

E. S. BARREIRAS.

CAR DOOR.

(Application filed Jan. 19, 1901.)

(No Model.)

Fig.1.

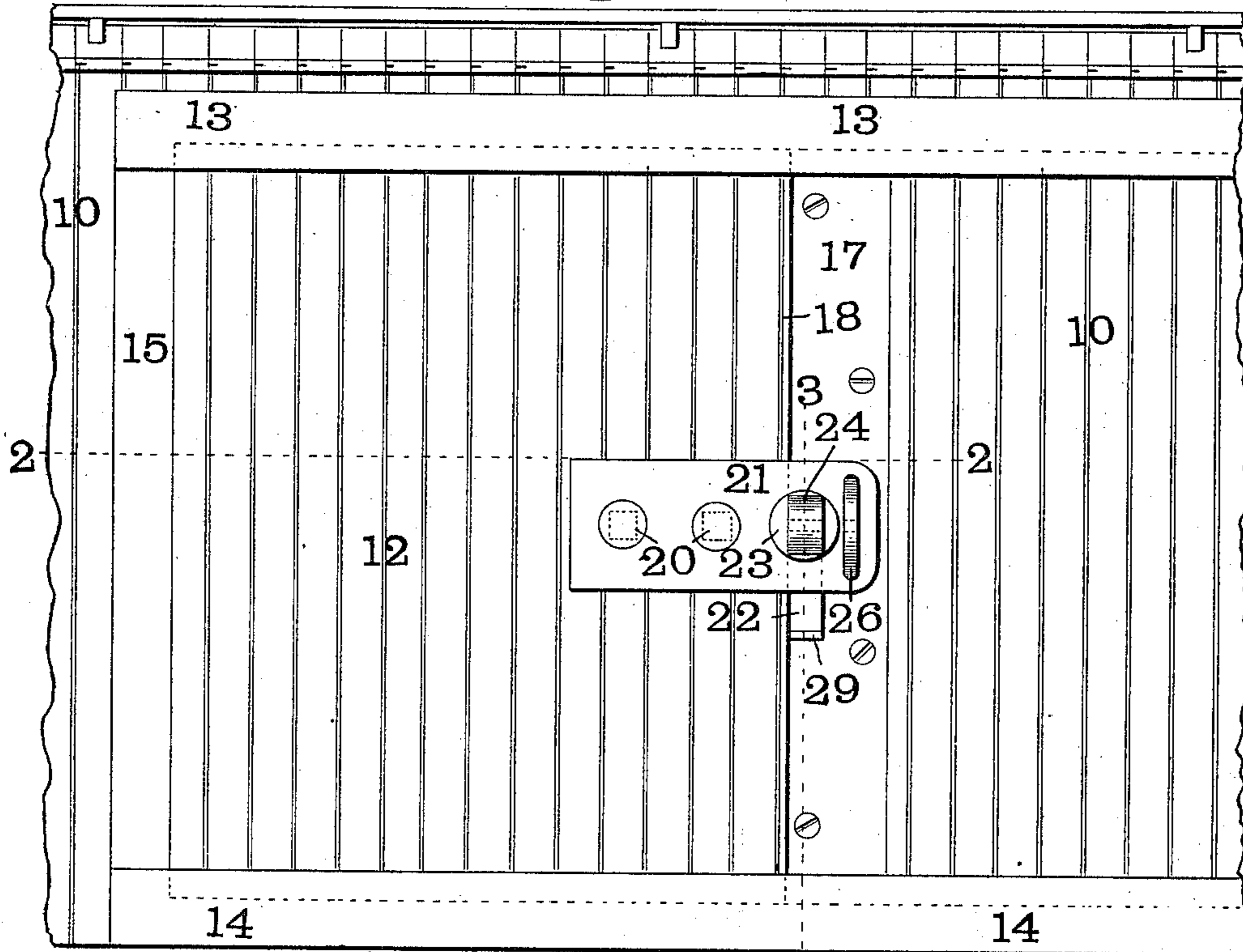


Fig.2.

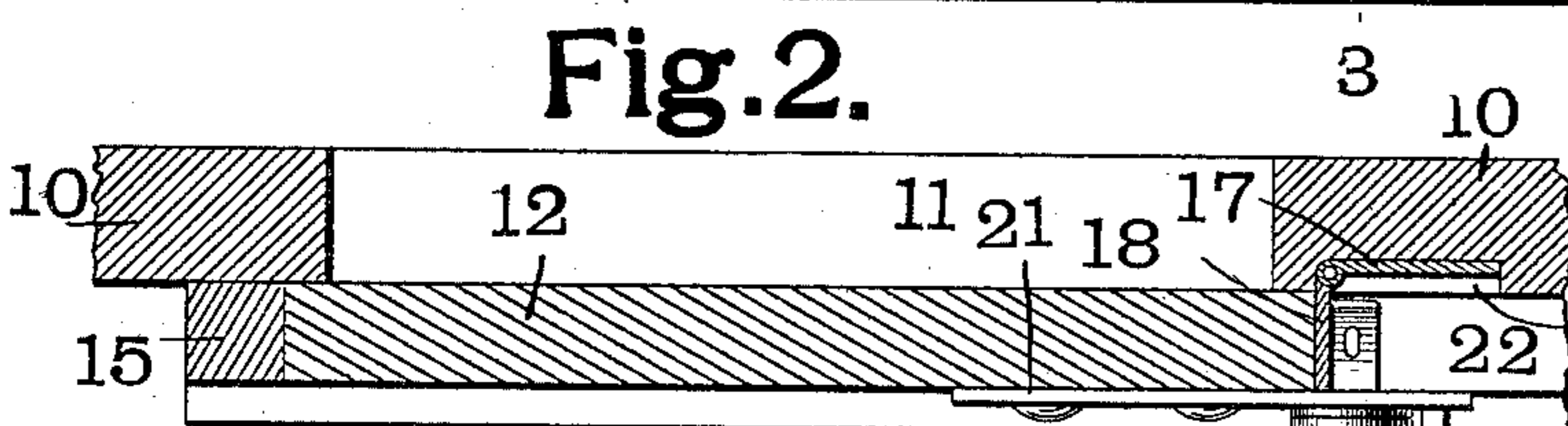


Fig.3.

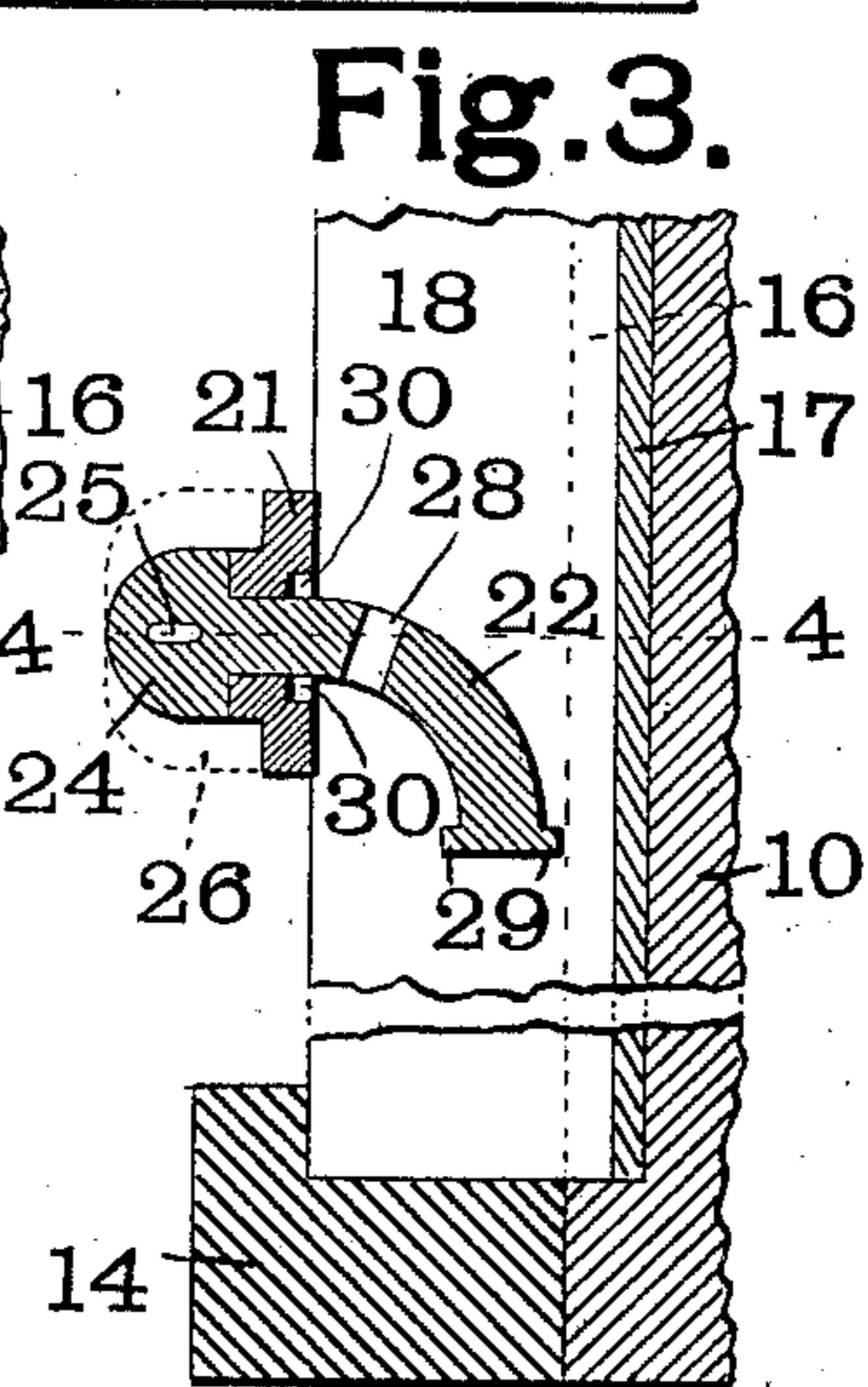


Fig.4.

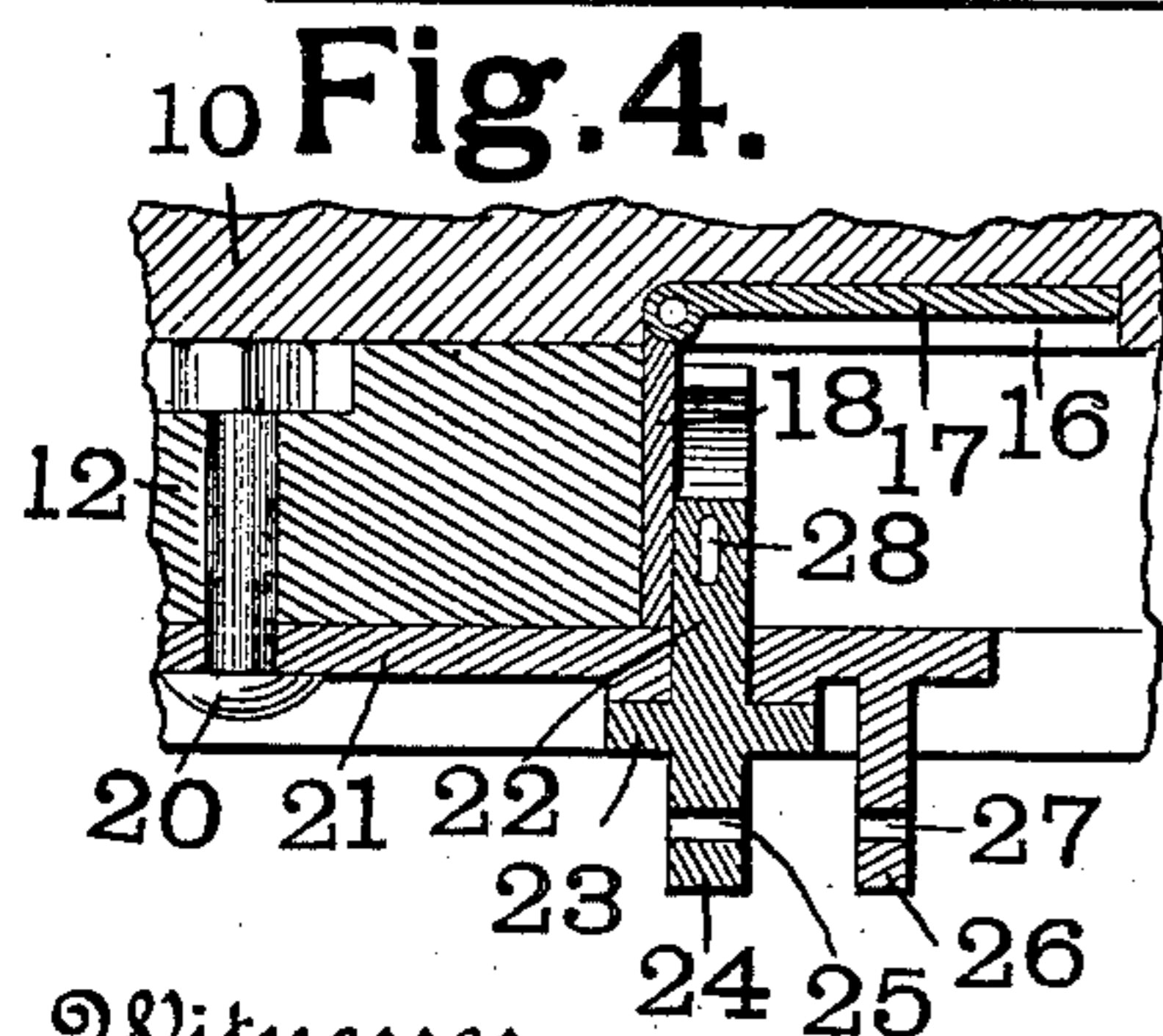
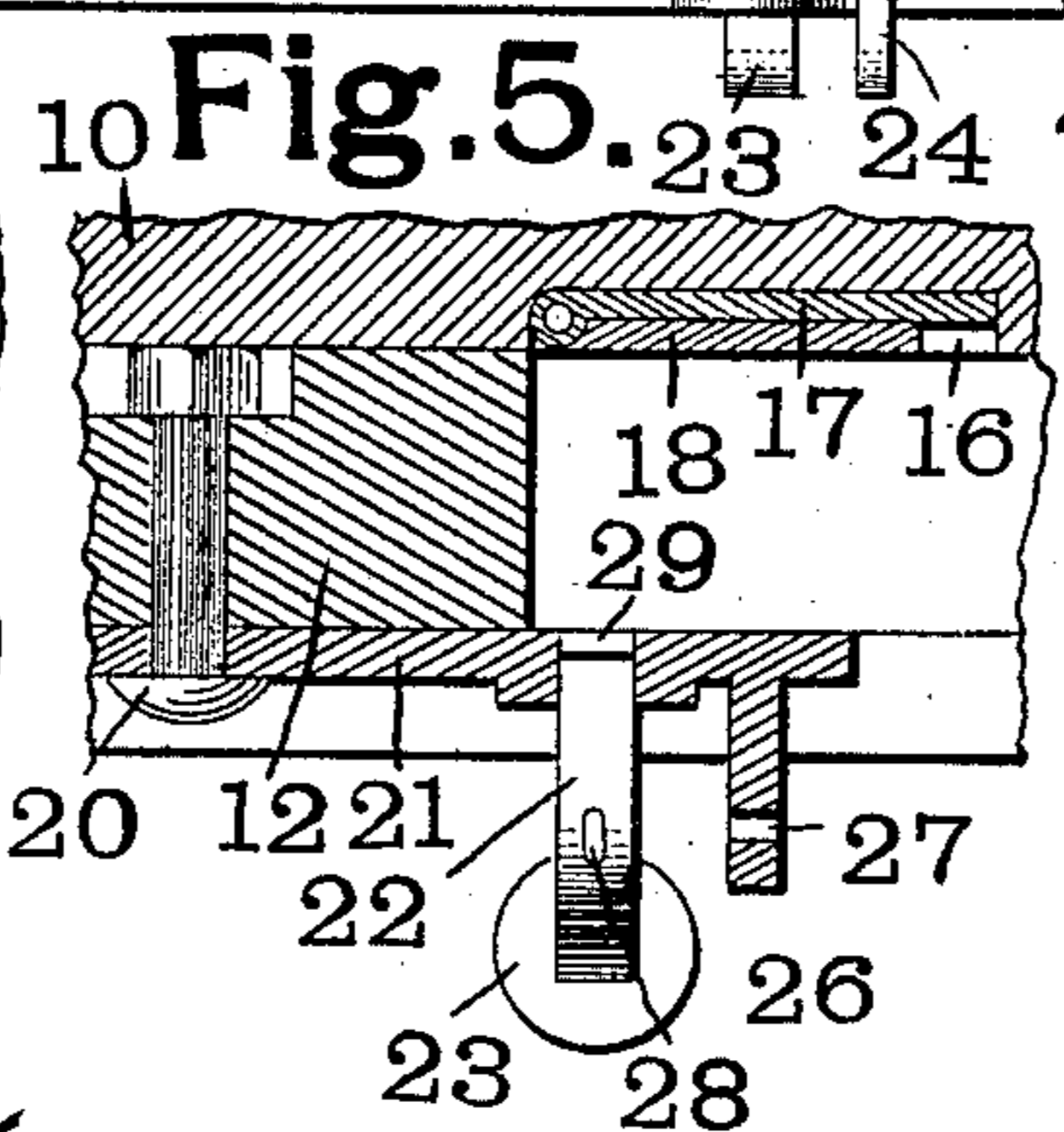


Fig.5.



Witnesses

W. A. Alexander  
Jessie R. Mattine

Inventor

E. S. Barreiras

By Attorneys

Forster & Bryson

# UNITED STATES PATENT OFFICE.

ENRIQUE S. BARREIRAS, OF KIRKWOOD, MISSOURI.

## CAR-DOOR.

SPECIFICATION forming part of Letters Patent No. 686,963, dated November 19, 1901.

Application filed January 19, 1901. Serial No. 43,878. (No model.)

*To all whom it may concern:*

Be it known that I, ENRIQUE S. BARREIRAS, a citizen of the United States, residing at Kirkwood, in the county of St. Louis and State of Missouri, have invented a certain new and useful Car-Door, of which the following is such a full, clear, and exact description as will enable any one skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, forming part of this specification.

The object of my invention is to provide a car-door which while simple of construction will form a tight joint and effectively prevent the entrance of rain, dust, &c.

My invention consists in various novel features and details of construction set forth in the following specification and pointed out in the claims affixed hereto.

In the accompanying drawings, which illustrate a car-door made in accordance with my invention, Figure 1 is a side elevation. Fig. 2 is a section on the line 2 2 of Fig. 1. Fig. 3 is an enlarged section on the line 3 3 of Fig. 1. Fig. 4 is a section on the line 4 4 of Fig. 3; and Fig. 5 is a view similar to Fig. 4, but showing the parts in a different position.

Like marks of reference refer to similar parts in the several views of the drawings.

10 is the side of the car which is provided with a door-opening 11, which opening is closed by means of a sliding door 12. The door 12 slides in an upper guide 13 and a lower guide 14. The front end of the door 12 strikes against a stop 15, extending between the guides 13 and 14. Adjacent to the rear edge of the door 12 and set into a recess 16 is a metal strip 17, which is rigidly secured to the side of the car 10 within said recess 16. Pivoted to the metal strip 17 is a second metal strip 18, which is adapted either to swing into the recess 16, as shown in Fig. 5, so as to allow the door 10 to slide in its guides, or to swing out against the edge of the door 12, as shown in the other figures of the drawings, thus making a tight joint between the side of the car and the door. In order to retain the strip 18 in its position against the edge of the door 12, I provide a locking device for the said strip, which will now be described.

Secured to the door 12 by means of bolts 20

is a plate 21. The plate 21 is provided with an opening, through which passes a sliding member 22, which serves as a bolt to retain the strip 18. The sliding member 22 is provided with a head 23, adapted to strike against the plate 21, and thus limit the movement of the member 22. The member 22 is also provided with a lug 24, through which is a seal-wire opening 25. Adjacent to the lug 24 is a lug 26, carried on the plate 21 and also provided with a seal-wire opening 27. The member 22 has preferably formed in it a second seal-wire opening 28. The end of the member 22 opposite to that on which the head 23 is formed is provided with projections 29, which are adapted to be received by depressions 30, Fig. 3, in the plate 21. The projections 29 of the member 22 prevent the said member from being entirely withdrawn from the plate 21, while the depressions 30 allow the said part to be drawn out flush with the inner face of the plate 21, as shown in Fig. 5, so as to allow the strip 18 to be swung into the recess 16 in the side of the car.

In order to lock the door, the door is first moved into its closed position. The strip 18 is then swung out against the edge of the door and the sliding member or bolt 22 is forced into the position shown in Figs. 3 and 4. This will prevent the strip 18 from being swung into the recess 16, so as to allow the door to be opened. In order to lock the parts in this position, a seal-wire is passed through the opening 25 and lug 24 and the opening 27 and lug 26. If so desired, the seal-wire can be passed through the opening 28 in the plate 22. This will prevent the door from being opened until the seal-wire is broken and at the same time will make a tight joint between the side of the car and the door 12.

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

1. The combination with a car, of a sliding door, a strip pivotally mounted on said car and adapted to swing against the edge of said door, a plate rigidly secured to said door and projecting beyond the edge of the same, and a bolt mounted in the projecting portion of said plate to slide inwardly toward the side of the car, whereby said plate is held between said bolt and the edge of said door.

2. The combination with a car, of a sliding door, a strip pivotally mounted on said car and adapted to swing against the edge of said door, a plate rigidly secured to said door and projecting beyond the edge of the same, and a curved bolt mounted in the projecting portion of said plate to slide inwardly toward the side of the car, whereby said plate is held between said curved bolt and the edge of said door.

3. The combination with a car, a sliding door, a strip pivotally mounted on said car and adapted to swing against the edge of said door, a plate rigidly secured to said door and projecting beyond the edge of the same, a bolt mounted in the projecting portion of said plate to slide inwardly toward the side of the car, a projection on the inner end of said bolt

to prevent its withdrawal from said plate, and a recess in said plate receiving said projection.

4. The combination with a car, of a sliding door, a strip pivotally mounted on said car and adapted to swing against the edge of said door, a plate rigidly secured to said door and projecting beyond the edge of the same, a bolt mounted in the projecting portion of said plate to slide inwardly toward the side of the car, and a sealing device for locking said bolt.

In testimony whereof I have hereunto set my hand and affixed my seal in the presence of two subscribing witnesses.

ENRIQUE S. BARREIRAS. [L. S.]

Witnesses:

W. A. ALEXANDER,  
JAMES H. BRYSON.