points.

The invention further consists in the novel details of improvement and the combinations of parts that will be more fully hereinafter set forth and then pointed out in the claim.

Reference is to be had to the accompanying drawings, forming part hereof, wherein—

Figure 1 is a vertical cross section of a car body showing the doors and levers in the extended or open position. Fig. 2 is a similar view of the upper portion of the car, showing the doors closed; and Fig. 3 is a sectional detail view of the pivot for the levers 3^a.

1 indicates the car body and 2 are the doors arranged to slide toward and from each other, and supported and guided at the top in any suitable manner, and by rails 2^a at the bottom.

The lever 3 is pivoted upon the car frame at 4, and links 3^x connect the ends of the lever 3 to the levers 3^a, which have slots 5 at their lower end in which engage studs or projections 6 upon plates *a* secured to the doors. The upper ends of the levers 3^a are fulcrumed on the pivots 7^a secured to the car frame 1.

When the door 2 is moved its connected lever 3^a turns on its fulcrum 7^a, and by actuating the adjacent link 3^x causes the central lever 3 to turn on its pivot at 4, thus operating the other link and lever on the opposite side of the fulcrum 4, and communicating the desired motion to the opposite door 2.

Having now described my invention, what I claim is—

The combination with a car frame, having a doorway, of doors sliding against said doorway, upper and lower guides for the door, a central lever pivoted on the frame above the doorway to swing in the plane of the door or parallel thereto, levers pivotally connected to the frame and doors, one of said pivots being slotted, and links connecting said levers and reciprocating parallel to the plane of the doors, substantially as described.

Signed at Philadelphia, in the county of Philadelphia and State of Pennsylvania, this 26th day of February, 1894.

JAMES RAWLE.

Witnesses:

WM. H. HEULINGS, Jr.,
HENRY C. ESLING.