

(No Model.)

J. BRENZEL.

GRAIN CAR DOOR.

No. 309,291.

Patented Dec. 16, 1884.

FIG. 1.

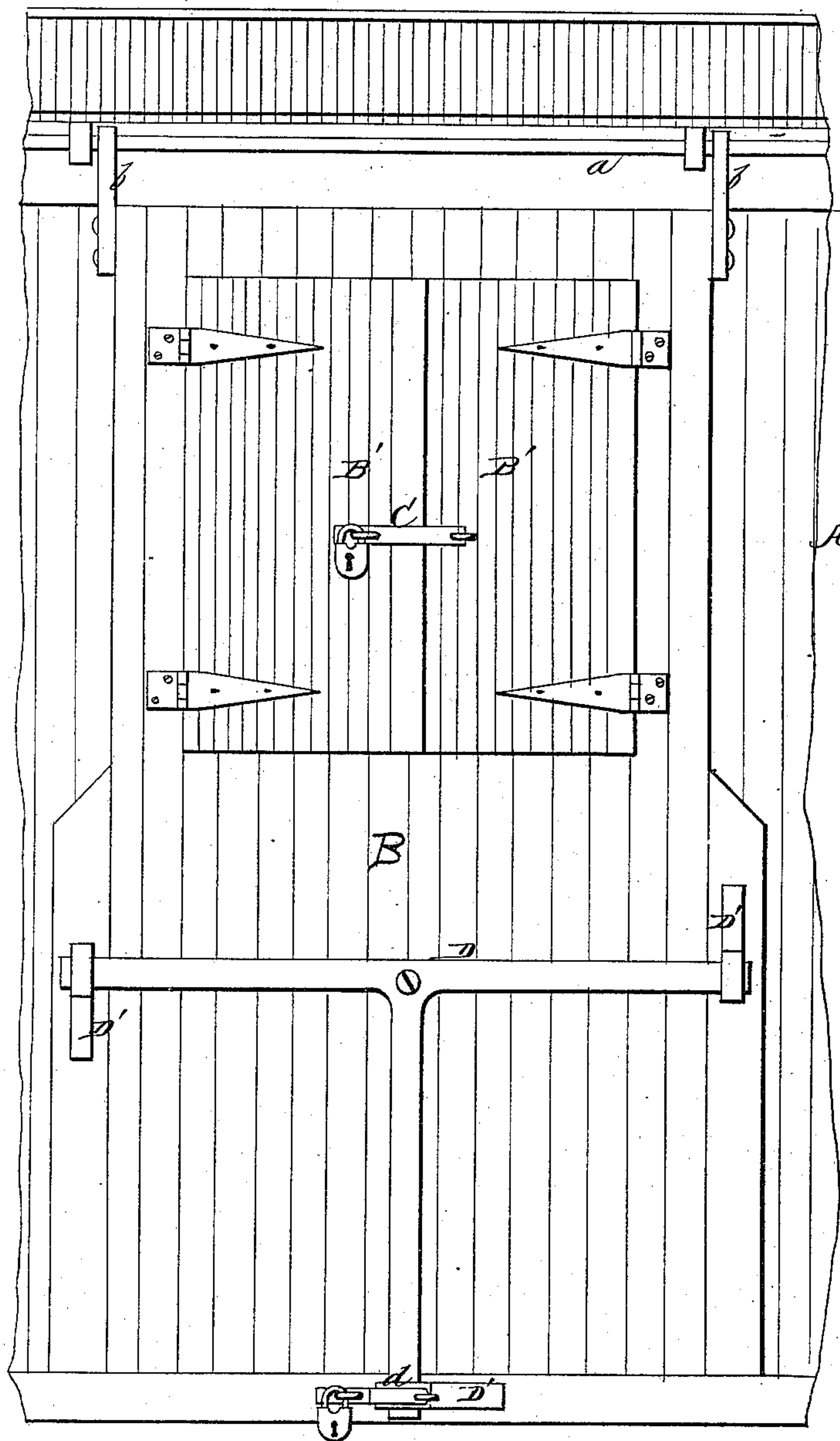
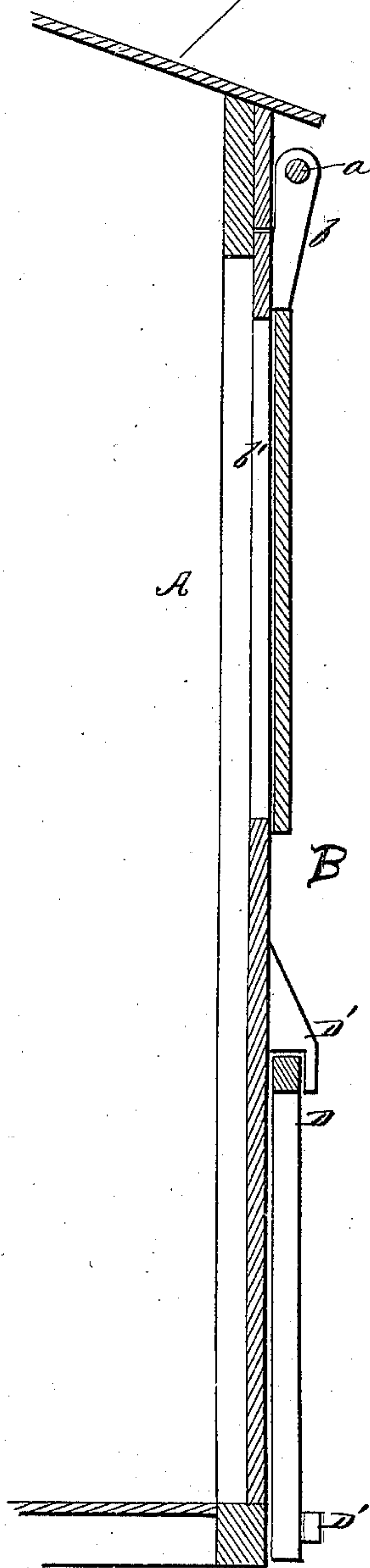


FIG. 2.



WITNESSES:

H. C. Arthur,
Atty.

INVENTOR.

Jacob Brenzel

per

H. Harrison
Attorney.

UNITED STATES PATENT OFFICE.

JACOB BRENZEL, OF CHICAGO, ILLINOIS.

GRAIN-CAR DOOR.

SPECIFICATION forming part of Letters Patent No. 309,291, dated December 16, 1884.

Application filed April 25, 1884. (No model.)

To all whom it may concern:

Be it known that I, JACOB BRENZEL, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Grain-Car Doors, of which the following is a specification, to wit:

This invention relates to an improvement in grain-car doors; and it consists in the peculiar construction and arrangement of the same, substantially as will be hereinafter more fully described and claimed.

In order to enable others skilled in the art to which my invention appertains to make and use the same, I will now proceed to describe its construction and operation, referring to the accompanying drawings, in which—

Figure 1 is a side elevation of part of a freight-car with my door in use, and Fig. 2 is a vertical section of the door.

A represents a freight-car of the usual or any desired construction, provided with a rod, *a*, secured to the outside of the car just below the roof. To this rod is suspended by rigid links *b b* the door B, which is made to fit the doorway of the car, and is in its upper part formed with an opening, *b'*, closed by auxiliary doors B', hinged to the main door, and secured when closed by a hasp and padlock, C, or other convenient fastening.

To the lower part of the door B is pivoted a T-bar, D, having two horizontal and one vertical arm, which are long enough to overlap the door-frame, and are secured beneath projecting blocks D', fixed to the car-body.

One of these blocks is provided with a suitable locking device for securing the bar, in this case simply a hasp and padlock, *d*, as in the case of the upper doors.

The operation of this door is obvious. The upper doors, B', are opened to get out the most of the grain, and then the T-bar D is swung upon its pivot to release the main door, and this being swung out at the bottom is slid along on the rod *a* till the doorway is clear.

The door is strong and convenient, and is firmly held when locked or secured, while being very quickly shoved aside, as desired.

Having thus fully described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. In a car-door fastening, a T-shaped bar pivoted at its center upon the door and oscillating thereon to engage blocks upon the body of the car beside the door, substantially as shown and described.

2. The car A, having rod *a*, and under-cut blocks D', in combination with the door B, having the auxiliary doors B' in its upper part, and provided with the T-bar D, pivoted upon its lower part, all constructed and arranged to operate substantially as and for the purpose set forth.

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

JACOB BRENZEL.

Witnesses:

W. C. McARTHUR,
A. S. PARÉ.