

No. 750,111.

PATENTED JAN. 19, 1904.

E. E. KENFIELD.
GRAIN CAR DOOR.

APPLICATION FILED AUG. 31, 1903.

NO MODEL.

Fig. 1.

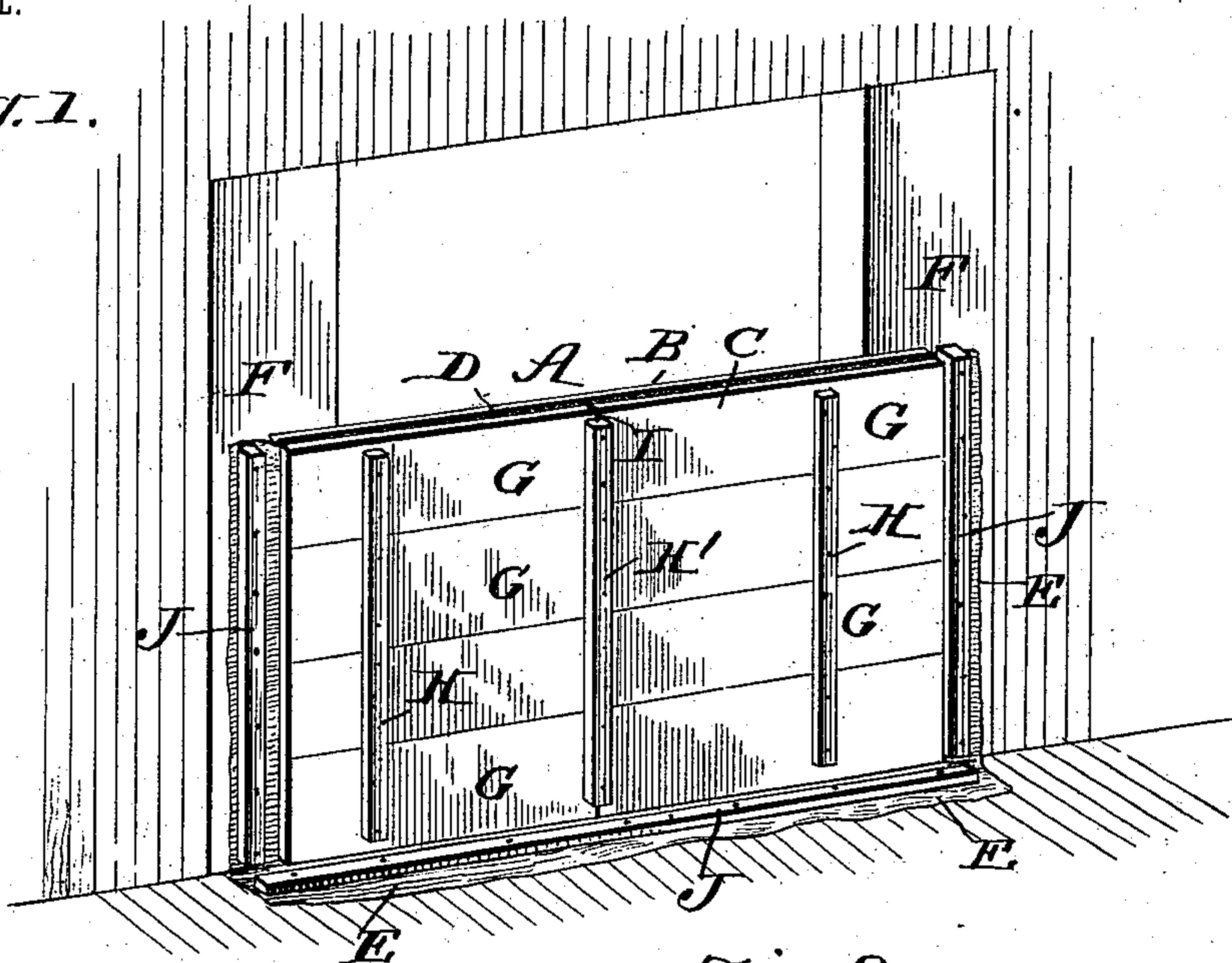


Fig. 2.

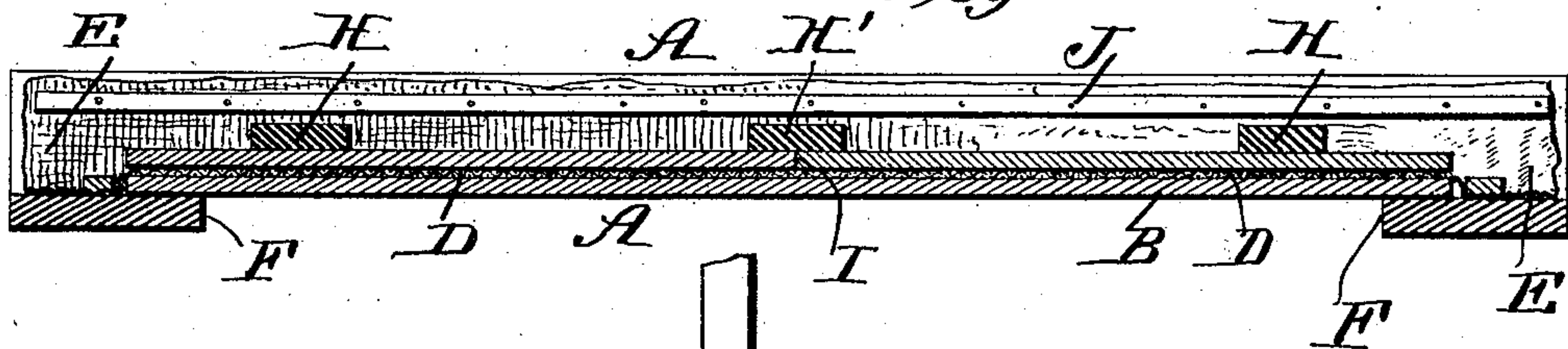
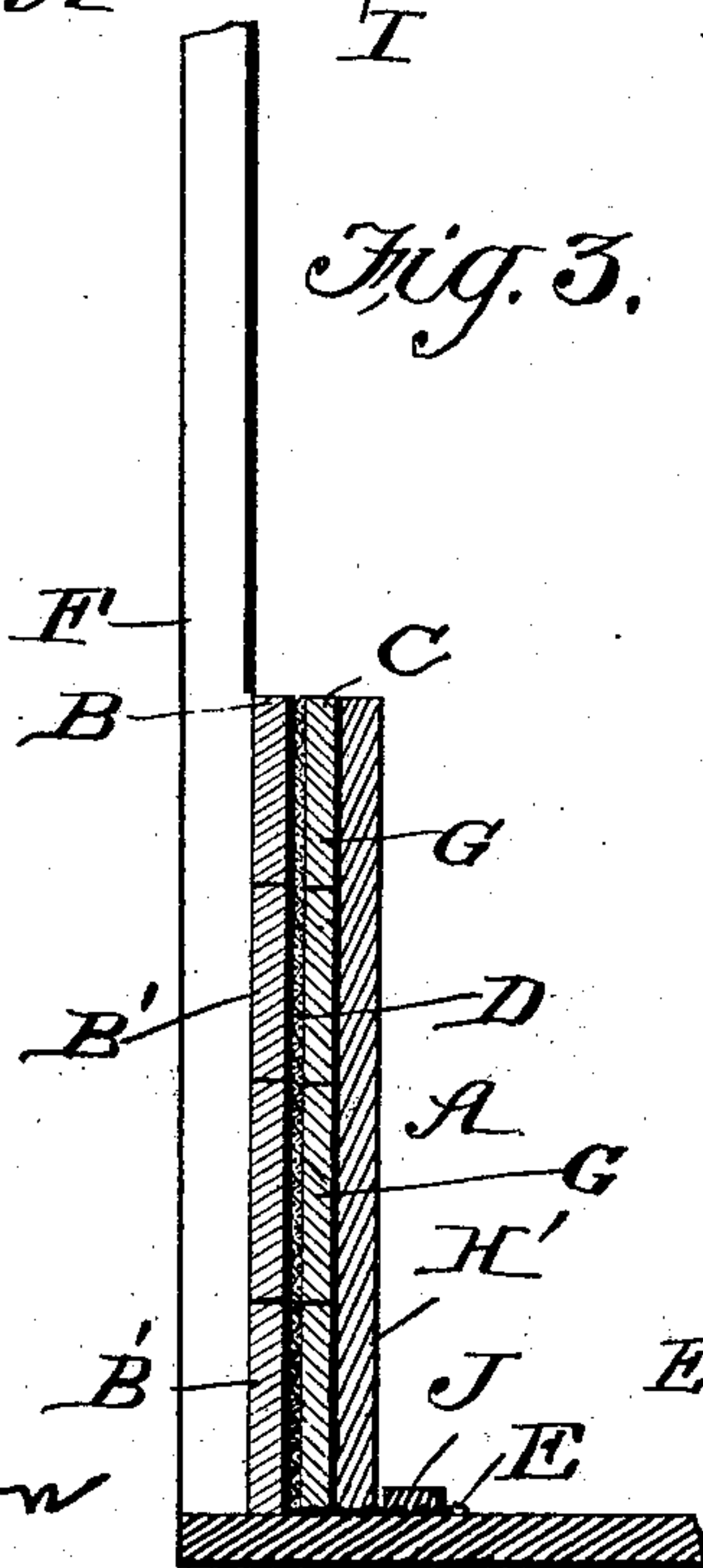


Fig. 3.



WITNESSES:
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UNITED STATES PATENT OFFICE.

ELMER ELLSWORTH KENFIELD, OF WASHBURN, WISCONSIN.

GRAIN-CAR DOOR.

SPECIFICATION forming part of Letters Patent No. 750,111, dated January 19, 1904.

Application filed August 31, 1903. Serial No. 171,361. (No model.)

To all whom it may concern:

Be it known that I, ELMER ELLSWORTH KENFIELD, a citizen of the United States, residing in Washburn, in the county of Bayfield and State of Wisconsin, have invented a new and Improved Grain-Car Door, of which the following is a specification.

This invention relates to grain-car doors.

It consists, broadly stated, of a peculiar door adapted for ready adjustment across the doorway.

The invention resides, more specifically stated, in a door or barrier of improved construction and arrangement of parts, all as will hereinafter be fully described with reference to the accompanying drawings, and the novel features pointed out in the claim.

In the drawings, Figure 1 is a perspective view illustrating my invention in use. Fig. 2 is a horizontal sectional view, and Fig. 3 a vertical transverse sectional view.

The special object of my invention is to provide a door or barrier specially adapted for freight-cars in hauling wheat or other cereal grain, the barrier being placed on the inside of the car-doorway and secured as will appear farther on.

In practicing my invention I construct the barrier A of two layers of boards B C, having between them a layer of fabric D. It will be noticed that the fabric layer has side and bottom edge projections E.

According to my invention the layer B is

formed of a series of boards B' (see Fig. 3) placed edge to edge and long enough to extend suitably beyond the vertical sides or posts F of the car-door, as shown by Fig. 2. The layer C may be formed of short lengths of board G and the whole secured together by vertical end cleats H and an intermediate similar cleat H', the latter cleat being located covering the abutting ends of the boards G, as indicated at I in Figs. 1 and 2.

A grain door or barrier constructed as above described has special advantages over the similar but expensive doors now used, not only from its inexpensive construction, but due to the effective closure that may be made against the escape of grain by cleats J placed on the fabric extensions E and secured by nails driven into the door-posts and bottom of the car. (See Figs. 1 and 2.)

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

A car door or barrier, of the character described, consisting of inner and outer board layers and an interposed fabric, the end and bottom edges of the fabric being made projecting, and the several layers and fabric held together by suitably-secured vertical cleats, substantially as described.

ELMER ELLSWORTH KENFIELD.

Witnesses:

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