

(No Model.)

G. W. PETERSON.
SECTIONAL DOOR FOR GRAIN CARS.

No. 597,087.

Patented Jan. 11, 1898.

Fig. 1.

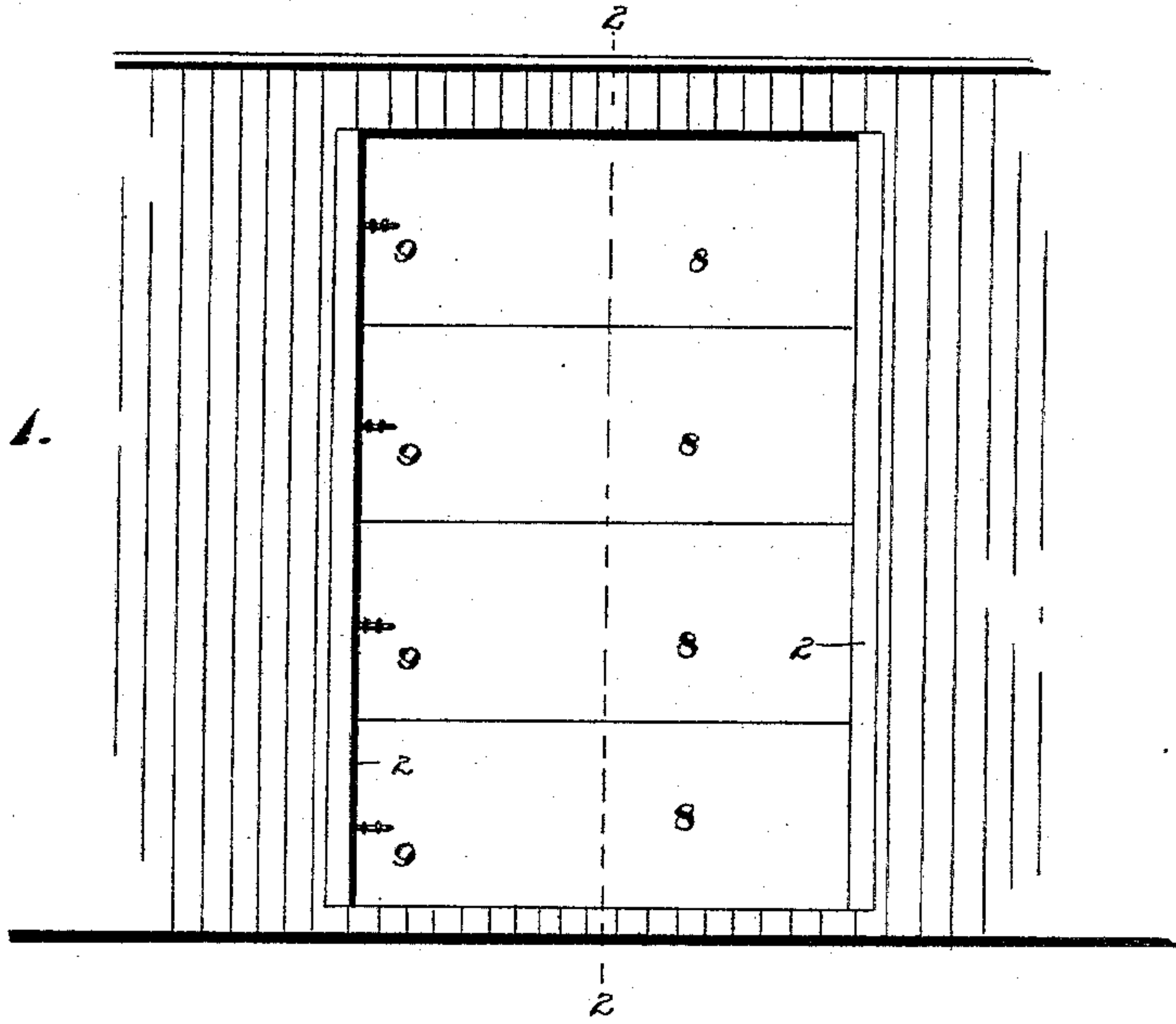


Fig. 3.

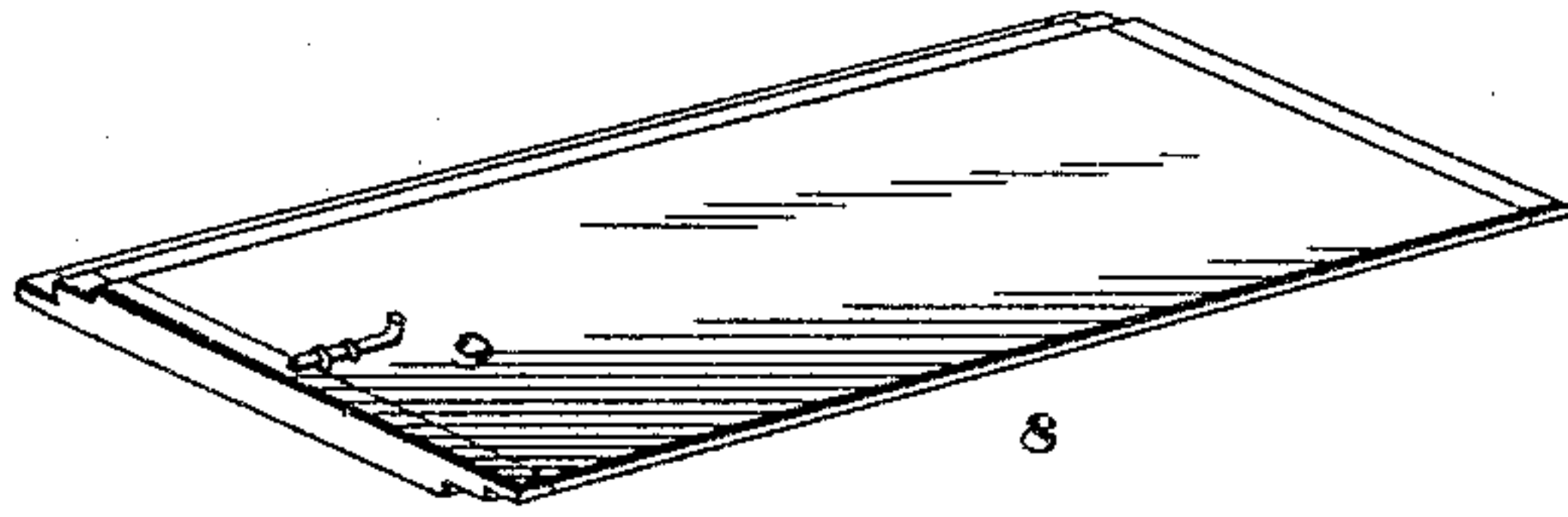


Fig. 2.

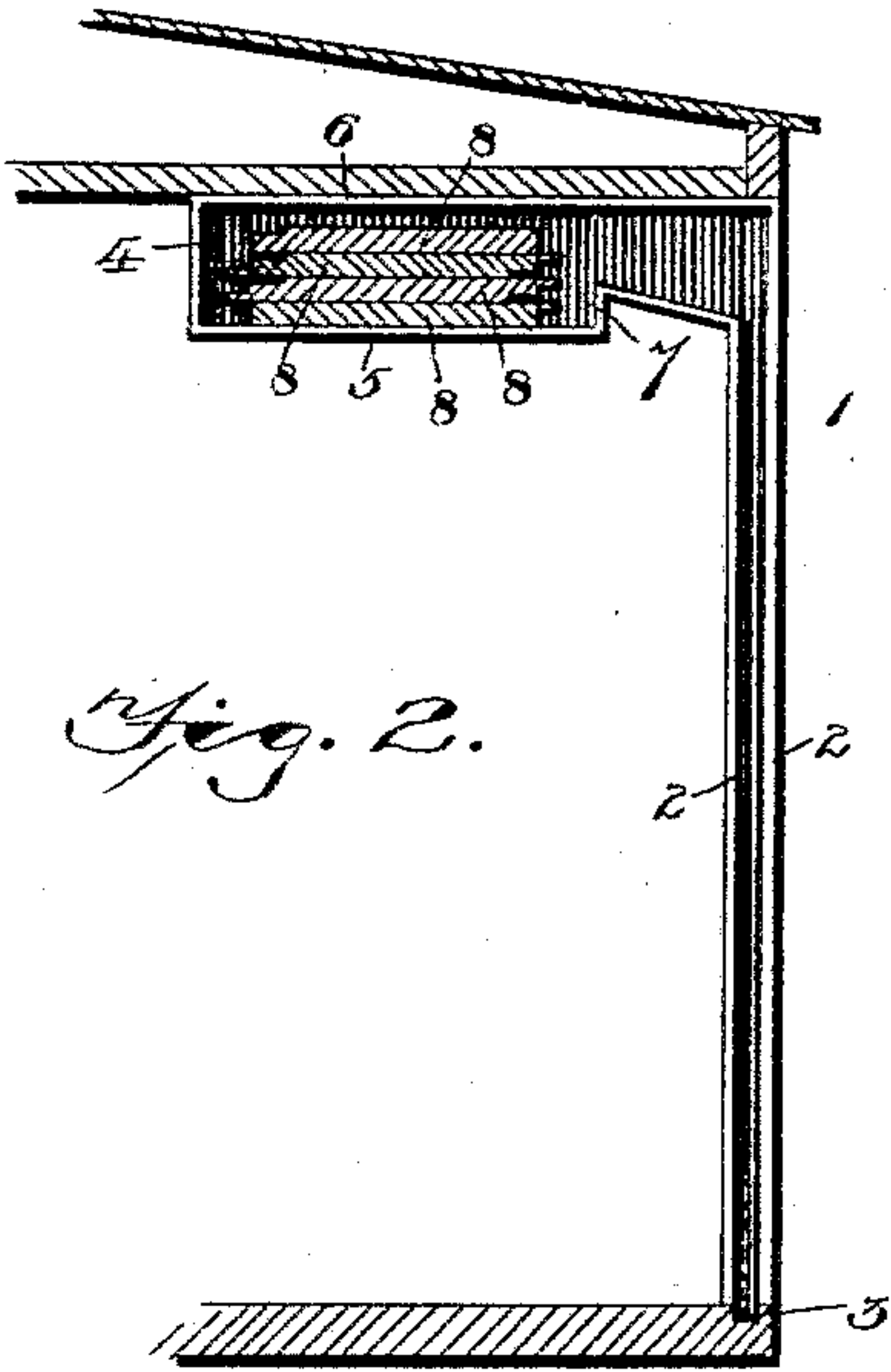
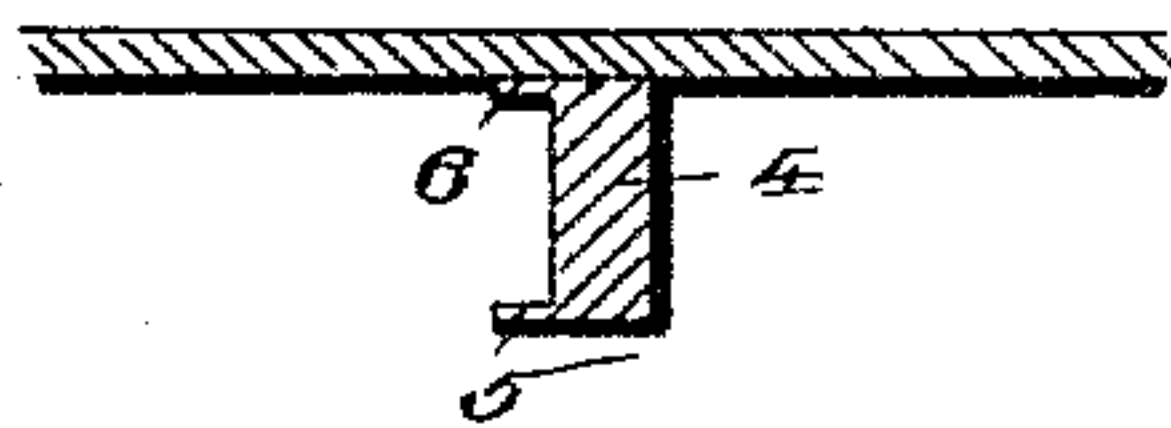


Fig. 4.



WITNESSES

T. L. Mockabee
Wm. D. Dwyer

INVENTOR

George W. Peterson,
By John Heddleburn
Attorney

UNITED STATES PATENT OFFICE.

GEORGE W. PETERSON, OF LEONARDVILLE, KANSAS.

SECTIONAL DOOR FOR GRAIN-CARS.

SPECIFICATION forming part of Letters Patent No. 597,087, dated January 11, 1898.

Application filed February 15, 1897. Serial No. 623,443. (No model.)

To all whom it may concern:

Be it known that I, GEORGE W. PETERSON, a citizen of the United States, residing at Leonardville, in the county of Riley and State of Kansas, have invented certain new and useful Improvements in Sectional Doors for Grain-Cars; 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.

The object of this invention is to provide a sectional door for grain-cars in which the said door can be built up or the doorway closed gradually as the car is being filled, the sections of the door being at all times in positive engagement with the car.

With the above ends in view the invention consists in making a car-door of separable sections and providing the edges of the doorway with grooves in which the said sections slide, the under side of the top of the car having rails which support the sections above the doorway.

The invention further consists in the construction and combination of the parts, as will be hereinafter fully set forth, and particularly pointed out in the claims.

In the accompanying drawings, Figure 1 is a front view of the grain-car, showing the application of my improved door. Fig. 2 is a vertical sectional view on the line 2 2 of Fig. 1 with the sections of the door supported at the top of the car. Fig. 3 is a detail view of one of the sections of the door. Fig. 4 is a detail sectional view.

1 designates the side of the car, which is provided at the doorway, on each side thereof, with parallel vertical rails 2 2, forming channels or guides for the sections of the door hereinafter described. The bottom of the car is provided with a channel or groove 3, extending across from one vertical channel to the other.

Fastened to the under side of the top of the car and extending rearward from each side of the doorway is a plate or board 4, the lower edge of which is provided with a rail 5, forming a continuation of the inner vertical rail 2. The upper edge of the plate or board 4 has a flange 6 to provide for securing it to the under side of the top of the car. The rail 5, adjoining

the vertical rail 2, is bent upward into a recess formed in the lower edge of the plate or board 4, thus providing a shoulder 7.

The door consists of several independent sections 8, the ends of which are reinforced by metal strips and lie between the rails 2 2 in closing the doorway. These strips reinforce the ends of the section and provide against wear in sliding between the guide-rails. Each section is provided at its end with a bolt 9, which bolts engage staples or keepers on the guide-rail 2, and thereby hold the sections in place, said sections being also provided at their upper and lower edges with strips which overlies the adjoining sections and cover the cracks or openings between the same.

It will be understood that the distance between the rail 5 and the upper flange of each plate or board 4 is sufficient to receive the ends of all the sections of the door, so that they can be supported at the top of the car. When the sections of the door are in this position and it is desired to load the car, the upper section is pulled forward and permitted to slide down between the guide-rails 2 2 to the bottom of the door, and when the car receives grain to a level with the top of this section a second section is lowered upon the said lower section, and so on until the doorway is entirely closed. As each section is lowered into position the bolts 9 are thrown into engagement with the staples or keepers to hold said section firmly in place, and when the upper section is brought into the doorway it can be locked to thereby prevent access to the car.

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

1. In a sectional door for grain-cars, the combination with rails at the sides of the doorway forming vertical channels, plates or boards depending from the ceiling of the car a distance equal to the combined thickness of the door-sections, and strips or rails at the lower edge and rear end of said depending plates forming continuations of the guide-rails at the sides of the door; together with the door-sections movable laterally relatively to each other beyond the channel, each section having projections or aprons at its op-

posite edges and reinforcing - straps at its sides, the said sections being held when closed by retaining means, as herein shown and described.

- 5 2. A sectional door for grain-cars, comprising a series of separable sections carrying locking means, each intermediate section being double rabbeted at its upper and lower edges on opposite sides, the upper section being
10 rabbeted at its lower inner edge while the lower section is double rabbeted at its upper edge; in connection with boards depending from the ceiling of the car and strips forming

tracks and guide-rails, the track extending along the lower edge of the depending boards. 15 and so located as to stack the sections of the door adjoining the doorway, as herein shown and described.

In testimony whereof I have signed this specification in the presence of two subscrib- 20 ing witnesses.

GEO. W. PETERSON.

Witnesses:

G. A. EKLAND,
L. LARENGER.