J. BASSLER.

Sliding Door for Railway Box Cars.

No. 105,888. Patented Aug. 2, 1870.

Fig. 1

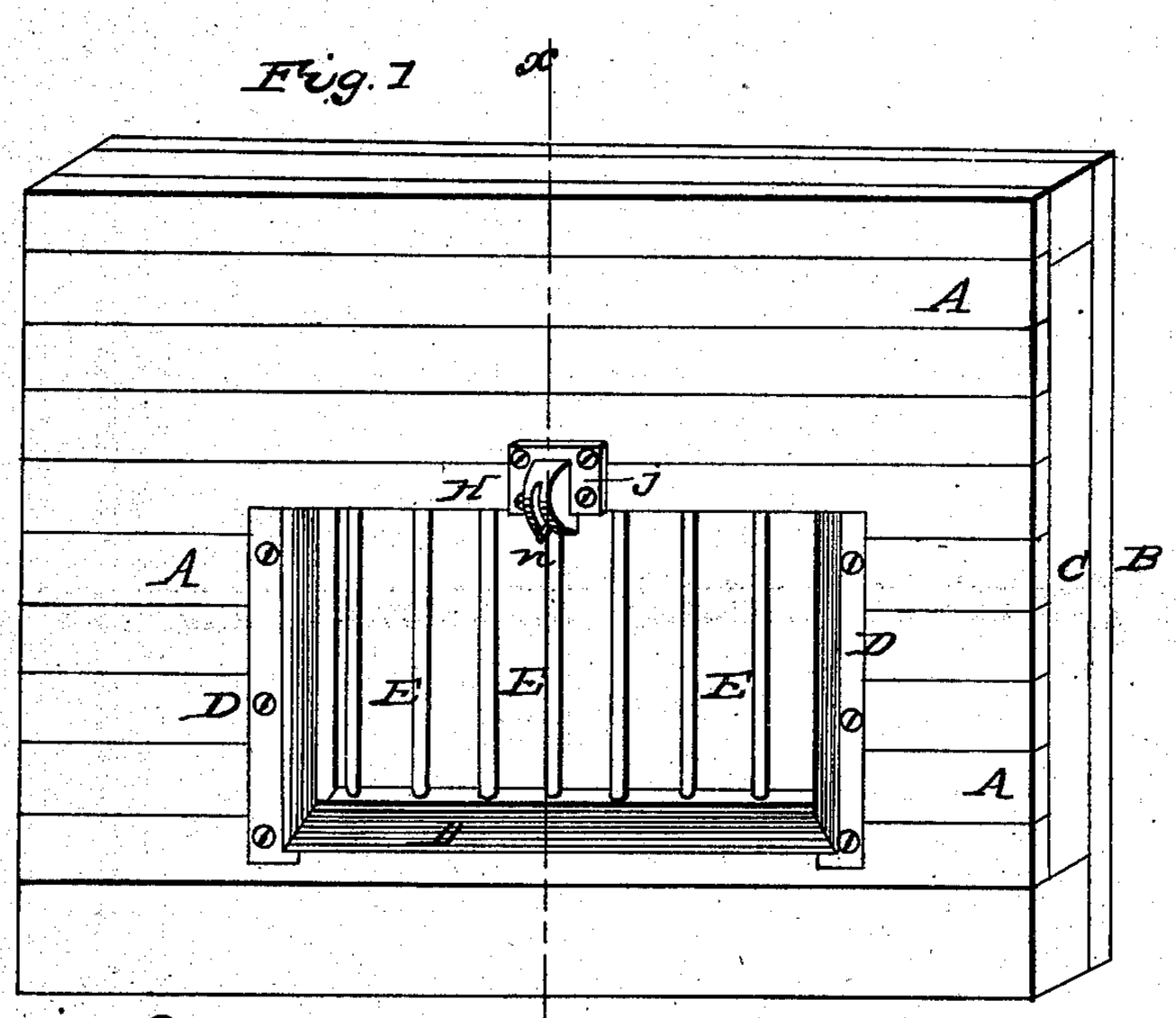


Fig. 3

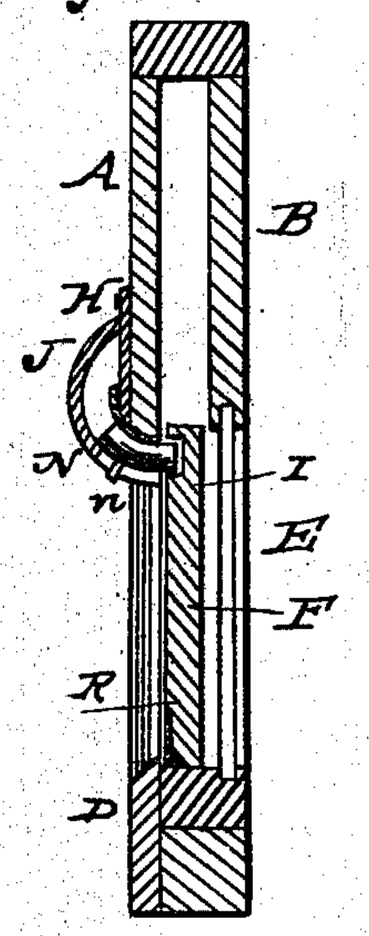
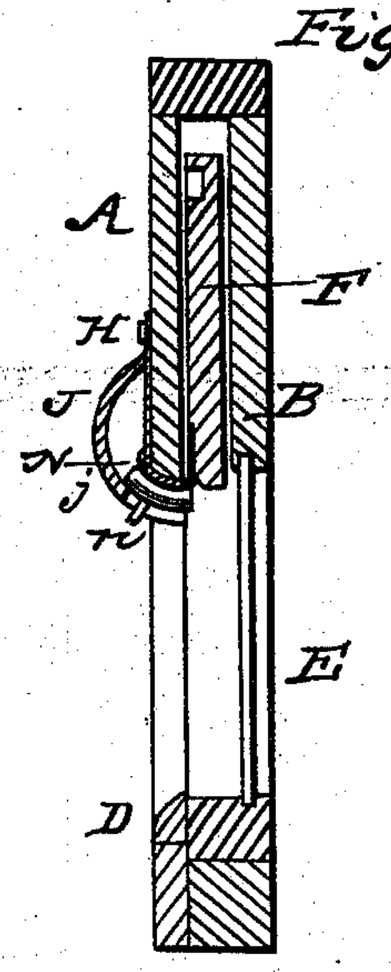


Fig. 2



WITNESSES

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UNITED STATES PATENT OFFICE

JOHN BASSLER, OF GALESBURG, ILLINOIS.

IMPROVEMENT IN SLIDING DOORS FOR RAILWAY BOX-CARS.

Specification forming part of Letters Patent No. **105,888,** dated August 2, 1870.

I, JOHN BASSLER, of Galesburg, in the county of Knox and State of Illinois, have invented certain Improvements in Railway Freight Box-Cars, of which the following is a specification:

Nature and Objects of the Invention.

The nature of my invention relates to improvements in that class of box-cars used on railways for shipping various kinds of freight; and the invention consists in a simple and effectual fastening for the purpose of securing said door in either position, open or closed, all constructed and arranged substantially as hereinafter described.

Description of the Accompanying Drawing.

Figure 1 is a perspective view from the inside of a car, showing my invention with the door open. Fig. 2 is a vertical sectional view of Fig. 1 on the line *x x*. Fig. 3 is also a vertical sectional view of Fig. 1 on the line *x x*, with the door dropped down or closed.

General Description.

A represents the inside lining or casing of an ordinary freight box-car. B is the outside siding, and C is the studding. D is the casing around the openings with which this class of cars is usually pierced for ventilating purposes, when used for carrying live stock. E are the bars as ordinarily in use for the same purpose.

F is a door, somewhat larger than the opening it covers, and sliding freely between the inner casing, A, and outer casing, B. When the door F is slipped down, as shown at Fig. 3, it entirely covers the opening, and slipped upward to the position shown at Fig. 2 the opening is left uncovered, the door F at the same time being out of the way from danger of being torn off by the horns of cattle or otherwise, as is the case when hinged doors are used.

H is a metallic plate attached to the inside casing of the car, and immediately over the openings.

J is a hollow semicircular elevation or frame on the plate H, the lower end of which extends under the casing above the opening.

N is a bolt, curved to correspond with the hollow in the semicircular frame J, and sliding longitudinally, with freedom, in the same.

n is a pin secured or attached at one end to the bolt N, and extending out through the slot *j* in the frame J.

When the door F is closed, as shown at Fig. 3, the bolt N, sliding downward by its own gravity, will engage with the recess P near the top of the door, and hold it securely in a closed position. Now, by means of the pin *n*, the bolt N may be drawn back, the door F slipped upward and opened. The bolt N, being released, will again descend by its own gravity, and its lower end pass under the metallic plate R on the lower edge of the door F, in which position it will hold the door securely in an elevated or open condition, as shown at Fig. 2.

As many of these openings as are deemed necessary for ventilating purposes, &c., may be placed in the side of each car.

It will be plainly seen that my device furnishes a simple, cheap, and effectual fastening for sliding doors, when used for this purpose.

Claim.

I claim as my invention—

The semicircular frame J, carrying the bolt N, with a pin, *n*, projecting through the slot *j*, combined with the casings A and B and door F, substantially as described, and for the purpose set forth.

JOHN BASSLER.

Witnesses:
JOEL LEE,
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