

S. E. BRIGHT.

Car Door.

No. 68,694.

Patented Sept. 10, 1867.

Fig: 1.

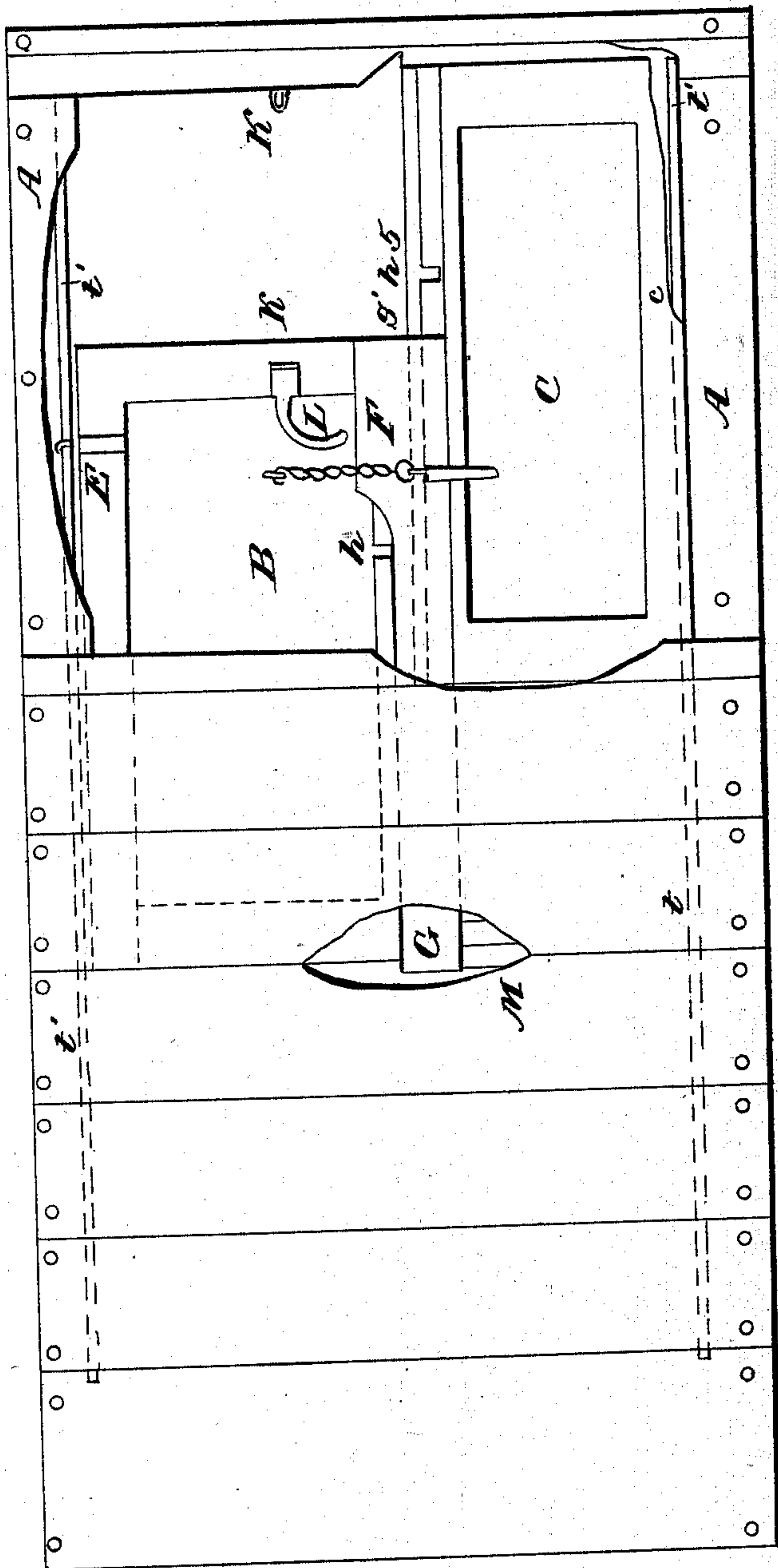


Fig: 2.



Witnesses

J. B. Gurehing
Jas. P. Hayden

Inventor

S. E. Bright

United States Patent Office.

S. E. BRIGHT, OF ELKHORN, WISCONSIN.

Letters Patent No. 68,694, dated September 10, 1867; antedated August 26, 1867.

IMPROVED DOOR FOR GRAIN-CARS.

The Schedule referred to in these Letters Patent and making part of the same.

TO ALL WHOM IT MAY CONCERN:

Be it known that I, S. E. BRIGHT, of Elkhorn, in the county of Walworth, and State of Wisconsin, have invented new and useful improvements in "Sliding Doors for Railroad Grain-Cars;" and I do hereby declare that the following is a full and exact description thereof, reference being had to the accompanying drawings, making part of this specification, in which—

Figure 1 represents the side view of the car and of sliding door, and

Figure 2 represents the plan of the weather-strip F.

The nature of my invention consists in having the doors for grain-cars sliding and built in sections, and so arranged as to be more convenient and more economical than the doors now used on said cars for the same purpose.

To enable others skilled in the art to make and use my invention, I will proceed to describe its construction and operation.

Two strips of wood A A', each equal to the double of the width of the door in length, are bolted on the outside of the car, one to its sill and the other to its plate; and to these strips the outside boards of the car are fastened. The door consists of two sections, B the upper one and C the lower one. The section C has a groove, c, in its bottom, inlaid with two metallic strips to prevent wearing, by means of which groove this section C can slide on the lower track t fastened to the strip A. There is an upper track, t', fastened to the plate of the car D, on which the section of the door B moves or slides by means of hooks E E fastened to its panel. The joint of the sections B and C of the door is effected by means of a track, S, laid on the top of section C, and a groove, S', made in the bottom of the section B. There is a metallic plate, F, fastened to and at the bottom of section B, on its outside, that comes down over a portion of the section C, thus forming a weather-strip to protect the joints of the sections. This plate F is turned inside at its end at G, forming a stop to which the section C abuts, thus preventing its opening when section B is locked. A pin, H, and a mortise, h, in the panels of both sections B and C, serve for the purpose of fastening both sections together, and open or shut them as one door. There is a hasp and a staple, K K, on the outside of the section B of the door to lock the car, and a handle, L, to slide it. Sheeting, M, is put on the inside of the car to prevent grain from getting between the studs of the car and obstructing the lower track t.

It is evident from the above description that the upper section of the door may be opened or shut without moving the lower section, or the whole door, that is, both sections, may be moved at once. It is also evident that the sectional door may be placed on the inside of the frame of the car, with all its appendages, just as well as on the outside of it.

What I claim as my invention, and desire to secure by Letters Patent, is—

The sliding door for grain-cars, put on the outside or inside of a car, consisting of two sections B and C, in combination with tracks t t', said sections constructed and operating substantially as herein described and specified.

S. E. BRIGHT.

Witnesses:

J. B. TURCHING,

JAS. R. HAYDEN.