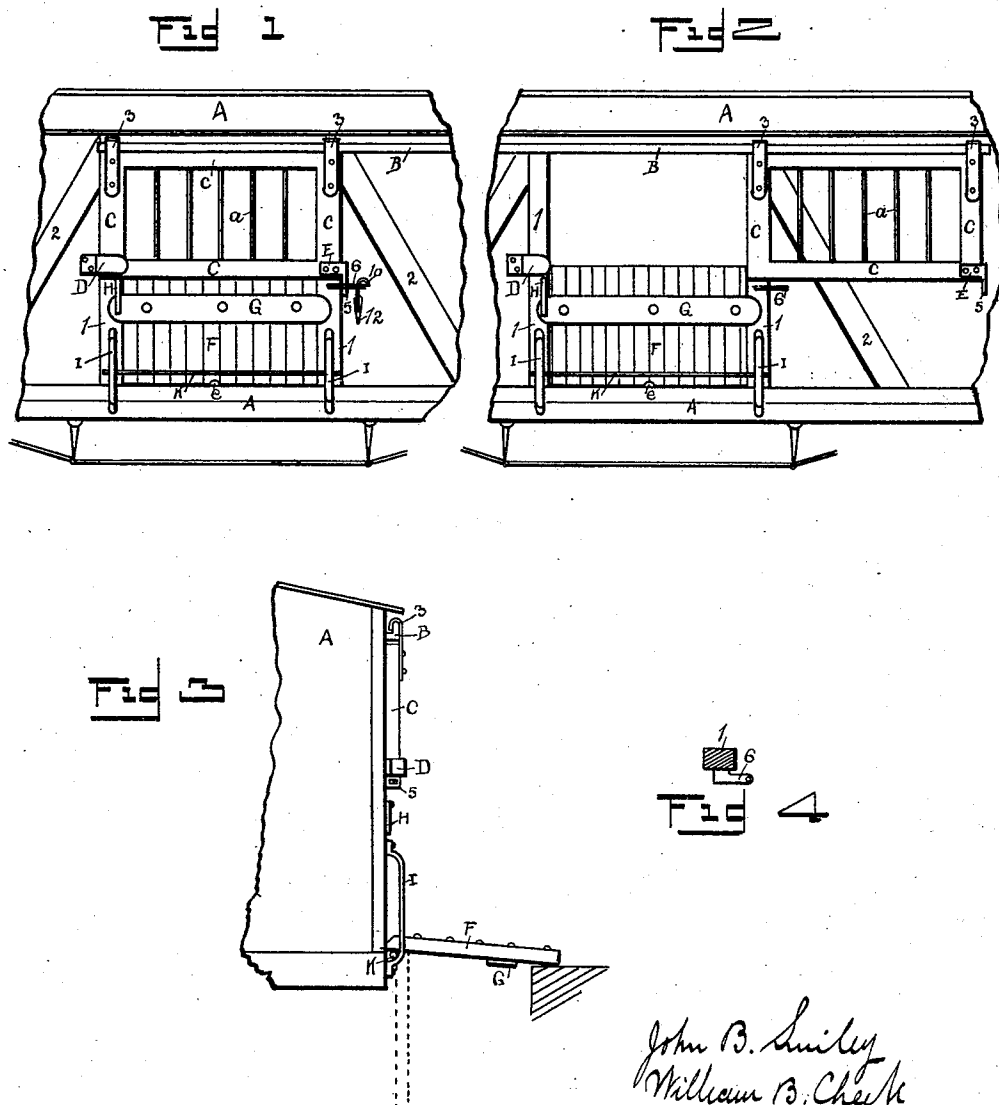


(No Model.)

J. B. SMILEY & W. B. CHEEK.
COMBINATION STOCK CAR DOOR AND RUNNING BOARD.
No. 566,029. Patented Aug. 18, 1896.



WITNESSES:

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COMBINATION STOCK-CAR DOOR AND RUNNING-BOARD.

SPECIFICATION forming part of Letters Patent No. 566,029, dated August 18, 1896.

Application filed December 26, 1895. Serial No. 573,410. (No model.)

To all whom it may concern:

Be it known that we, JOHN B. SMILEY and WILLIAM B. CHEEK, residing at South Omaha, in the county of Douglas and State of Nebraska, have invented certain useful Improvements in a Combination Stock-Car Door and Running-Board; and we do hereby declare that the following is 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, which form a part of this specification.

This invention has relation to a new and novel combination-door for stock-cars, the object of our invention being to provide a stock-door that shall be so arranged that either the upper or lower half can be operated independently, and the lower section of the bar shall further be so arranged that said door may be used as a running-board in unloading the stock.

In the accompanying drawings, Figure 1 shows a side elevation of a broken section of the car, showing the door as closed. Fig. 2 shows a broken section of the car, disclosing the door as open. Fig. 3 shows a side elevation showing the door in position and used as a running-board, while Fig. 4 shows a top view of the locking-hook.

A represents an ordinary car provided with the usual door-sills 1 1 and the braces 2 common to cars as ordinarily built, and which car is provided above the door, at a suitable point, with an ordinary L-rail B, as shown. Suspended from this rail B, by means of two J-shaped sliding hangers 3 3, is an ordinary door-frame C, which may be solid or provided with grate-bars *a*, and which frame covers, approximately, half of the door-opening. This door-frame preferably comprises the upper section of my door, and its position when closed is regulated by means of an ordinary stop D.

Secured to the side opposite the stop D is a plate E, having an outwardly-extending stem 5, which stem is provided with an opening, as is shown in Fig. 3, into which a retaining-bar (shown in Fig. 4) is adapted to work. In Fig. 3 to show the opening within the stem 5

the bar 6 has been eliminated. In operating this upper door-section it is simply necessary to slide the section away from the stop D. In locking and sealing this upper door-section we use the usual latch-bar 10, which works through an opening 11 of the bar 6, and to this latched bar 10 we affix the usual seal 12, as is commonly practiced.

Loosely working between the door-jamb 1 1, and preferably flush with the same, is the lower door-section F, which preferably comprises a solid section, which is provided near its lower end upon one side with an ordinary bar K. Secured to the door-jamb 1 1 are handholds I, which act in the capacity of ears in retaining the bar K, as shown in Figs. 1 and 3.

To prevent the door-section F from falling inward, we provide the preferably metallic bar G, which extends beyond the door and is adapted to work against the sills 1 1 when the door is in a closed position. An ordinary L-shaped gravity actuating-bar H retains this door F in position. Below we provide the door with an opening *e*, within which a crow-bar or other instrument may be inserted to lift this door-section upward when it has become jammed or frozen. The handholds or ears I, which will be noticed, are long enough so that an upward movement of this lower section is permitted, as is also the gravity-bar H, which permits the gate sliding upward.

In a closed position the upper edge of the lower gate-sections works behind the lower edge of the upper section, so that the car-door is properly closed, though when both the sections are closed the lower edge is flush with the side of the car, being positioned behind the door-sill, while the upper sliding section is in front of the sill. It will be seen from this that the lower door-section F is held in a closed position by means of the upper section. Now when this section is slid to one side the lower section would drop outward if it were not for the bar H.

In Fig. 2 the doors are shown open to the fullest capacity, and in Fig. 3 the lower door-section is shown in position when used as a running-board.

The device is noticeable because of its extreme simplicity.

Now, having thus described our said invention, what we claim as new, and desire to secure by United States Patent, is—

1. In a stock-car the combination of a gate 5 comprising an upper sliding section of a lower pivoted section said upper section aiding in locking said lower section in a vertical position said lower section being permitted while 10 in a locked position an upward movement handholds secured adjoining said lower section and a bar secured to said lower section and movably held by said handholds all substantially as and for the purpose set forth.

2. In a stock-car the combination of an upper sliding door-section of a lower door-section 15 said lower door-section being provided with an extending bar handholds adapted to receive said bar said bar being loosely held by said handholds said gate being permitted

an upward movement and a catch for securing 20 said lower door-section, all substantially as and for the purpose set forth.

3. The combination with an ordinary stock-car provided with the usual door-sills of a sliding upper door-section, C, the stop D the 25 bars E and 6, of the lower door-section F provided with the opening e and the bars G and K, of the handholds I adapted to receive said bar K and the retaining-bar H all substantially as and for the purpose set forth. 30

In testimony whereof we affix our signatures in presence of two witnesses.

JOHN B. SMILEY.
WILLIAM B. CHEEK.

Witnesses:

C. L. THOMAS,
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