

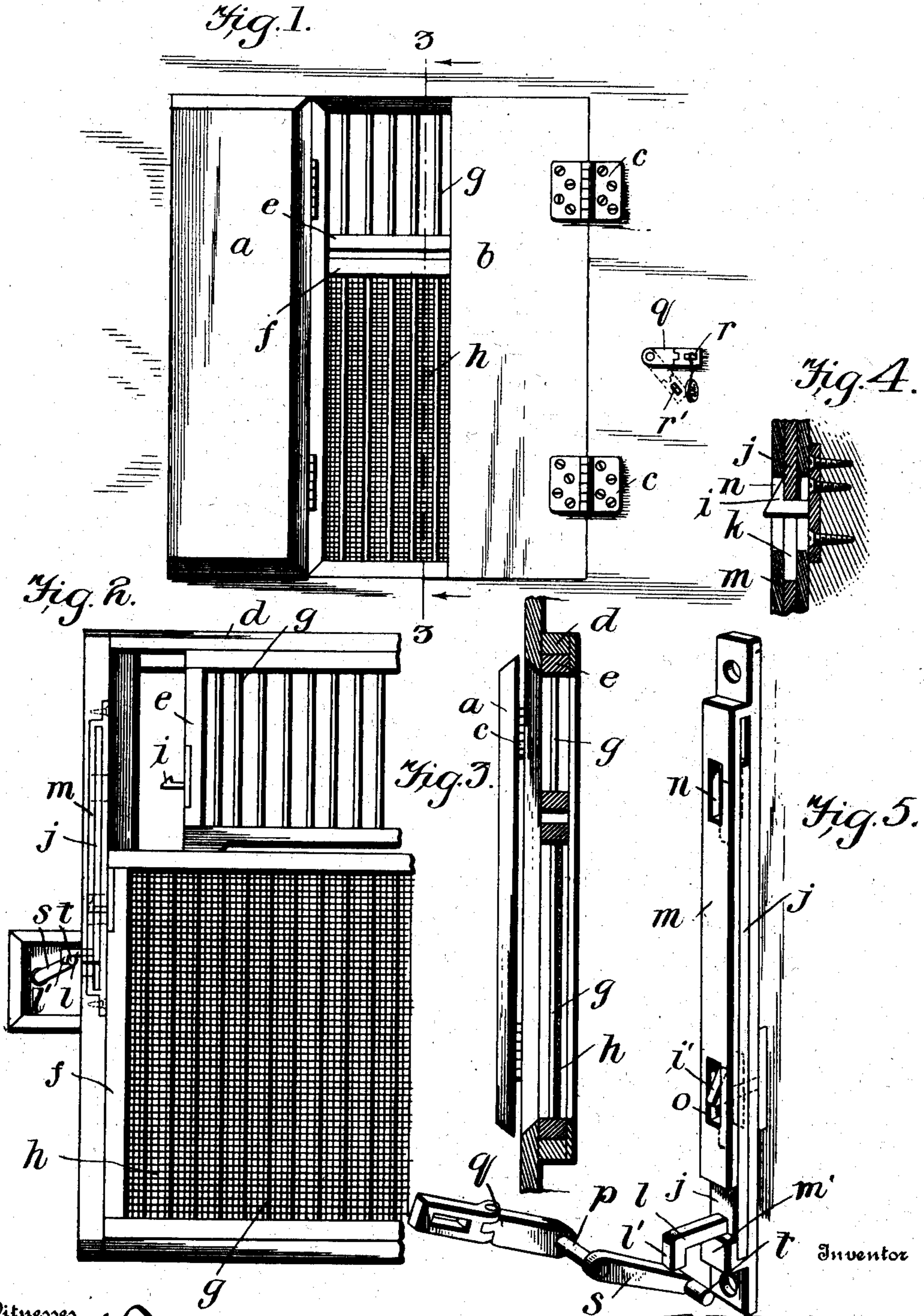
No. 706,449.

Patented Aug. 5, 1902.

E. D. PEPPERS.
CAR DOOR.

(Application filed Jan. 25, 1902.)

(No Model.)



Witnesses
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UNITED STATES PATENT OFFICE.

EDWARD D. PEPPERS, OF MOBILE, ALABAMA.

CAR-DOOR.

SPECIFICATION forming part of Letters Patent No. 706,449, dated August 5, 1902.

Application filed January 25, 1902. Serial No. 91,266. (No model.)

To all whom it may concern:

Be it known that I, EDWARD D. PEPPERS, a citizen of the United States, residing at Mobile, in the county of Mobile and State of Alabama, have invented certain new and useful Improvements in Car-Doors; 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 ap-
10 pertains to make and use the same.

My invention relates to improvements in car-doors, and more especially to that class of car-doors to be employed upon railway fruit-cars.

15 My invention possesses certain features of novelty that will hereinafter more fully appear, reference being had to the accompanying drawings, wherein—

Figure 1 represents an outside view of a car
20 upon which my invention has been applied. Fig. 2 is a slightly-enlarged view of the doors from the inside, showing the locking mechanism. Fig. 3 represents a section on the line 3 3, Fig. 1, looking in the direction of
25 the arrow. Fig. 4 is a sectional view, enlarged, of the locking mechanism of one of the doors; and Fig. 5 is a perspective view of the locking mechanism removed from the car.

30 *a b* represent a pair of outside doors supported upon hinges *c*, said doors having beveled edges adapted to firmly close the door-opening of the car. These doors are hinged upon and swing upon the outside of the car.

In the framework *d* upon the inside of the
35 car are slidably mounted the upper and lower doors *e* and *f*, respectively. The upper door *e* is provided with the vertically-disposed bars *g*, allowing a free circulation of air. The lower door *f* is also provided with
40 vertically-disposed bars *g* and also with a screen *h*, covering these bars. These two upper and lower doors *e* and *f* are free to slide independently of each other and are each provided with a catch *i i'*, respectively.
45 In the jamb of the door is located a vertically-disposed sliding bar *j*, provided with upper and lower openings *k*, through which pass the catches *i i'*, respectively, of the upper and lower doors *e* and *f*. Upon the lower
50 end of this sliding bar *j* is provided a pin *l*, provided with a downwardly-projecting stop

17. This sliding bar *j* is mounted in the metal frame or casing *m*, which incloses the same upon two sides, a stop *m'* being provided upon the bottom of this frame or casing, upon
55 which rests the lower end of the bar *j*. Upper and lower openings *n o*, respectively, are provided in this frame *m*, through which pass the latches *i i'*, respectively, upon the upper and lower doors *e f*, respectively. This frame
60 *m* and bar *j* are entirely inclosed in the door-frame and are entirely concealed and protected from view either upon the inside or the outside of the car.

65 *p* is a rock-shaft passing through from the inside to the outside of the car, said shaft carrying upon its outer end the folding hasp *q*, adapted to be locked or sealed upon either of the eyebolts *r r'* upon the outside of the
70 car.

The inner end of the rock-shaft *p* carries a crank *s*, provided with an arm *t*, adapted to engage the pin *l* of the sliding bar *j*.

The operation of the doors is as follows: In the position shown in Fig. 1 both doors *e* and
75 *f* are locked, the hasp *q* being upon the upper eyebolt *r* and the seal passed therethrough. The outer doors *a b* may be left open or closed, dependent upon the cargo or the atmospheric
80 conditions. To unlock the doors, the seal is broken and the hasp *q* is removed from the upper eyebolt *r* and placed upon the lower one
85 *r'*. The parts will then assume the positions shown in Fig. 2, the arm *t* raising the pin *l*, and consequently the sliding bar *j*, which re-
90 leases the spear-headed latches *i i'* upon the upper and lower doors, respectively. Both doors may now be opened, or, if desired, only one door may be opened, the remaining door being left closed and again locked.

95 The doors will be automatically locked when closed while the sliding bar *j* is in its lower position, either singly or both simultaneously, it being impossible to again open either door until the hasp *q* is removed from
100 the eyebolt *r* and swung into the position indicated by dotted lines in Fig. 1.

It will thus be seen that a ventilating car-door is provided, and while free circulation of air is provided through this door, yet perfect
105 security is attained; it being absolutely impossible to open either door without breaking

the lock or breaking the seal—circumstances which would at once indicate that the contents of the car had been tampered with.

While I have shown my invention as embodied in the particular form shown and described, it will be understood that I do not limit myself to the precise details of construction, as many changes and modifications might suggest themselves to any one skilled in the art.

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

1. In a car-door, the combination with a pair of upper and lower sliding doors, and latches carried by each of said doors; of a bar mounted to slide vertically in the door-frame, a stop upon the lower end of said bar, means carried by said bar for engaging said latches, a rock-shaft passing through the side of the car, a crank upon the inner end of said shaft provided with means for engaging said stop upon said bar, a hasp upon the outer end of said shaft to operate the same, and eye-

bolts upon the outside adapted to secure said hasp in its locked and unlocked positions. 25

2. In a car-door, the combination with a pair of upper and lower sliding doors, and latches carried by each of said doors; of a bar mounted to slide vertically in the door-frame, a stop upon the lower end of said bar, means carried by said bar for engaging said latches, a rock-shaft passing through the side of the car, a crank upon the inner end of said shaft provided with means for engaging said stop upon said bar, a hasp upon the outer end of said shaft to operate the same, eyebolts upon the outside adapted to secure said hasp in its locked and unlocked positions, and swinging doors hinged upon the outside of the car, adapted to close the door-opening from the outside. 30 35 40

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

EDWARD D. PEPPERS.

Witnesses:

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