

No. 748,281.

PATENTED DEC. 29, 1903.

R. G. JENCKES.
GRAIN CAR DOOR.
APPLICATION FILED AUG. 13, 1903.

NO MODEL.

Fig. 1.

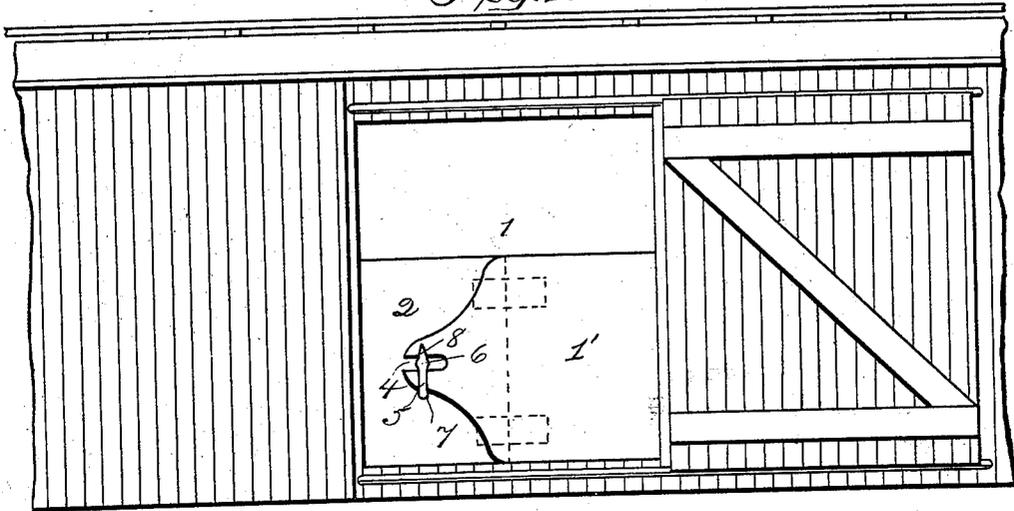


Fig. 2.

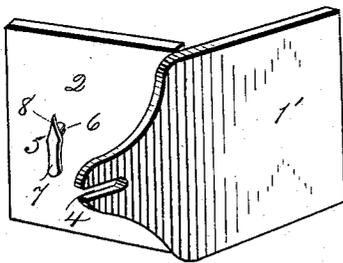


Fig. 3.

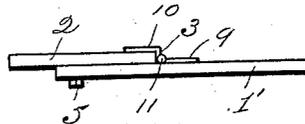
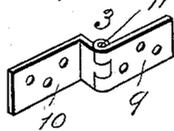


Fig. 4.



Witnesses

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UNITED STATES PATENT OFFICE.

RAY G. JENCKES, OF TERRE HAUTE, INDIANA.

GRAIN-CAR DOOR.

SPECIFICATION forming part of Letters Patent No. 748,281, dated December 29, 1903.

Application filed August 13, 1903. Serial No. 169,385. (No model.)

To all whom it may concern:

Be it known that I, RAY G. JENCKES, a citizen of the United States, residing at Terre Haute, in the county of Vigo and State of Indiana, have invented certain new and useful Improvements in Grain-Car Doors; and I do 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, reference being had to the accompanying drawings, and to the figures of reference marked thereon, which form a part of this specification.

My invention relates to grain-car doors, and has for its object to provide a device of this class which is particularly simple in its construction, cheap to manufacture, and composed of a minimum number of parts.

I am aware that grain-car doors have been constructed embodying the fundamental principles of my invention—to wit, a removable car-door comprising two sections hinged together and a plate permanently secured to the outer side of one section and overlapping the other section, to which latter section said plate is detachably fastened by a suitable fastening means. It is for the purpose of simplifying this construction that I have made my present invention, which consists in dispensing entirely with the outer plate and so arranging the two door-sections that one overlaps the other in such a manner that the outer overlapping door-section performs the double function of forming a section of the door and at the same time acting in the capacity of old outer fastening-plate, stiffening the door and forming a part of the fastening means.

The advantages of this simple construction is at once apparent, as by this a car-door can be made at a great saving of time and material, as one of the three parts is entirely eliminated.

Referring now to the accompanying drawings, Figure 1 shows the door in operative position. Fig. 2 is a perspective view of door removed and in an open position. Fig. 3 is an edge view of door, and Fig. 4 is a perspective view of one of the hinges.

Like numerals of reference indicate the same parts throughout the several figures, in which—

1 is the grain-car door, composed of the sections 1' and 2, said section 1' overlapping the section 2, as shown in Fig. 3, and hinged thereto by hinges 3. The overlapping portion of section 1' tapers toward its end and is preferably provided with an open slot 4. Secured to the section 2, as shown, is a fastening 5, pivoted at 6, one arm, 7, of which is longer and heavier than the arm 8, so that the fastening will always hang as shown in Fig. 1.

In order to close the door in operative position, the fastening is swung into a horizontal position coinciding with and passing through the slot 4, after which the fastening is allowed to drop into its normal position, as shown in Fig. 1, which causes both arms 7 and 8 to engage the surface of the section 1' above and below the slot 4.

To refer now to the hinge 3, it will be seen from Fig. 4 that the same comprises the flat section 9, the right-angled section 10, and the usual pintle 11. The flat section 9 is securely bolted or screwed to the section 1', as shown, and the right-angled section 10 is in like manner secured to the section 2, the particular form of this right-angled section causing the hinges to act as a tie to brace the door and stiffen the same.

Having thus fully set forth my invention, I wish it to be understood that a door constructed in accordance with my invention could be permanently hinged to the car, so as to swing outwardly instead of being entirely removed, and it could also be altered or changed in immaterial details without departing from the scope and spirit of my invention, and I consider myself clearly entitled to all such changes and modifications.

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

1. In a door for grain-cars, the combination of two door-sections one overlapping the other the inner edge of the inner door-section being hinged to the rear face of the outer door-section at a point intermediate the inner and outer edges of said outer section; said outer section being formed to extend a distance over the outside of said inner section, and a fastening means secured to said inner section adapted to engage said outer section near the outer edge thereof, said inner door-

section being of such a width that the outer edge thereof directly engages the side of the car when said two sections are in a parallel or locked position, and said outer door-section being of such a width that the outer edge thereof engages the side of the car when the two door-sections are in a parallel or closed position.

2. In a door for grain-cars, the combination of two door-sections, one overlapping the other, the inner edge of the inner door-section being hinged to the rear face of the outer door-section at a point intermediate the inner and outer edges of said outer door-section; said outer door-section being formed to extend a distance over the outside of said inner door-section, and a fastening means secured to said inner door-section and passing through a slot in said outer door-section near the outer edge thereof, said inner door-section being of such a width that the outer edge thereof directly engages the side of the car when said two sections are in a parallel or locked position, and said outer door-section being of such a width that the outer edge thereof engages the side of the car when the two door-sections are in a parallel or closed position.

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

RAY G. JENCKES.

Witnesses:
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T. P. BRITT.