

**No. 647,312.**

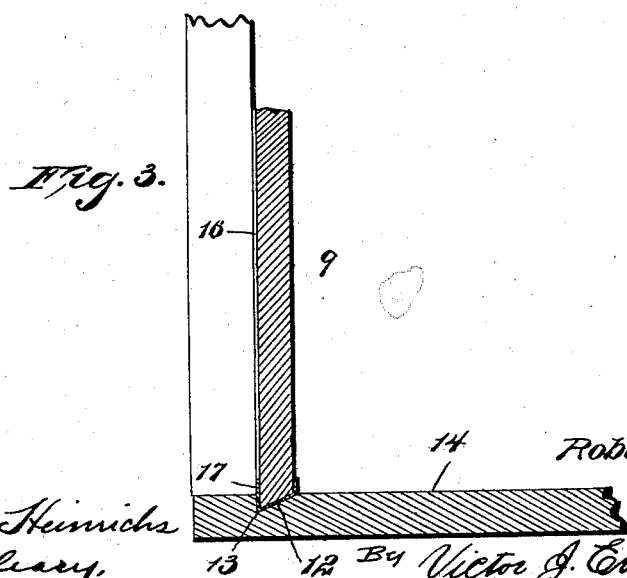
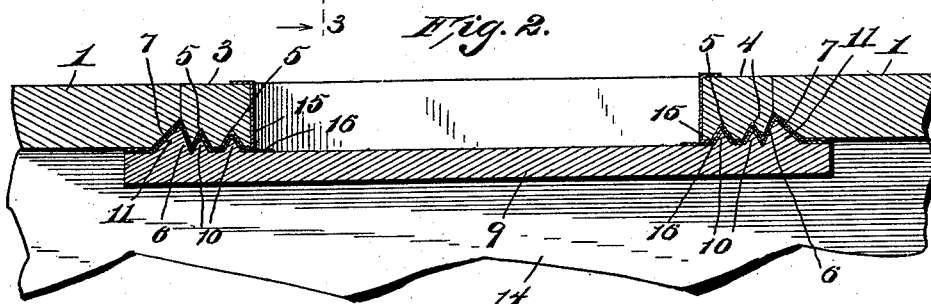
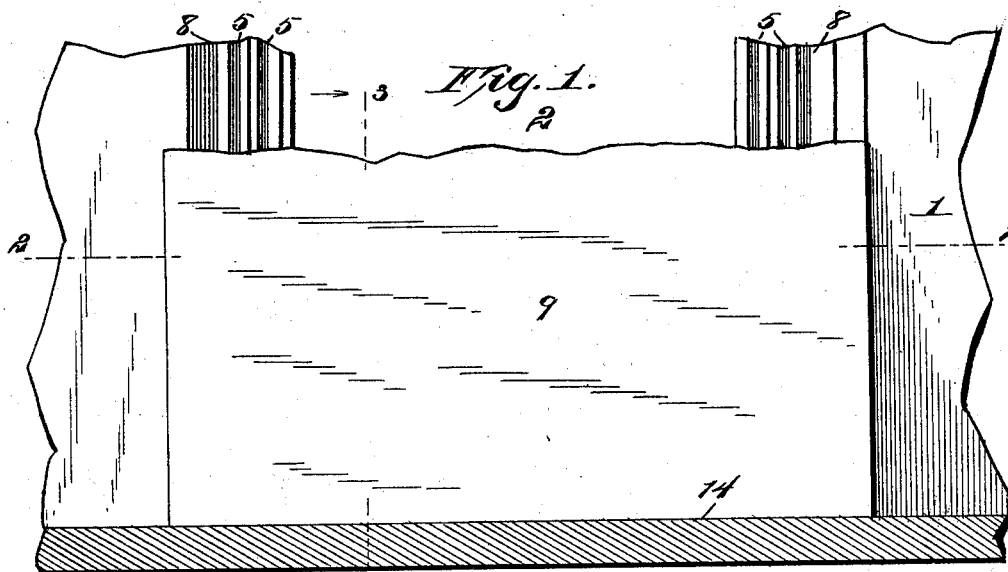
**Patented Apr. 10, 1900.**

**R. A. P. MEADE.**

**CAR DOOR.**

(Application filed Sept. 25, 1899.)

(No Model.)



Witnesses

Louis D. Heinrichs  
J. D. McIlhenny.

Inventor  
*Robert A. P. Meade*

By Victor J. Evans. Attorney

# UNITED STATES PATENT OFFICE.

ROBERT A. P. MEADE, OF SAYRE, PENNSYLVANIA.

## CAR-DOOR.

SPECIFICATION forming part of Letters Patent No. 647,312, dated April 10, 1900.

Application filed September 25, 1899. Serial No. 731,591. (No model.)

*To all whom it may concern:*

Be it known that I, ROBERT A. P. MEADE, a citizen of the United States, residing at Sayre, in the county of Bradford and State of Pennsylvania, have invented certain new and useful Improvements in Car-Doors, of which the following is a specification.

My invention relates to doors for freight-cars, the object being to provide means for insuring a close fit between the door and its supports, so that the leakage of grain or other freight between the edges of the door and the car-floor and sides will be entirely avoided.

The construction of the improvement will be fully described hereinafter in connection with the accompanying drawings, which form a part of this specification, and its novel features will be defined in the appended claims.

In the drawings, Figure 1 is an elevation, partly in section, of the inner surface of a portion of one side of a car embodying the invention. Fig. 2 is a horizontal section on the line 2 2 of Fig. 1, and Fig. 3 is a vertical section on the line 3 3 of Fig. 1.

The reference-numeral 1 designates one side of a freight-car provided with a door-opening 2.

3 and 4 designate posts, one at either side of the door-opening. The inner side of each of these posts is formed with a plurality of vertical V-shaped grooves 5 and a beveled edge 6, the latter, in connection with the beveled edges 7 of the sides of the car, forming deep grooves 8, which are parallel to the grooves 5.

9 designates a vertically-sliding door formed on its outer side, near each end, with parallel ribs 10 and 11, adapted to fit the grooves 5 and 8, as clearly shown in Fig. 2.

The bottom edge 12 of the door is beveled

to fit a corresponding groove 13, formed in the car-floor 14 longitudinally of the car and across the door-opening.

I preferably line the grooves 5 and 8 with sheet-metal plates 15, bent to conform to the grooves, and the ribs on the door are also preferably faced with metallic plates 16, serving as wear-plates. The beveled lower edge 12 of the door may also be protected by a covering 17, of metal, as shown in Fig. 3.

It will be apparent that the grooves at the sides and bottom of the door-opening and the projections of the door tightly close the spaces between the door and the sides and bottom of the car and effectually prevent the sifting or leakage of grain or other freight through the door-opening.

I claim—

1. The combination with a car provided on its inner side adjacent the door-opening, with parallel vertical grooves, and with a floor-groove across said opening, of a vertically-movable door provided on its outer side with parallel ribs fitting the parallel grooves and beveled at the bottom edge to fit the floor-groove.

2. The combination with a car provided on its inner side adjacent each side of the door-opening, with parallel vertical grooves, and with a beveled floor-groove, of a vertically-movable door provided with parallel ribs fitting the parallel side grooves, and beveled at its bottom edge to fit the floor-groove; and metallic wear-plates bent to conform to the grooves and ribs.

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

ROBERT A. P. MEADE.

Witnesses:

C. M. DRIGGS,

M. A. HUNSINGER.