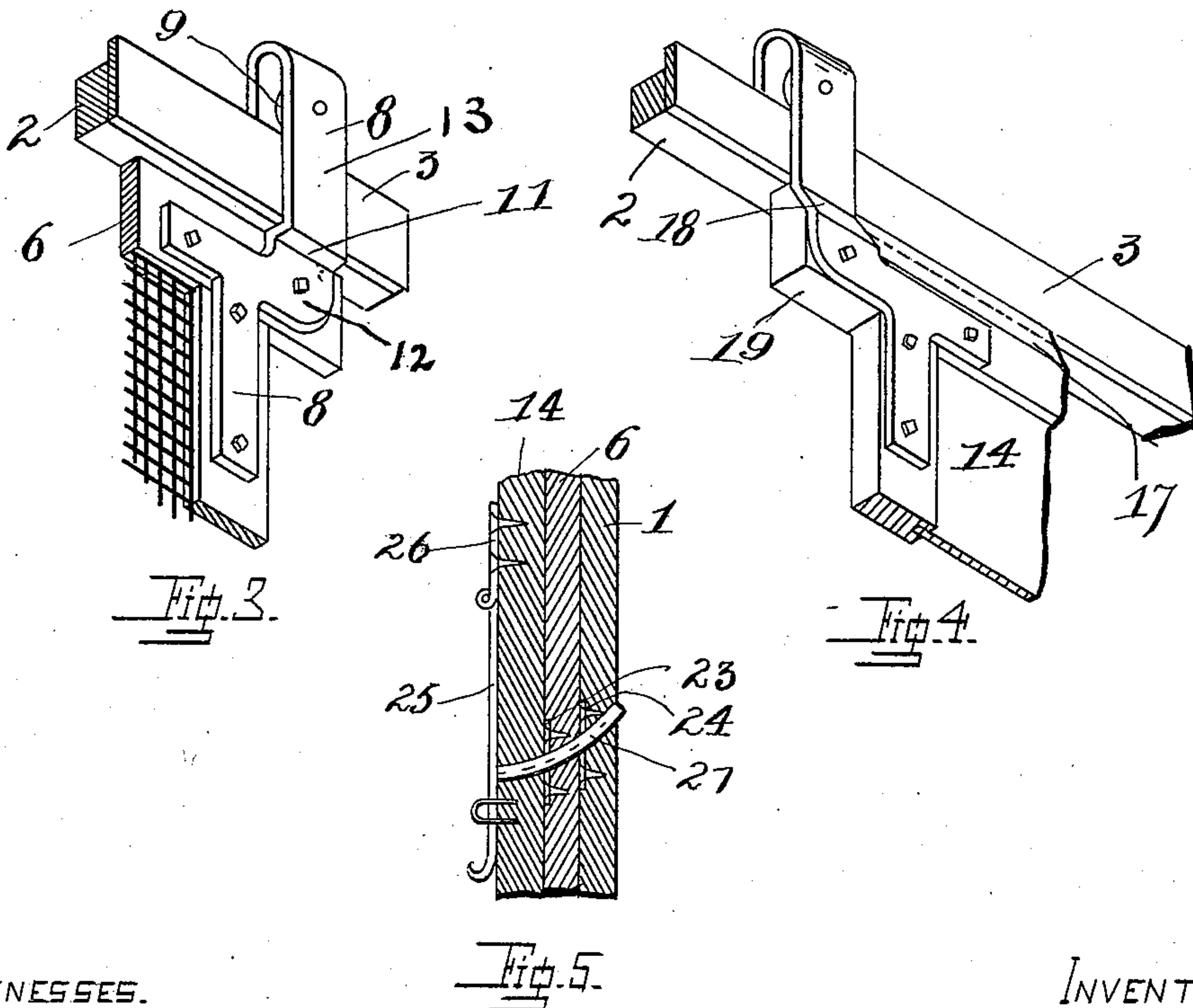
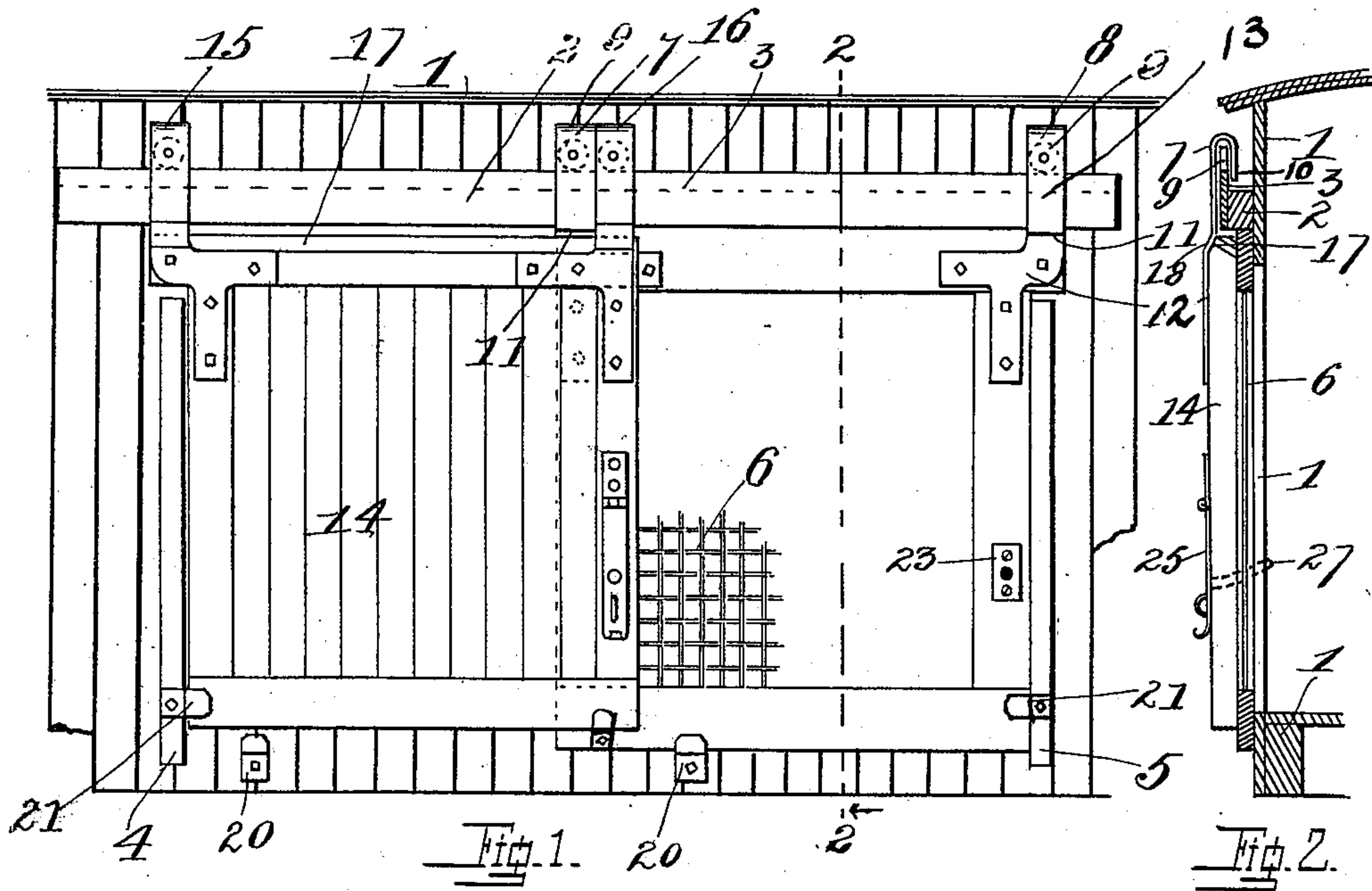


(No Model.)

J. W. PARKER.  
CAR DOOR.

No. 564,157.

Patented July 14, 1896.



WITNESSES.  
L. F. Hayden.  
H. L. Keith.

INVENTOR.  
John W. Parker,  
by A. A. Woodson  
Atty.



# UNITED STATES PATENT OFFICE.

JOHN W. PARKER, OF ATLANTA, GEORGIA.

## CAR-DOOR.

SPECIFICATION forming part of Letters Patent No. 564,157, dated July 14, 1896.

Application filed November 11, 1895. Serial No. 568,646. (No model.)

*To all whom it may concern:*

Be it known that I, JOHN W. PARKER, a citizen of the United States of America, and a resident of Atlanta, in the county of Fulton and State of Georgia, have made a certain new and useful Car-Door; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to figures of reference marked thereon, which form a part of this specification.

This invention relates to the class of car-doors in which the door may either form a complete closure or may form a ventilated closure for the openings in the sides of the car, the object being to provide a superior form of construction for a door of this class, whereby its life may be increased and its usefulness improved, the details of construction whereby these ends are attained being hereinafter fully set forth, and the parts for which protection is desired fully set forth in the claims.

In the accompanying drawings, Figure 1 is a side elevation of a portion of a car with this device in use as a ventilated door. Fig. 2 is a vertical cross-section on the line 2 2, Fig. 1, further showing the construction of parts. Fig. 3 is a perspective view of one of the hangers of the perforated or screen door, and Fig. 4 is a like view of one of the hangers of the outer or solid door. Fig. 5 is a sectional detail of the lock whereby the doors are held in their proper relative positions regarding each other and the opening in the side of the car.

In the figures like reference-marks indicate corresponding parts in all the views.

1 is the car, which may be of any class to which a door is applicable and which it is desired to lock.

2 is a bar secured to each side of the car, above the correlative door-openings therein, and 3 is a track secured to the face thereof and usually consisting of a flat bar of metal screwed to said bar 2 in a suitable manner, with its upper edge projecting upwardly a sufficient distance above the upper side of the said bar for the ends of the hangers to

strike should there be any tendency of the door-hangers to jump from said track.

4 and 5 are bars secured to the sides of the car, on either side of the door-opening, and forming jambs or stops for the sliding doors in their movements.

The door 6, which is the perforated one, so made by the use of wire-cloth of standard mesh over the opening in said door, which should be as large as possible, is in thickness say one-half as thick as the bar 2, and is seated against the face of the car so as to move across and cover the door-opening when in proper position. Hangers 7 and 8 act to suspend same from the track 3, rollers 9 in the upper ends of said hangers serving to decrease the friction, and the ends 10 being extended downwardly a sufficient distance below the upper edge of said track and the peripheries of said rollers to engage said track in case the door should be accidentally removed from its proper position.

The hanger 7, as shown partly in broken lines in Fig. 1, is in the form of a strap having an offset at 11 leading said strap out from the face of the door 6 around the face of the track 3, whence it projects upwardly and is turned backwardly and downwardly, the roller 9 thereof being journaled between the sides so formed, and the end projecting below the upper edge of the track, as hereinbefore stated.

The upper stile of the door 6 is extended beyond the edge of said door and the strap of the hanger 8 has an extension 12 lying along the projected portion of the stile and being provided with an upturned portion 13, which carries on its upper curved end a roller 9, and has an offset like the offset in the hanger 7 at 11 for the same purpose.

The strap of the hanger or the portion secured to the door may be of any form, but the form shown is preferable, it being T-shaped, the vertical bar lying upon the side stile and the cross-bar lying upon the top stile and including the extension 12. The upright 13 of this hanger is thus projected beyond the edge of the door, as is also the same portion of one of the hangers of the other door, for a purpose which will be hereinafter shown.



14 is the solid or imperforate door, and is seated outside of the door 6, being suspended from the same track on hangers 15 and 16. This door should be a little thicker than the door 6, and is seated with its upper edge partly (mostly) under the bar 2 and the track 3, the bevel 17 being formed thereon for the purpose of a water-shed, as seen in Fig. 4.

The hanger 16 is formed like the hanger 7 and the hanger 15 like the hanger 8, both having an offset portion 18 at the angle of the bevel 17, and the hanger 15 projects upwardly from the extended stile 19 of the door, like the upwardly-projecting portion of the hanger 8, each hanger being in like manner provided with rollers 9.

20 are brackets inside of the upper end of which the lower edge of the door 6 moves, and 21 are brackets which serve to hold the door 14 in place when at its two limits of movement. These doors may be locked in any of their positions by means of a device which I will now describe. A hole is cut in the door 14, a like hole being cut in each edge of the door 6 and being provided with escutcheons 23, set at the points in said door where they will register with the holes in the door 14 when the door 14 is respectively over said door 6 and off of same, as seen in Fig. 1, like holes and escutcheons 24 being cut and placed on the siding of the car under the escutcheons 23 when the door 6 is in the position shown in Fig. 1. A lever 25 is pivoted on an element 26, screwed to the door 14, over the hole therein, and an arm 27, curved on a radius from the pivotal point of said lever 25, is secured to said lever in such a position that it will pass through the said escutcheon and those marked 23 and 24, thus locking the doors in any of their positions relatively to the door-opening and to each other. For example, in Fig. 1 this arm 27 passes through the door 14, the escutcheon 23 in the door 6, and into the escutcheon 24 in the siding of the car, the two latter-named escutcheons being the left-hand ones in said figure. When the door 6 is pulled from over the opening in the side of the car, the arm 27 passes through the same escutcheons, except that the escutcheon 23 (right) is moved under the door 14 and the arm passes through it. When the door 14 is moved over the door 6, when said door 6 is in the position shown in Fig. 1, the escutcheon 24 (right) is substituted for the escutcheon 24, (left,) as is also the case with the escutcheon 23. The lever 25 is provided with a slot 26 in its free end, and a staple 27 is driven into the door 14 to register therewith. A padlock and seal may be at-

tached, and thus the doors be sealed in any position or arrangement.

In this device it will be observed that the screen-door may be moved over the opening in the side of the car without the door 14 accompanying it, as would be necessary in order to form a perforated closure, and, indeed, this is the only time at which the wire-cloth and the screen-door, both comparatively easily destroyed, are exposed to the elements and to having bales and barrels strike them. When the door is open, that is, the screen-door under the door 14, and both in the position in which the latter is shown in Fig. 1, the door 6 is under the door 14 and protected, and it is also protected when the door 14 is over the opening, inasmuch as, owing to the engagement of the hangers 7 and 15 and 8 and 16, the said door 14 cannot be moved over the opening without carrying the door 6 with it. By reason of both doors being under the bar 2 it is obvious that so long as the lower edges of same are held near the car the said doors may not be thrown from their places, and by reason of the same fact and the water-shed on the upper front edge of the door 14 no water may enter the crack, whereby the cargo if it be near the door will not be wet during rain-storms and the interior of the car will at all times be perfectly dry.

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

1. In a car-door, a perforated door and an imperforate door mounted so as to move across the same, a track, and hangers, the hangers on one side of each door interlocking with the adjacent hanger of the other door, for the purpose specified.

2. In a door, two doors adapted to slide past each other their inner hangers interlocking, and their other hangers being projected beyond the adjacent vertical edge of its door for the purpose specified.

3. In a car-door, two doors adapted to move across each other, holes therein registering in sets, and a correlative hole in the side of the car, and a hasp pivoted to the outer door and carrying within the hole thereof a pin adapted to enter each set of holes and engage said doors.

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

J. W. PARKER.

Witnesses:

A. P. WOOD,  
S. M. WOOD.