(No Model.)

H. JORDAN.

CAR DOOR.

No. 456,537. Patented July 21, 1891.

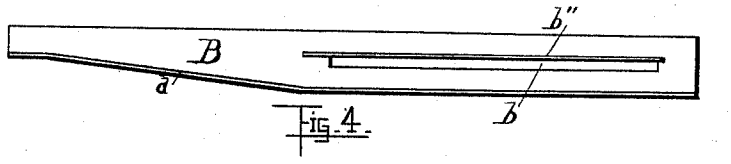

Fig. 4.

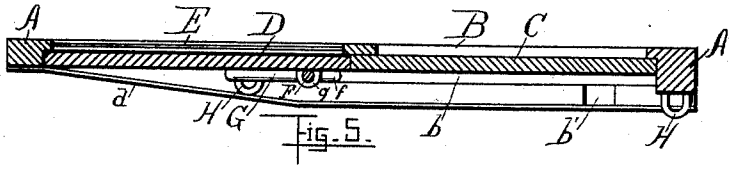

Fig. 5.

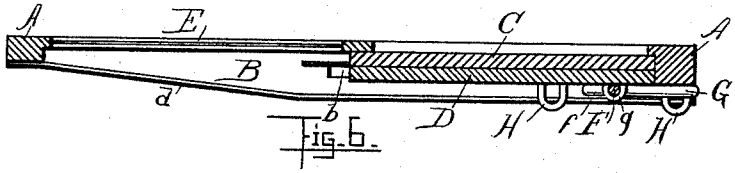

Fig. 6.

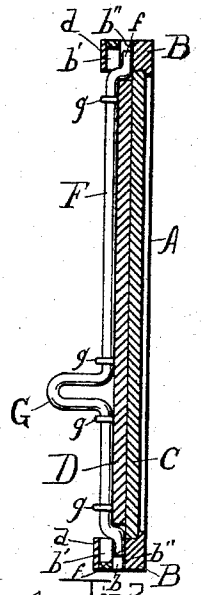

Fig. 3.

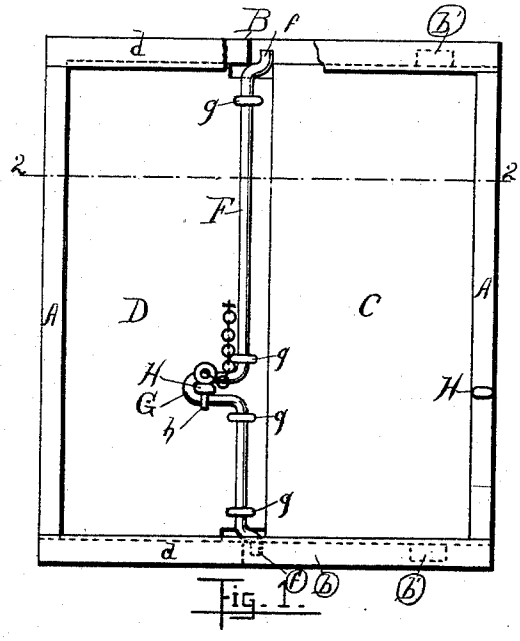

Fig. 1.

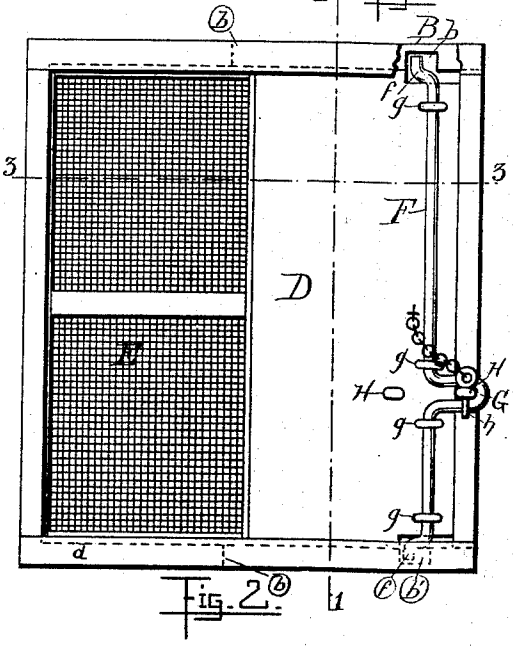

Fig. 2.

Witnesses
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By his Attorneys.
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THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

HENRY JORDAN, OF MACON, GEORGIA, ASSIGNOR OF THREE-EIGHTHS TO JESSE JORDAN AND CHARLES YOUNG WOODALL, BOTH OF SAME PLACE.

CAR-DOOR.

SPECIFICATION forming part of Letters Patent No. 456,537, dated July 21, 1891.

Application filed December 26, 1890. Serial No. 375,890. (No model.)

To all whom it may concern:

Be it known that I, HENRY JORDAN, a citizen of the United States, and a resident of Macon, in the county of Bibb and State of Georgia, 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 appertains to make and use the same, reference being had to the accompanying drawings, and to letters of reference marked thereon, which form part of this specification.

This invention relates to the class of freight-car doors that are required on cars used for the double service of carrying common freight that does not require ventilation and also to carry perishable freight that does require ventilation, the object being to supply a device that will contain in a single door the elements that are required for both kinds of service.

The invention consists of a door-frame, about one half of which is covered with wire-cloth or material that is otherwise perforated, the other half being covered with boards or sheet metal and a supplemental door to cover the perforated portion, and means for opening and closing said supplemental door. The method of attachment of this door to the car and its operation as a whole is immaterial, so long as it does not interfere with its operation and construction, as will be hereinafter described.

The invention is shown in the accompanying drawings, in which—

Figure 1 is a side elevation of the door, showing the perforated part closed by the supplemental door. Fig. 2 is also a side elevation, but with the supplemental door open and showing the perforated part. Fig. 3 is a vertical cross-section through the door on the line 1, Fig. 2, further showing its construction. Fig. 4 is a top view of the door. Fig. 5 is a horizontal section on the line 2, Fig. 1. Fig. 6 is a horizontal section on the line 3, Fig. 2.

In the drawings, the main frame is shown as composed of the vertical parts A and the horizontal parts B. The outer surface of the part B, with the slot *b*, is shown in Fig. 4, the inner surface being best shown in Figs. 5 and 6, which also show the slot *b* and the recess *b'*. The slot and recess are also shown in Fig. 3 and the recess in Figs. 1 and 2.

In Fig. 1 the solid part C of the door is shown, and the supplemental or movable part D is shown as being closed, while in Fig. 2 it is shown as being open, exposing the perforated part E. The frame is so constructed, as shown in Figs. 5 and 6, as to allow the supplemental part D to be pulled out of its seat at the edge that is central to the door and to slide back in front of the solid portion, as shown in Figs. 2, 3, and 6, it being held within the necessary bound by the flange *d*, the flange *d* being bent inwardly to hold the part D in position when closed, as shown in Fig. 5. The central edge of the supplemental part D is pulled out of its seat by the cranks *f* on the rock-shaft F. That projecting at each end into the slots *b* will, on being turned, as shown in Fig. 3, pull the door out so as to allow it to slide outside of the solid part C. The back side of the slot *b* should be faced with a metal strip *b''*. The rock-shaft is attached to the door by means of the staples *g*. The rock-shafts and cranks would remain in position shown in Fig. 3 until the part D had been slid to its extreme position, as shown in Figs. 2 and 6, when the cranks, entering the recesses *b'*, would allow the turning of the rock-shaft from the position shown in Fig. 3 to that shown in Figs. 2 and 6, which would lock the door in the latter position.

The rock-shaft is operated by means of the double crank G, that when in either of its extreme positions is fastened by the pin *h* through one of the staples H or by a lock. The pin *h* may be sealed in the usual way.

The most important feature of this invention is the perforation of the door over part of its surface and means whereby it may be either closed or left opened. It is obvious these means may be somewhat varied without departing from the spirit of the invention.

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

In a device of the class specified, a door having a perforated portion, and guides thereon having slots *b* and recesses *b'*, and a smaller door adapted to move over and close said perforations and having cranks *f* sliding in said slots *b* and capable of being turned within said recesses *b'*, substantially as and for the purpose specified.

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

HENRY JORDAN.

Witnesses:
JOHN C. MCCORMICK,
HARRY B. HAY.