

(No Model.)

W. P. SENOUR.
CAR DOOR AND FASTENING.

No. 278,611.
Fig. 1.

Patented May 29, 1883.

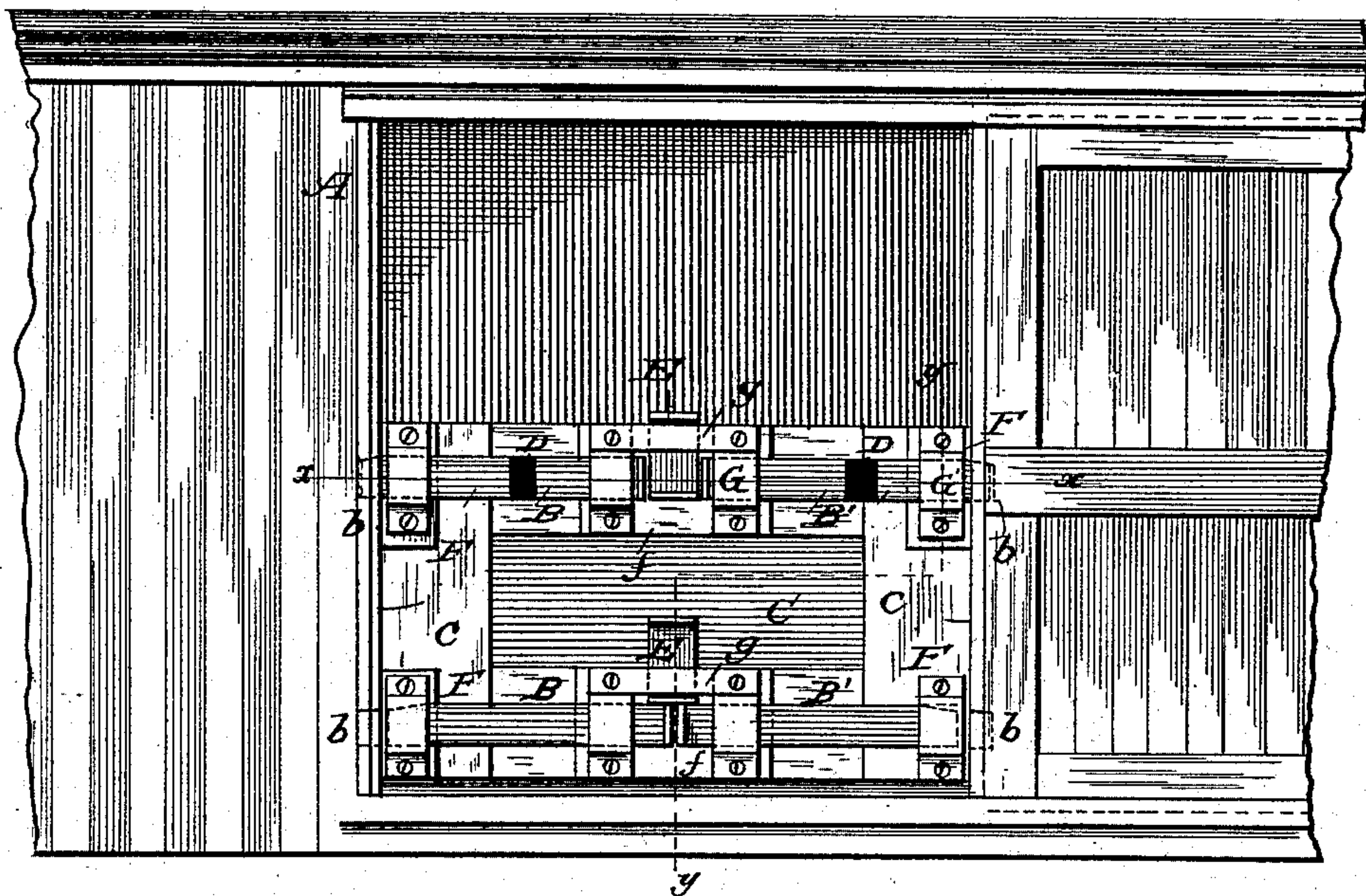


Fig. 2

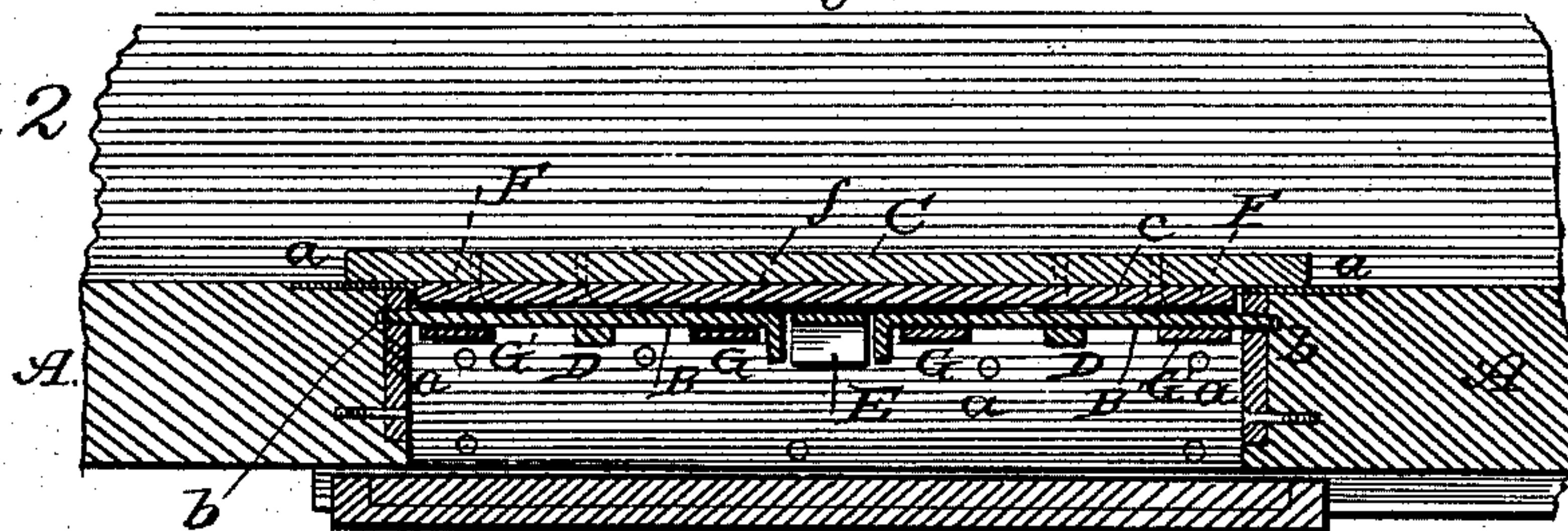
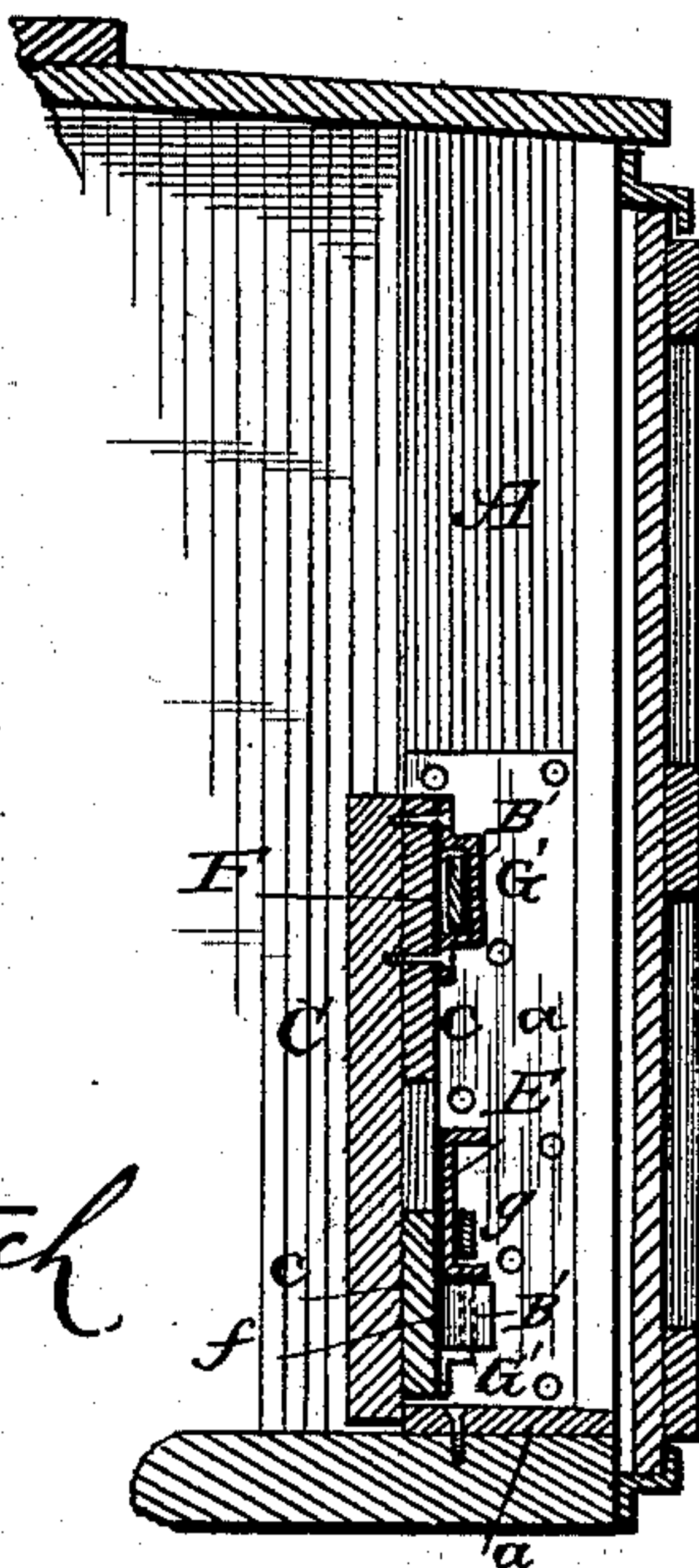


Fig. 3.



WITNESSES:

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UNITED STATES PATENT OFFICE.

WILLIAM P. SENOUR, OF PIMENTO, INDIANA.

CAR-DOOR AND FASTENING.

SPECIFICATION forming part of Letters Patent No. 278,611, dated May 29, 1883.

Application filed March 14, 1883. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM P. SENOUR, a citizen of the United States, residing at Pimento, in the county of Vigo and State of Indiana, have invented a new and Improved Car-Door and Fastening, of which the following is a specification.

My invention relates to that class of doors which are used in common freight-cars to adapt the same to carry grain in bulk loosely; and it has for its object to provide an inner car-door which will prevent the loss of grain, and means for securely fastening the same to prevent it being worked loose by jarring in transportation.

To this end my invention consists in the construction and combination of parts forming a car-door and fastening, hereinafter described and claimed, reference being had to the accompanying drawings, in which—

Figure 1 is a front elevation. Fig. 2 is a longitudinal section at *x x*, Fig. 1; and Fig. 3 is a transverse vertical section at *y y*, Fig. 1, of a portion of a grain-car, showing my device in position.

A represents the door-frame of a car.

a is a facing of iron, which I secure to the side posts, on their faces toward the inside of the car, and toward the doorway and on the top of the sill, to prevent wear and to offer a more secure fastening for the door-bolts which enter the holes *b*.

C represents the body of the door, which extends across the doorway and laps onto the iron-plated inner faces of the door-posts.

c c are battens rigidly secured to the door-body, on its outer face, for the usual purpose of securing strength with lightness, and at the same time furnishing shoulders to abut against the door-posts to keep the door from slipping endwise with the car.

B B' represent two pairs of bolts adapted to slide into the holes *b* in the side posts to secure the door in place. The bolts have each a lug, D, to be struck by a hammer or anything convenient to assist in sliding the bolt when it becomes wedged. Each bolt is also turned outward at its rear end, forming an abutment

to rest against the cross-key E. This key drops by its own weight between the two bolts B and B', when they are extended into the bolt-holes, to keep them in place.

On the outside of the door, at each edge thereof, a plate of iron, F, is first laid. Then at the middle of the door a wider plate, *f*, is placed. On these plates the bolts B B' are laid and covered by bent straps G G'.

The cross-key E is also laid on the plate *f*, and over it is placed a strap, *g*, which rests its ends on the two straps G. These straps and plates are all firmly secured to the door by screw-bolts passing through them and through the door and batten, and closely drawn by screw-nuts on the inside of the door. To prevent losing the door-bolts B B' they are turned out at their rear ends, forming hooks behind the top straps. The key E is similarly turned up at both ends for the same purpose.

The door may be provided with a chain securing it to the car, yet allowing it to be housed in some convenient place near by the doorway when not in use, to prevent the same being lost or stolen.

The forward ends of the bolts B B' wedge on the upper and inner sides to draw the door down and outward against the frame to prevent the escape of any grain, the lugs D serving to force the bolts.

The batten does not come close down to the lower edge of the door, it being left up a little to admit a bar, so that the door may be pried up when stuck by the weight of grain behind it becoming settled in transportation.

What I claim as my invention is—

The combination, with the body C and battens *c* of a car-door, of the facing-plates F and *f*, the sliding bolts B B', having hooked rear ends, the straps G G', the cross-key E, having hooked ends, and the strap *g*, all as and for the purpose specified.

WILLIAM P. SENOUR.

Witnesses:

PLEASANT BLEDSOE,
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