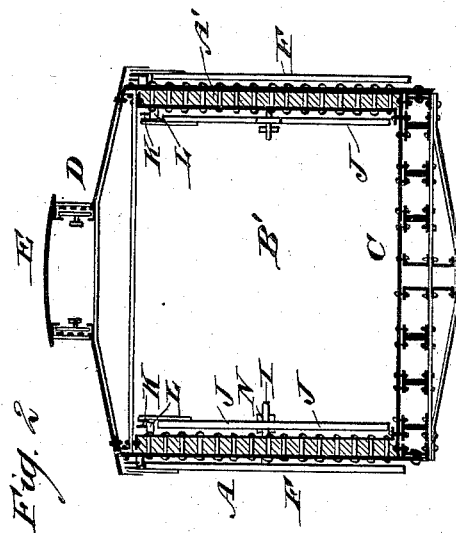
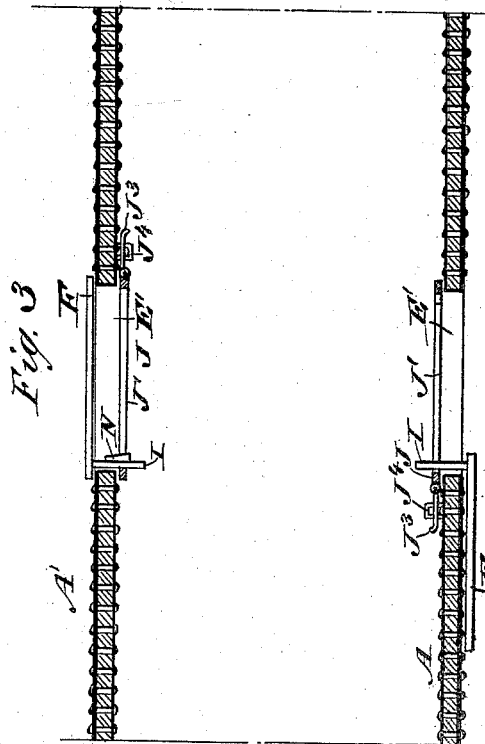
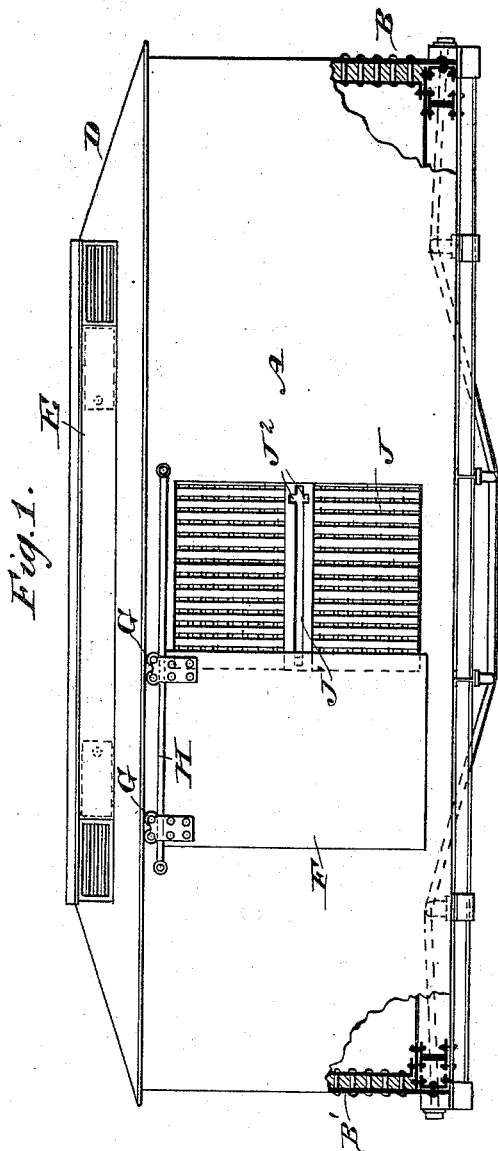


(No Model.)

A. S. DESHA.  
CAR DOOR.

No. 492,276.

Patented Feb. 21, 1893.



WITNESSES:  
*Down Twitchell*  
*W. Sedgwick*

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BY *Munn & Co*  
ATTORNEYS.

# UNITED STATES PATENT OFFICE.

ABRAM S. DESHA, OF NOLTON, ARKANSAS.

## CAR-DOOR.

SPECIFICATION forming part of Letters Patent No. 492,276, dated February 21, 1893.

Application filed January 25, 1892. Serial No. 419,194. (No model.)

*To all whom it may concern:*

Be it known that I, ABRAM S. DESHA, of Nolton, in the county of Cross and State of Arkansas, have invented a new and Improved Car-Door, of which the following is a full, clear, and exact description.

The object of the invention is to provide a new and improved car door, which is simple and durable in construction.

The invention consists of two doors one arranged on the outside and the other on the inside of the car, the two doors being connected.

The invention also consists of certain parts and details and combinations of the same, as will be hereinafter described and then pointed out in the claims.

Reference is to be had to the accompanying drawings forming a part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is a side elevation of a car partly in section and having the improvement applied. Fig. 2 is a transverse section of the same; and Fig. 3 is a sectional plan view of part of the same.

The improvement is shown applied to a car consisting of metallic sides A A', ends B B', floor C, and roof D, having ventilating top E, the space between the sides and ends being filled with mortar, but the car forms no part of the present invention, it being the subject of a separate application, filed May 23, 1892, Serial No. 433,954. In the sides A and A', and near the middle of the same are formed openings E', each adapted to be closed at the outside by a door F preferably of metal and provided at its upper end with friction rollers G mounted to travel on the rail H secured to the respective side on the outer surface. The door F can thus be caused to travel forward and backward on the rail H to open or close the openings E'.

On the door F is formed an inwardly extending pin I, passing through the opening E', and through a longitudinally extending slot J', formed in a gate J, arranged on the inner surface of each side, also adapted to close the respective opening E'. Each gate J is mounted to slide on the inner surface of

the respective side and is, for this purpose, provided at its upper end with friction rollers K traveling on a longitudinal rail L arranged similarly to the rail H, but on the inner surface of the respective side. The gates J and doors F slide in the same direction in opening and closing, and one is arranged inside and the other outside of the car. At one end of the slot J', are formed notches J<sup>2</sup>, extending vertically and adapted to be engaged by a key or block N, serving to lock the pin I in place when the door F and the respective gate J are closed. Thus the door F, when locked in the manner described, cannot be opened on the outside but can only be opened from the inside by first removing the respective key or block N. The operator in the car then takes hold of the projecting inner end of the pin I, and then pulls on the same to push the door open.

On one end of each gate J is arranged a hasp J<sup>3</sup>, adapted to engage a staple J<sup>4</sup>, secured to the inner surface of the respective side A or A', the said staple then being engaged by a lock so as to lock the hasp J<sup>3</sup> in place on the staple to prevent opening of the gate J. The latter is preferably made of vertically and longitudinally-extending steel bars forming an open net-work, as is plainly shown in Fig. 1. Thus, even if the door F is opened, and the gate J remains closed, no access can be had to the interior of the car from the outside.

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

1. The combination with a car having an opening, of a gate mounted to travel on the inside of the car, a door mounted to travel on the outside of the car and having a sliding connection with the gate, and means for operating said outer door from the inside of the car, substantially as described.

2. The combination with a car having an opening, of a gate mounted to travel on the inside of the car, a door mounted to travel on the outside of the car, and having a sliding connection with the gate, and means for locking the door to the gate and the gate to the side of the car, substantially as described.

3. A car provided with sides having openings, a gate mounted to travel on the inner surface of each side to open and close the inside of the said openings, a door made of  
5 sheet metal and mounted to travel on the outer surface of each side to open and close the outside of the said openings, and a pin projecting from the said door and passing through a longitudinal slot in the said gate,  
10 as set forth.

4. A car provided with sides having openings, a gate mounted to travel on the inner surface of each side to open and close the in-

side of the said openings, a door made of sheet metal and mounted to travel on the 15 outer surface of each side to open and close the outside of the said openings, a pin projecting from the said door and passing through a longitudinal slot in the said gate, and means, substantially as described, for locking the 20 said pin to the said gate, as set forth.

ABRAM S. DESHA.

Witnesses:

O. N. KILLOUGH,  
J. EMMETT SMITH.