

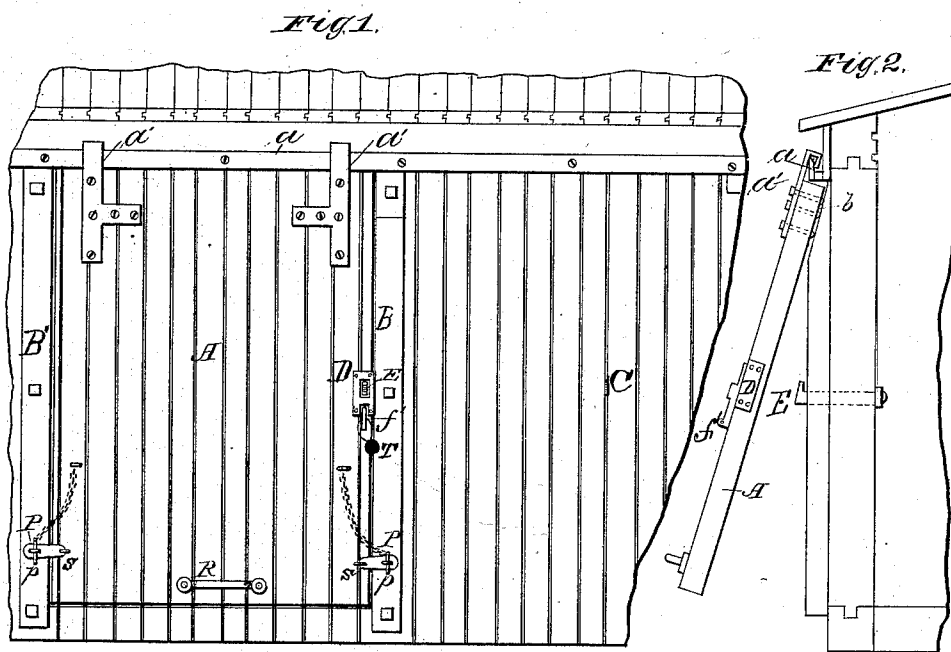
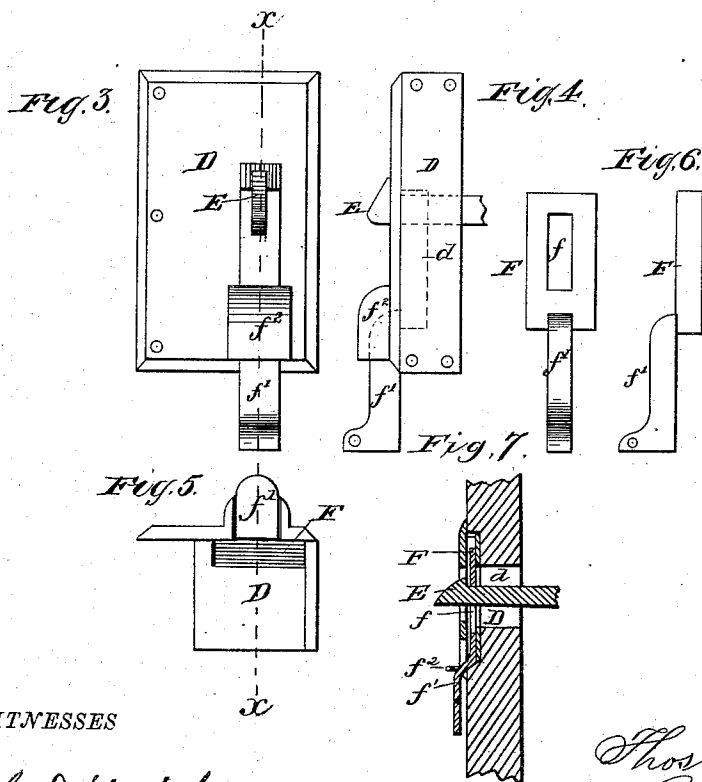
(No Model.)

T. EUBANK.

CAR DOOR.

No. 257,680.

Patented May 9, 1882.



WITNESSES

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UNITED STATES PATENT OFFICE.

THOMAS EUBANK, OF SEDALIA, MISSOURI.

CAR-DOOR.

SPECIFICATION forming part of Letters Patent No. 257,680, dated May 9, 1882.

Application filed November 14, 1881. (No model.)

To all whom it may concern:

Be it known that I, THOMAS EUBANK, a citizen of the United States, residing at Sedalia, in the county of Pettis and State of Missouri, have invented certain new and useful Improvements in Car-Doors, of which the following is a specification, reference being had therein to the accompanying drawings, in which—

Figure 1 is a front view of my improved car-door as applied to a car, partly broken away. Fig. 2 is a side view thereof, the door being swung outward from the car into the position requisite for passing it by the dust and cinder stop. Fig. 3 is a front view, in detail, of my improved lock. Fig. 4 is a side view, and Fig. 5 is an inverted plan view, thereof. Fig. 6 shows the piece F in detail; and Fig. 7 is a vertical sectional view on line *xx*, Figs. 3 and 5.

This invention has relation to an improvement in car-doors for inclosed freight-cars, its object being to exclude dust and cinders from the car and to secure the car in a locked or fastened condition; and it consists in the combination and arrangement of the parts substantially as hereinafter more fully set forth.

I employ, in connection with door A, having rigidly secured thereto the metallic hangers *a'*, an additional strip or stop, B, arranged at the rear side of the door-opening to exclude the entrance of cinders and dust at that point when the door is closed, and particularly when the train is in motion. At the other side of the door-opening is arranged, as usual, a strip, B', against which the door closes, and which protects that point against the entrance of cinders and dust. This does away with the practice of nailing strips or blocks to keep out cinders.

The door A is hung upon a rail or metallic slide, *a*, at the upper end of the car by means of hangers *a'*, affixed to its upper end. To admit the sliding of the door past the stop or strip B' in opening it, the strip or stop is beveled, as at *b*, which frees the door from contact therewith at its upper end when the door is inclined outwardly, as seen in Fig. 2. The door, when opened, is slid to the right, the hangers having their bearings upon the rail or metallic slide *a*, and it is there retained by the catch C upon the side of the car. The catch C, when the door is let down upon it, elevates

the keeper F, which falls behind its shoulder, as shown in Fig. 7. Catch C is threaded at the inner end thereof, and secured inside the car by a nut.

The fastening for securing the door consists in part of the plate D, having vertical slot *d*, which is fitted over a corresponding slot formed in the door.

The keeper F is adjustable vertically, the upper part thereof projecting, when elevated, into a slight recess formed in the door under plate D, above the slot, and the sides thereof also projecting into a slight recess thus formed. The catch E is secured by screws in the panel-wall of the door-opening, flush therewith. The keeper F has rigidly secured thereto the foot *f'*, which is pendent outside the car, and is elevated by action of the catches C and E when brought into contact therewith in closing or lowering the door. *f''* is a slightly-curved shield cast solid with the face-plate of the lock to exclude at that point dust and cinders. The keeper falls behind the shoulder of the catch, and its beaked point is projected beyond the keeper, and thus secures the door. The door is additionally secured in position, when closed, by the pins P, which pins may be attached to small chains and the chains to staples secured to the outside face of the door, the pins being inserted in the eyes of staples S S after the staples have been passed through the slots of latches S' S'.

I claim—

1. The combination of the plate D, having slot *d*, keeper F, having foot *f'*, and catch E, substantially as shown, and for the purpose described.

2. The combination of the door A, provided with the hangers *a'*, and keeper F, with the metallic rail or slide *a*, and catch C, substantially as shown, and for the purpose described.

3. A sliding car-door, in combination with a door-frame having a beveled and unbeveled stop to secure it against cinders, the door swinging over and past the beveled stop and locked, substantially as shown and described.

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

THOMAS EUBANK.

Witnesses:

BEDFORD SHOBE,
J. H. LOONEY,