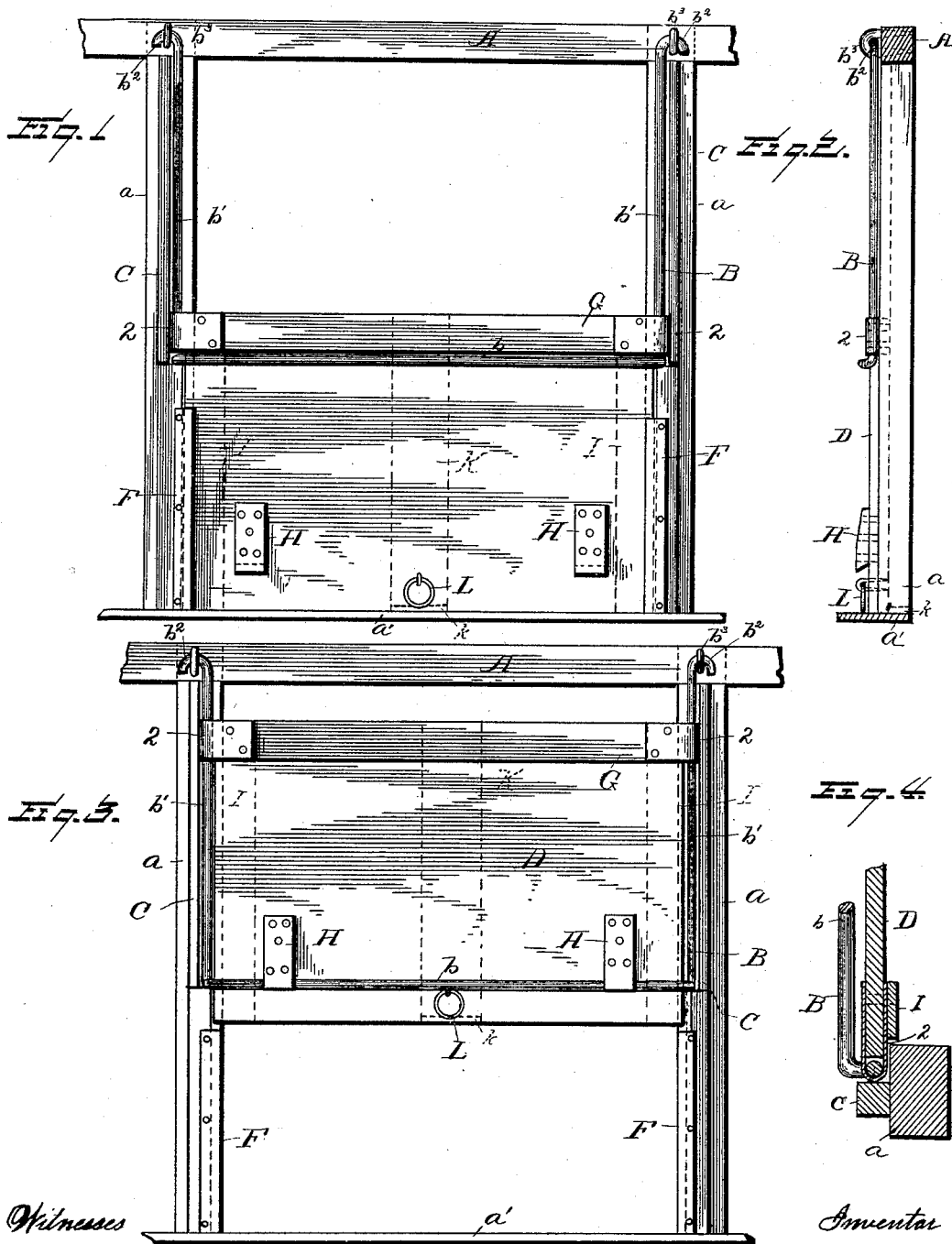


A. B. MOUCK.  
CAR DOOR.

No. 418,293.

Patented Dec. 31, 1889.



Witnesses  
E. C. Wurdeman.  
E. J. Siggus

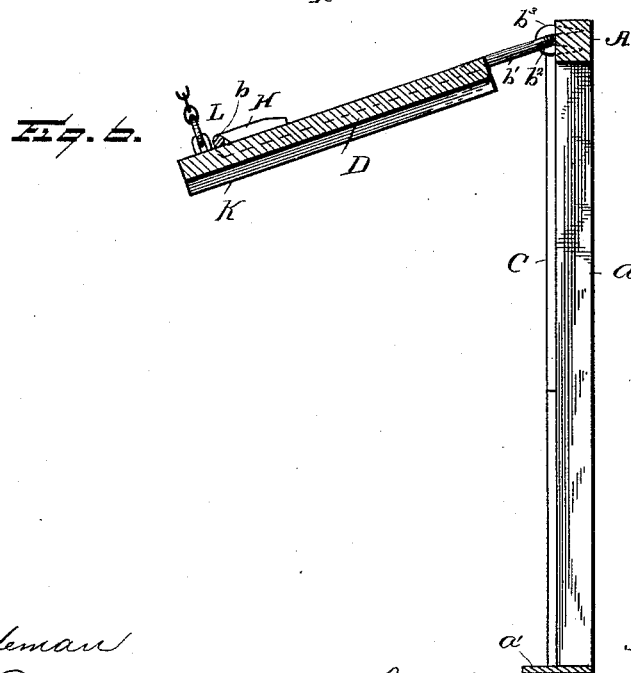
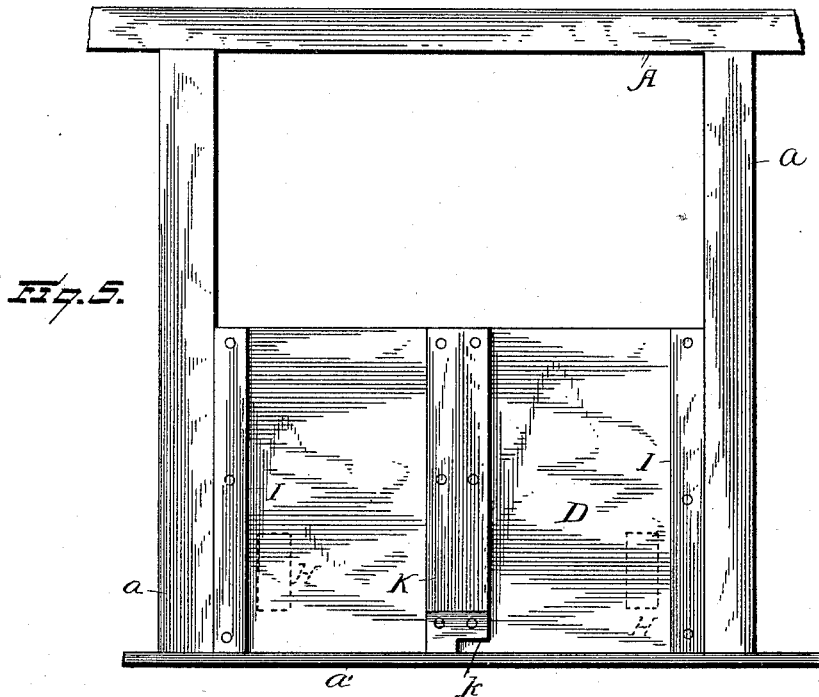
By his Attorneys  
Chas. Snow & Co.

Inventor  
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By his Attorneys

Chas. H. Snow

# UNITED STATES PATENT OFFICE.

ANDREW B. MOUCK, OF FARGO, (DAKOTA TERRITORY,) NORTH DAKOTA,  
ASSIGNOR OF ONE-HALF TO CHARLES A. MORTON, OF SAME PLACE.

## CAR-DOOR.

SPECIFICATION forming part of Letters Patent No. 418,293, dated December 31, 1889.

Application filed April 20, 1889. Serial No. 307,978. (No model.)

*To all whom it may concern:*

Be it known that I, ANDREW B. MOUCK, a citizen of the United States, residing at Fargo, in the county of Cass, Dakota Territory, have invented a new and useful Improvement in Car-Doors, of which the following is a specification.

The invention relates to improvements in car-doors; and it consists in a certain novel construction and combination of parts fully described hereinafter in connection with the accompanying drawings, and specifically pointed out in the claims.

In the drawings, Figure 1 is a front view of a car-door, looking at the inside and embodying my invention. Fig. 2 is a vertical sectional view. Fig. 3 is a front view of the same similar to Fig. 1 and showing the door raised. Fig. 4 is a transverse section. Fig. 5 is a front view looking at the outside. Fig. 6 is a section similar to Fig. 2, but showing the door raised.

Referring by letter to the drawings, A designates the casement or frame of the door, to the side beams *a a* of which are connected the free ends of the swinging bail B. This bail consists of the lower bar *b* and the side arms *b' b'*, which are turned in at their upper ends to form hooks *b<sup>2</sup> b<sup>2</sup>*, which are attached to the side beams by means of keepers *b<sup>3</sup> b<sup>3</sup>*. Vertical strips C C are affixed to the side beams and close to the outer sides of the side arms *b'* to protect the latter and prevent them from swinging outward and disengaging their upper end from the keepers.

D designates the door, which is provided at its upper corners with the loops 2 2, which fit and slide on the side arms of the bail, and when the door is lowered, as shown in Fig. 1, its side edges fit in rear of the lateral flanges F F, which are arranged near the bottoms of the side beams. The lower ends of the side arms of the bail are bent inward slightly, as shown in Fig. 3, so that the bottom bar of the bail bears against the inner surface of the door, and when the latter is lowered the said bottom bar fits close to the lower edge of a transverse cleat G, which is affixed to the upper edge of the door. The door is further provided on its inner side near the lower edge with the

supporting-blocks H H, which are adapted when the door is elevated, as shown in Fig. 3, to bear on the bottom bar of the bail and hold the door in this position. The lower ends of the said blocks are slightly beveled to prevent them from slipping accidentally from the said bottom bar. The door is provided on its outer side near its ends with the vertical cleats I I, which bear at their outer edges against the sides of the side beams *a a*, and it is also provided with a central vertical cleat K, which is provided at its lower end close to the sill *a'* with a metallic shoe *k*, whereby the door may be pried up from the outside by means of a crow-bar or other tool when the car is loaded. The door is also provided on its inner side close to the lower edge with a ring L, which is adapted to be engaged with a hook on the top of the car, as shown in dotted lines in Fig. 3, when the bail is swung inward. Thus the door is removed entirely from the door-opening and is held out of the way.

The construction of this improved door is very simple, and having both a vertically-sliding and a swinging movement it may be readily and conveniently manipulated.

This invention is especially designed to be used on grain-cars. As is well known, the grain in such cars only reaches half-way up the sides of the car. When the car is loaded with grain, the door is down in the position shown in Figs. 1 and 5. When the door is up, (see Fig. 3,) the car is supposed to be empty or loaded with something else besides grain in bulk.

This car-door has nothing whatever to do with the ordinary car-door, which is a separate attachment.

Having thus described the invention, I claim—

1. In a car-door, the combination, with the swinging bail connected to the side beams of the door-frame, of the vertical strips C C, secured to the said side beams adjacent to the side arms of the bail, and the door provided with loops fitting and sliding on the said side arms, substantially as specified.

2. In a car-door, the combination, with the swinging bail having the side arms *b' b'* and

the bottom bar *b*, standing out from the side arms to provide a rest, of the door provided with loops fitting and sliding on the side arms of the bail, the supporting-blocks H H to engage the bottom bar when the door is elevated, and the transverse cleat G to fit close to the said bottom bar when the door is lowered, substantially as specified.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

ANDREW B. MOUCK.

Witnesses:

FRANK H. IRONS,  
MORTON PAGE.