

(No Model.)

2 Sheets—Sheet 1.

T. R. PARKER.
GRAIN DOOR FOR GRAIN CARS.

No. 570,950.

Patented Nov. 10, 1896.

Fig. 1.

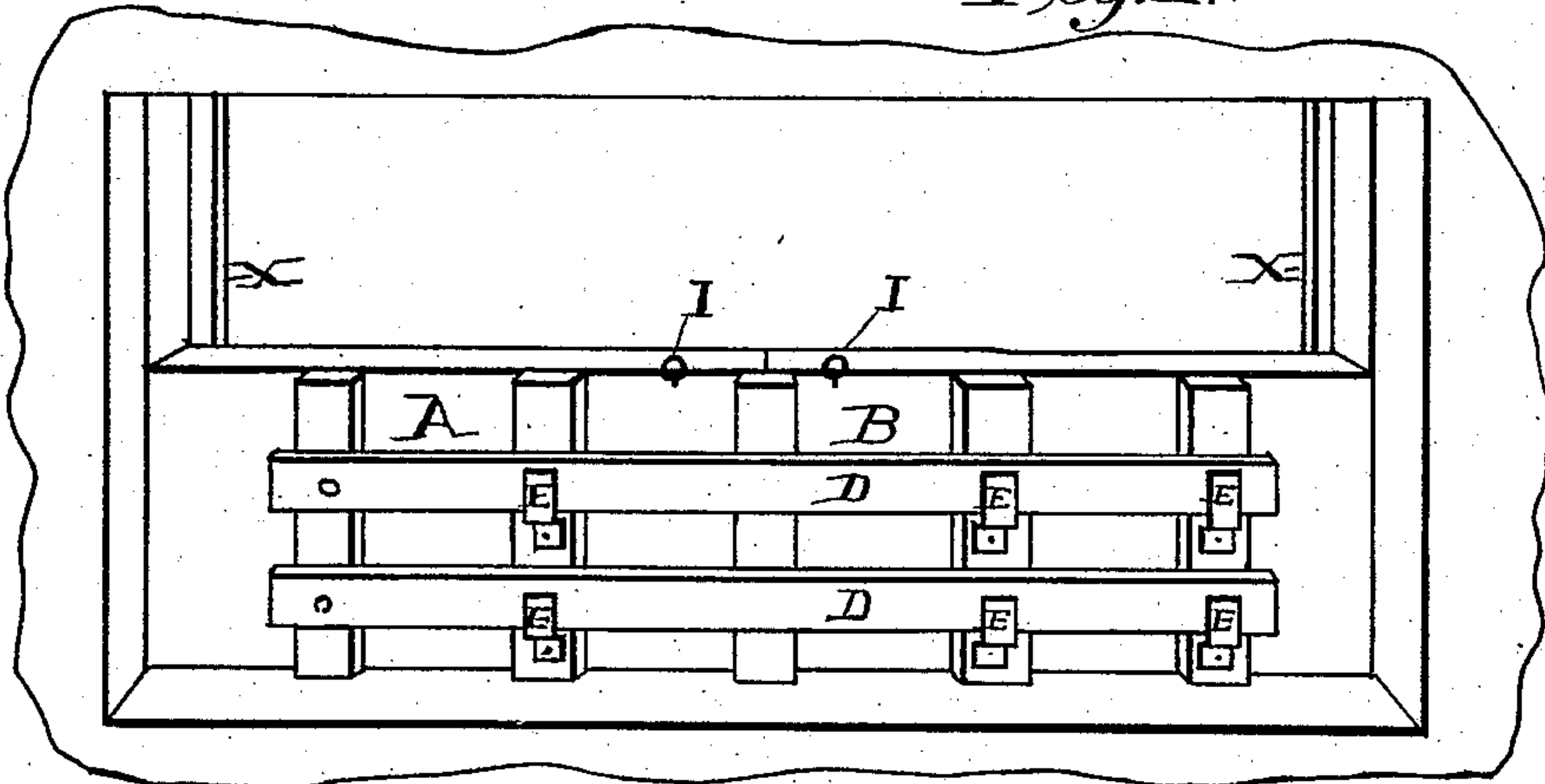


Fig. 3.

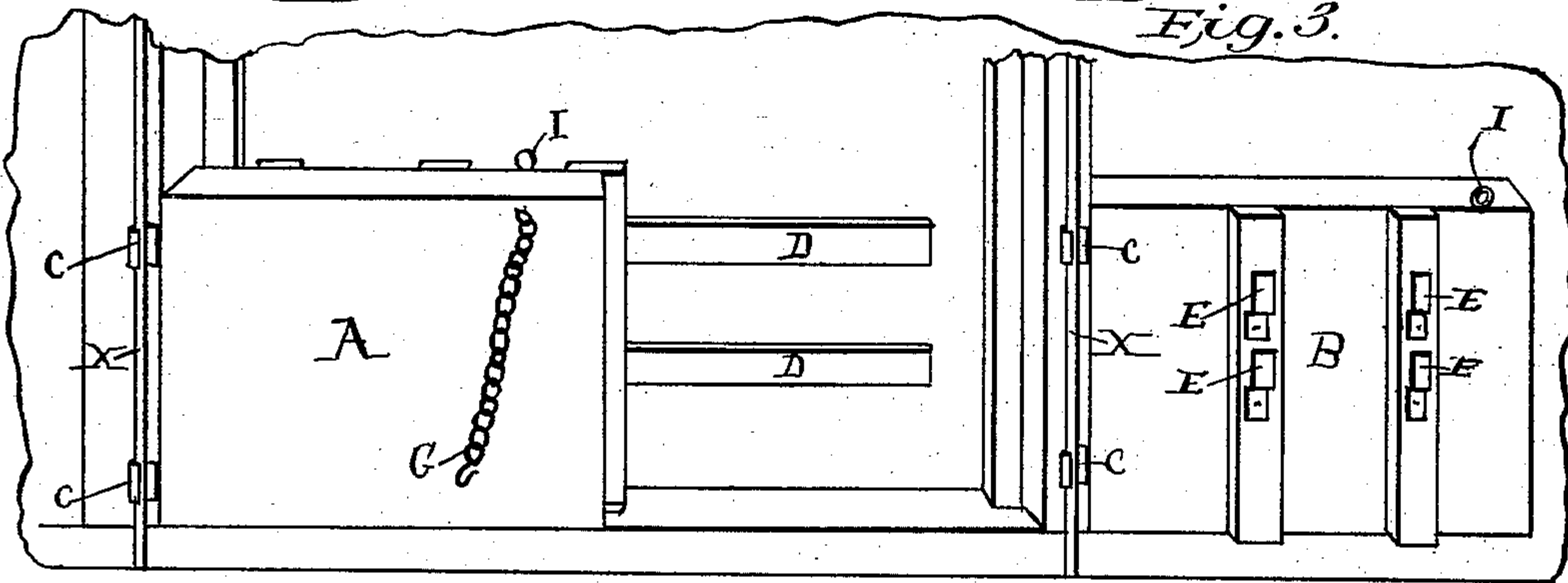


Fig. 2.

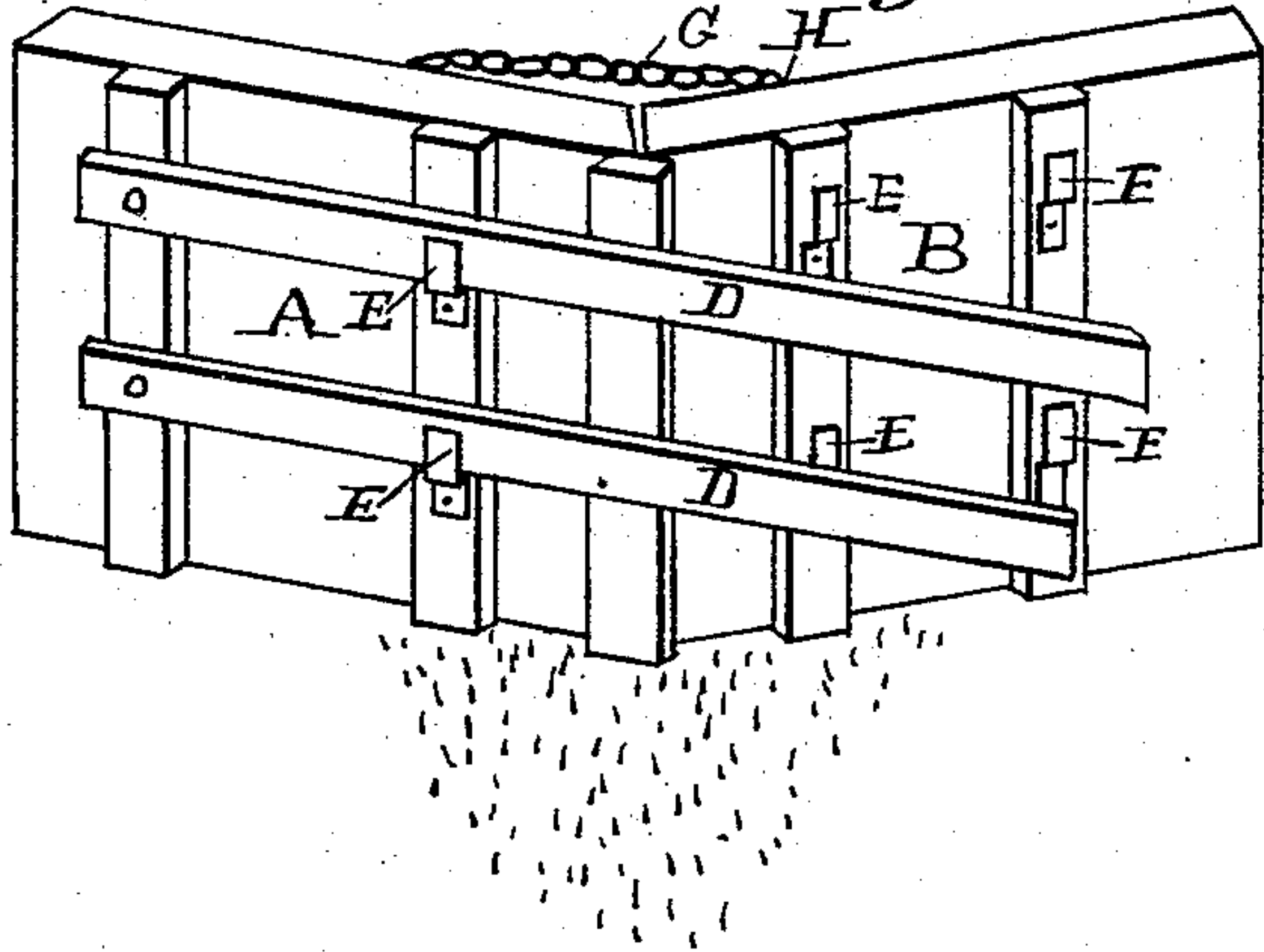
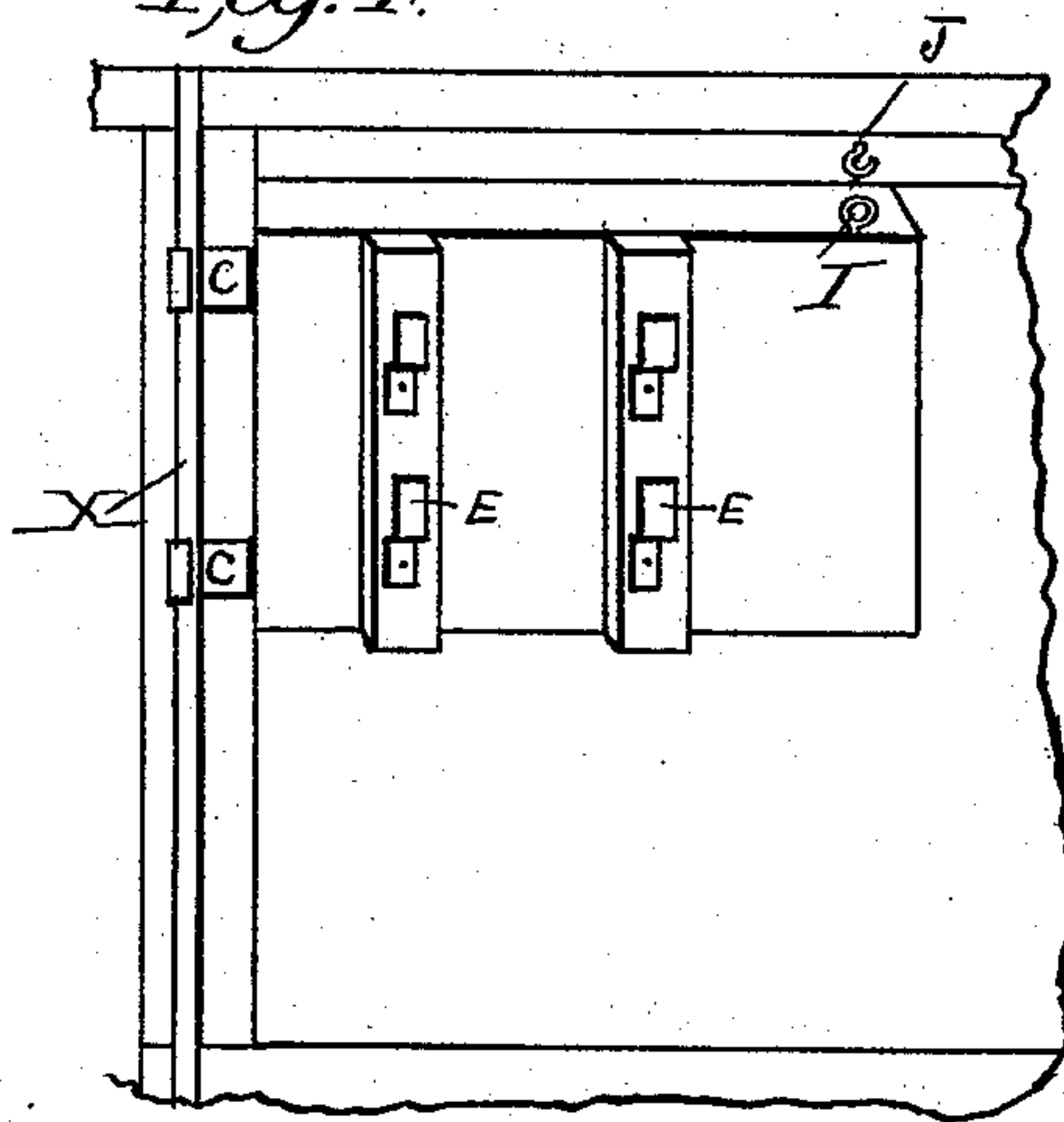


Fig. 4.



WITNESSES:

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Fig. 5.

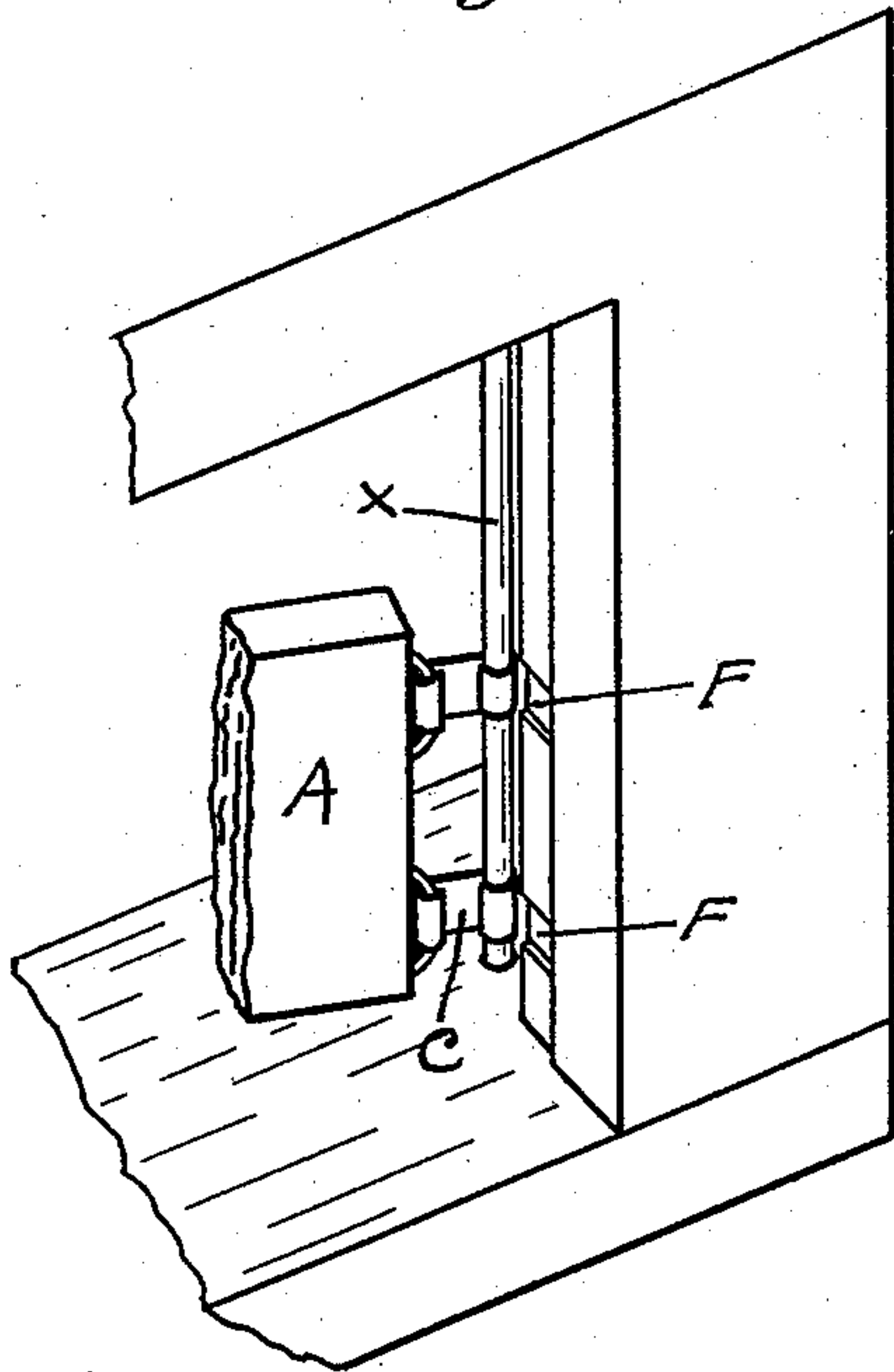


Fig. 6.

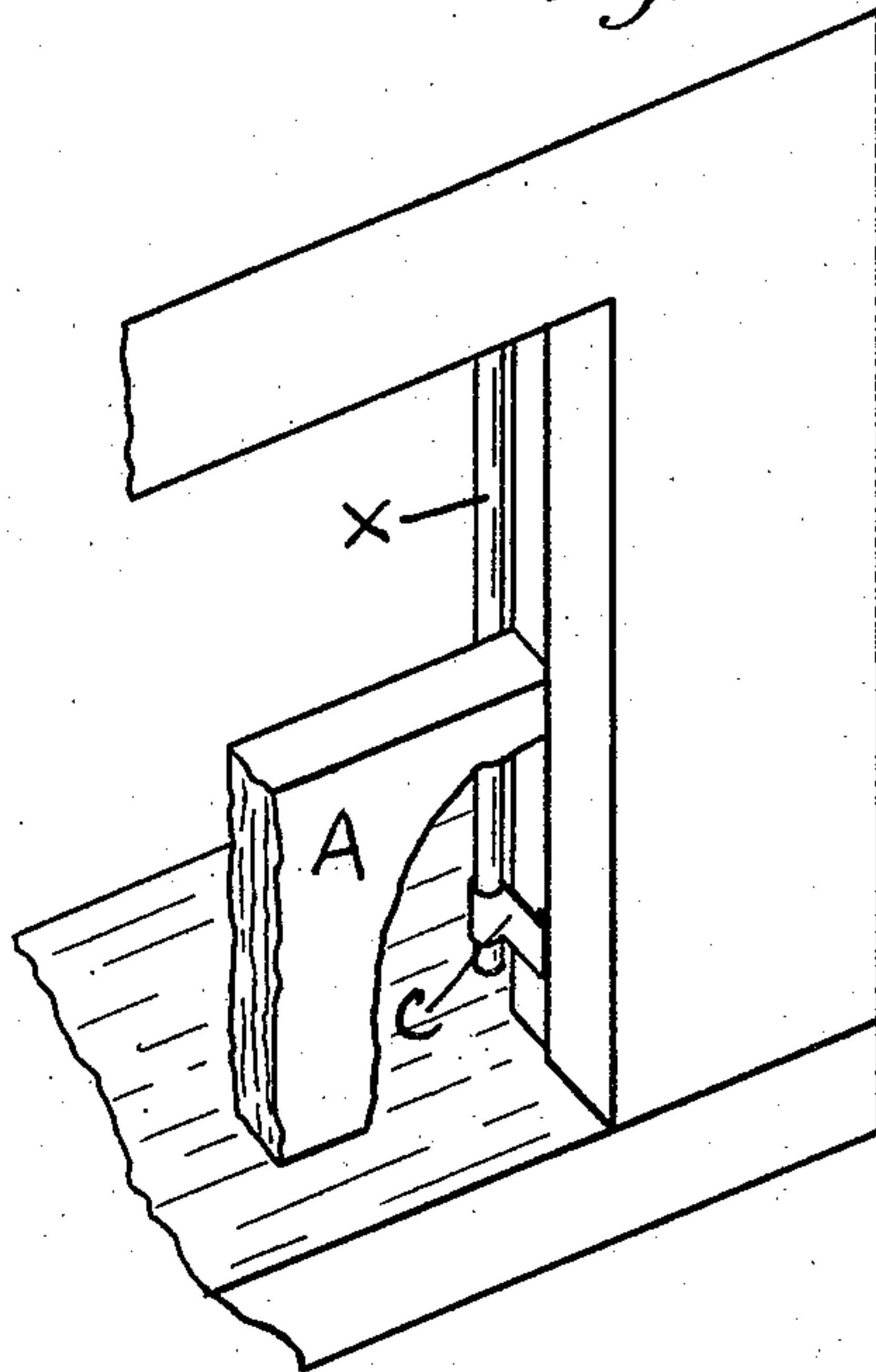


Fig. 7.

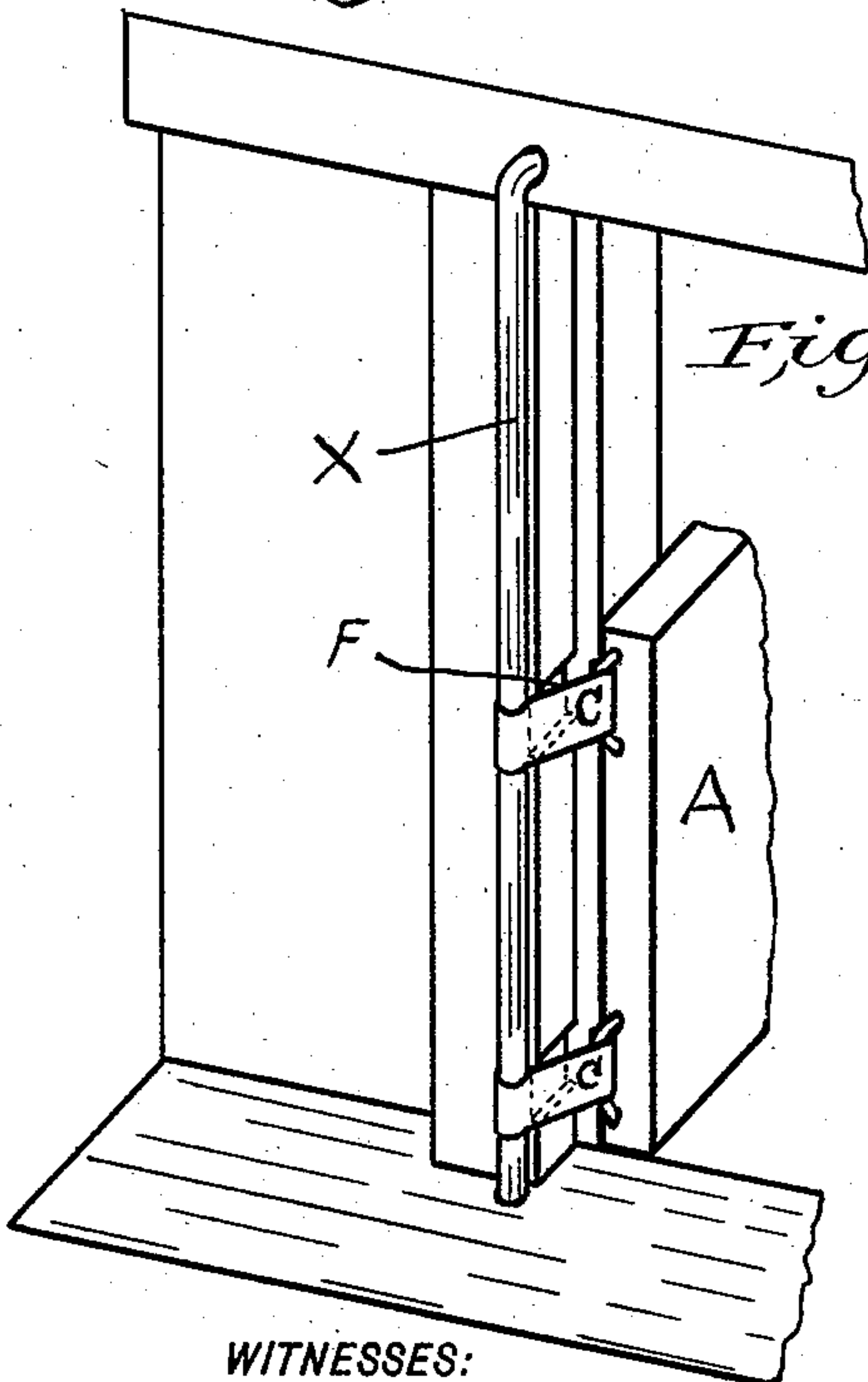
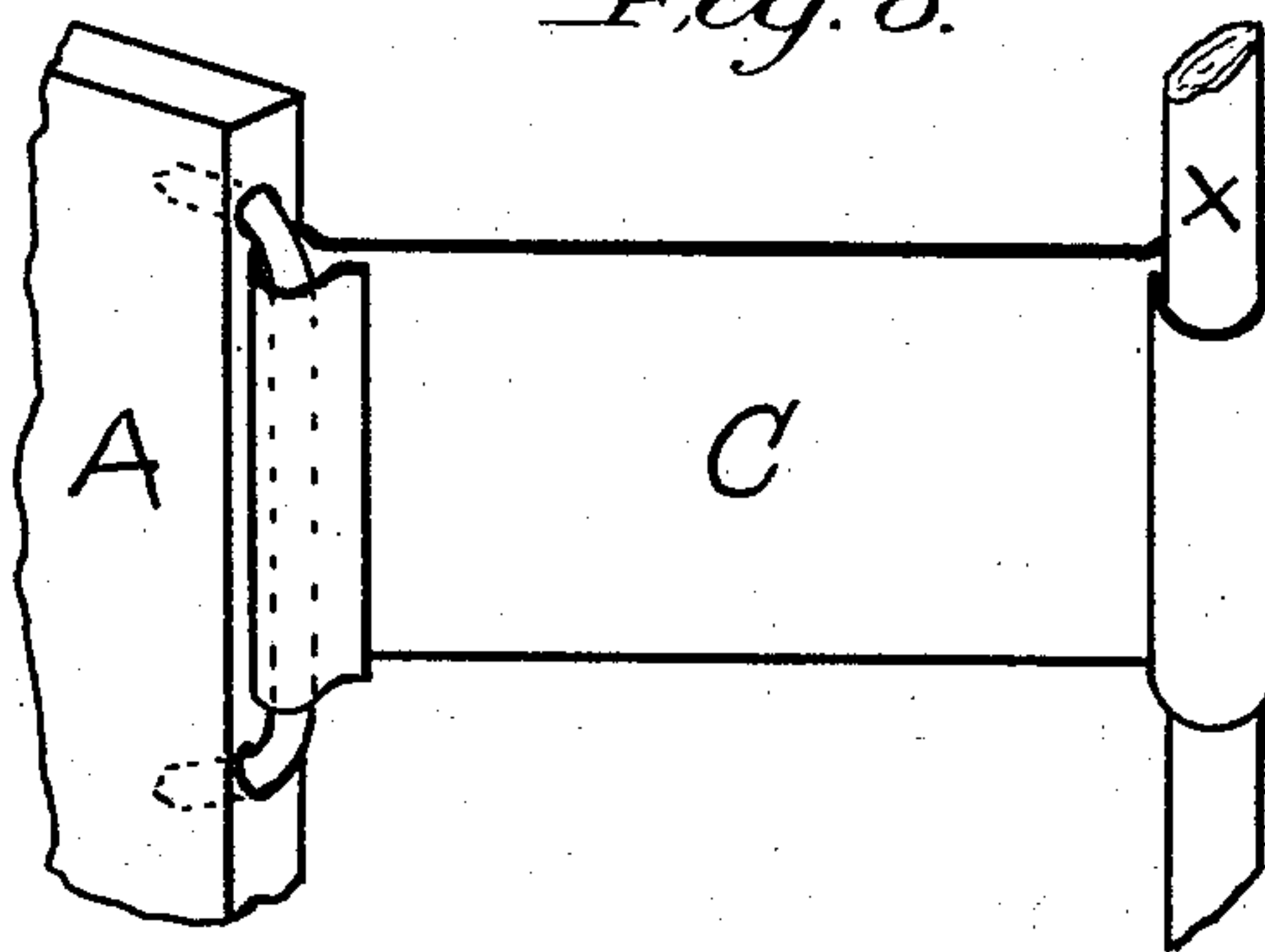


Fig. 8.



WITNESSES:

George E. Clendorf.
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UNITED STATES PATENT OFFICE.

THEODORE R. PARKER, OF BINGHAMTON, NEW YORK.

GRAIN-DOOR FOR GRAIN-CARS.

SPECIFICATION forming part of Letters Patent No. 570,950, dated November 10, 1896.

Application filed April 7, 1894. Serial No. 506,784. (No model.)

To all whom it may concern:

Be it known that I, THEODORE R. PARKER, a citizen of the United States, residing at Binghamton, in the county of Broome and State of New York, have invented certain new and useful Improvements in Grain-Doors for Grain-Cars; and I do hereby declare that the following specification is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, forming part thereof.

My invention relates to improvements in grain-doors for grain-cars; and the object of my improvements is to provide a grain-door which will be simple and effective and convenient in transporting and delivering grain in cars. I attain this object by means of the mechanism illustrated in the accompanying drawings, in which—

Figure 1 is a perspective view of a section of a side of a car, showing my grain-doors closed and locked. Fig. 2 is a perspective view of my grain-doors as they appear when unlocked and drawn slightly forward to allow the grain to run out of the car through a small opening. Fig. 3 is a perspective view of the inside of a car, showing one of my doors thrown inward and backward and the other one in its place. Fig. 4 shows one of my grain-doors thrown back in the car and elevated out of the way. Figs. 5, 6, and 7 are perspective views of parts of my grain-door and the car, and Fig. 8 is a detailed view in perspective of one of the hinges of my door.

My grain-door is composed of the two companion doors A and B, made of wood in a solid manner, hinged to the vertical rods X on the inside of the car by double hinges C, the other ends of the doors closing together tightly, and the doors being secured in place when closed by the levers D, movably secured at one end to a cleat near the rear of one of the doors and the other ends resting in the metal hooks E, secured to cleats on the other

door. As thus secured the hinge end of the doors fits back behind the frame of the car-door, and the heavy hinge engages a corresponding recess F in the frame of the door, which, together with the levers or bars, prevents the grain from pushing the doors open or upward. On the inside of one of these doors is secured the short chain G, which can be hooked into the staple H in the other door, allowing the doors to be opened outward far enough to let the grain run out slowly under them. The hinges of these doors are secured tightly by one end to the doors and the other end is secured loosely around the upright rod X inside the car, so that when the doors are swung backward into the car, after the grain is mostly taken out, they can be lifted upon this rod and secured by the hook or ring I in the door to the hook J in the top of the car, the double hinge allowing them to swing around flat with the side of the car.

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

In a grain-door, the double doors attached to and swinging laterally upon hinges, one end of which is secured to the outer edge of the door loosely in a staple, and the other end secured in the same loose manner around the vertical iron rod X inside of the car parallel with the door-jamb so that when the door is opened it can swing outwardly, inwardly, and laterally or when inside can be slid upward upon the rod X to the top of the car; the door when closed fitting behind the stop of the jamb and flush with the inside of the door-jamb; the jambs recessed to receive the hinges when the door is closed, preventing the lifting of the door by pressure of the grain; as described and for the purpose specified.

To which I subscribe my name before witnesses.

THEODORE R. PARKER.

Witnesses:

W. V. PERSONIUS,
J. E. BOOKSTÖVER.