

J. B. GOFF.
Freight-Car Doors.

No. 156,633.

Patented Nov. 10, 1874.

Fig. 1.

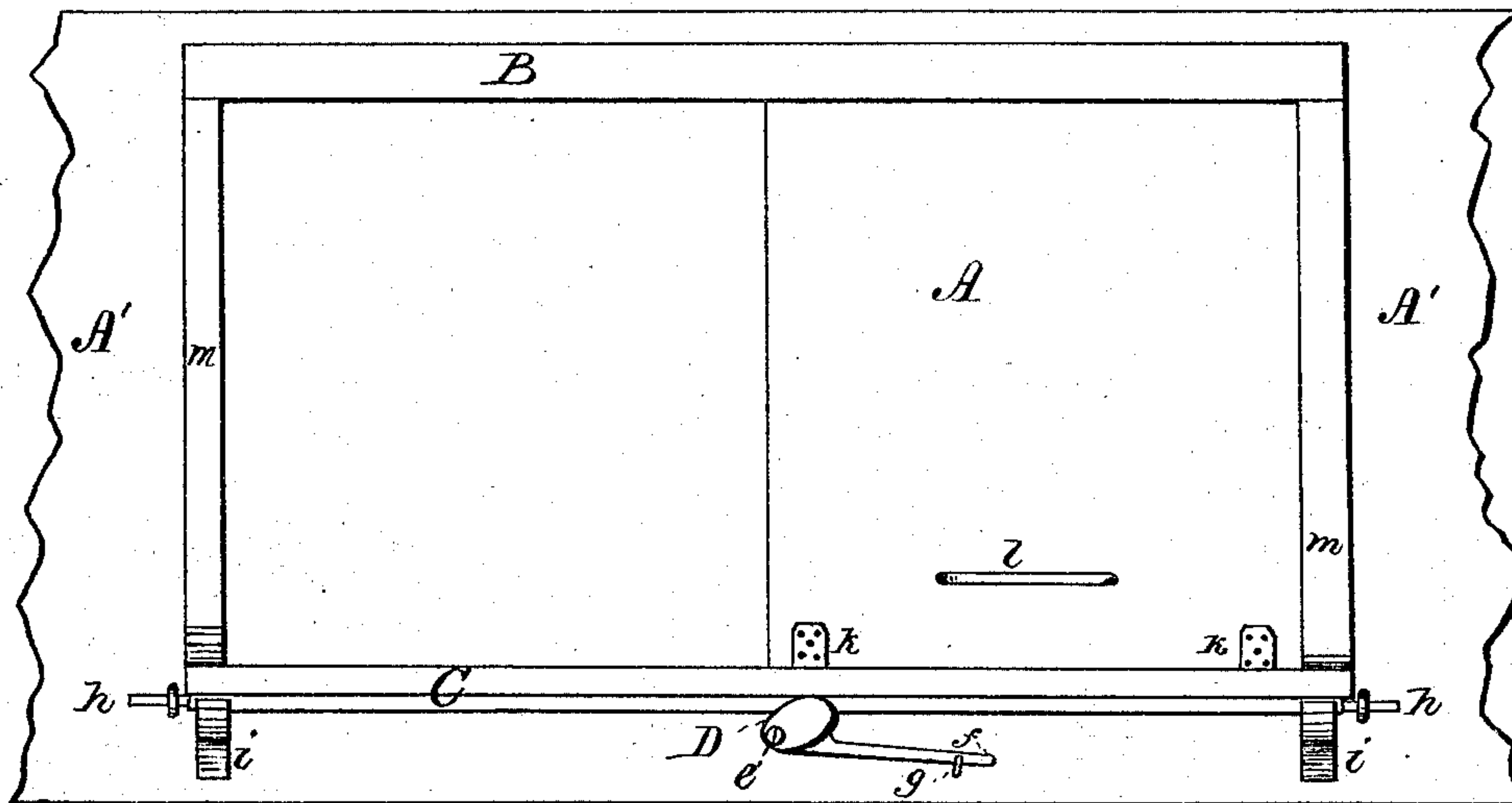
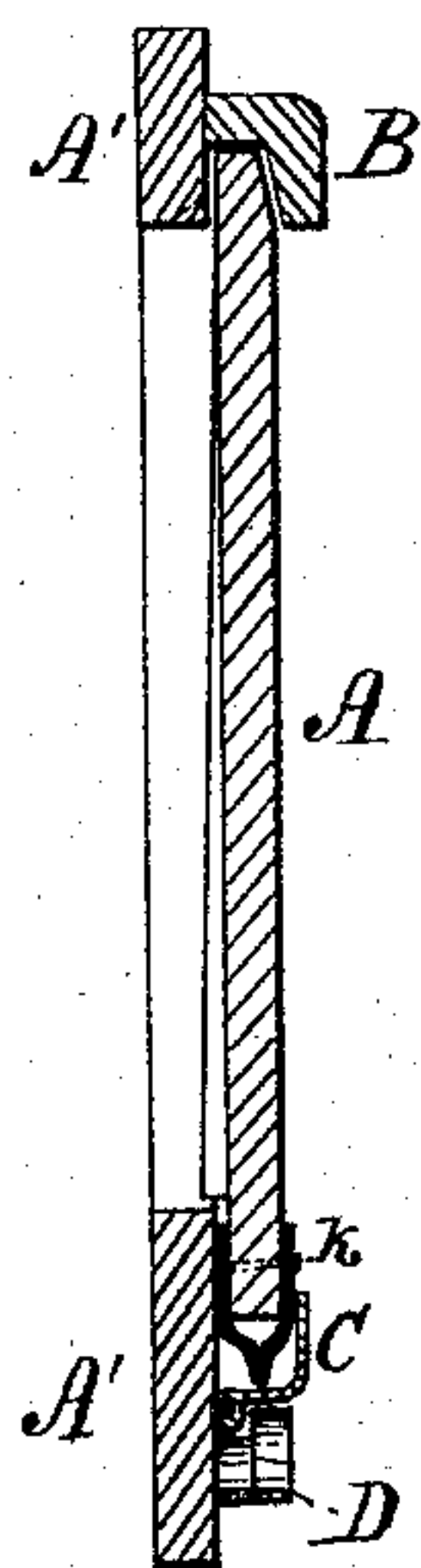


Fig. 2.



WITNESSES
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UNITED STATES PATENT OFFICE.

JOHN B. GOFF, OF WELLSVILLE, OHIO.

IMPROVEMENT IN FREIGHT-CAR DOORS.

Specification forming part of Letters Patent No. **156,633**, dated November 10, 1874; application filed September 12, 1874.

To all whom it may concern:

Be it known that I, JOHN B. GOFF, of Wellsville, in the county of Columbiana and State of Ohio, have invented a new and useful Improvement in Doors for Freight-Cars; and I do hereby declare that the following is a full and exact description thereof, reference being had to the accompanying drawings and to the letters of reference marked thereon.

My invention relates to an improvement in doors for freight-cars; and consists in supporting the lower end of the door in a pivoted bearing, held in position with relation to it through the medium of a cam-lever.

To enable others skilled in the art to make and use my invention, I will proceed to describe more fully its construction and operation.

In the accompanying drawings, which form part of my specification, Figure 1 is a front elevation of a section of a car provided with my improvement. Fig. 2 is a vertical section of the same at line *y y* of Fig. 1.

In the drawings, *A'* represents a section of a side of a car, which is constructed in the usual manner. *A* represents the door of the car, which is held in position at its upper end by means of the guide *B*, the lower end being provided with metallic slides *k*, which rest upon the bearing *C* pivoted at *h*. The bearing *C* is constructed of angle or other suitable iron. On the under side of the bearing *C* is arranged an eccentric, *D*, furnished with a handle or lever, *f*. The eccentric *D* is pivoted loosely at *e*, and the handle or lever *f* is supported on a hook, *g*. On the under side of the pivoted bearing *C* are arranged two supports, *i*. *l* represents the handle for manipulating the door *A*.

The operation of my improvement is as follows: By unshipping the handle or lever *f* off the hook *g*, and allowing it to drop down, the pressure of the eccentric will be taken off the bearing *C*, which will drop down on the supports *i*, which will allow the door to slightly move downward, for the purpose of slacking its hold in the beveled groove or guide *B*, the upper end of the door being beveled to correspond to the bevel of the groove in the guide *B*. The upper end of the door, being loosened in the guide *B* and bearing *C*, can be readily moved sidewise by the operator taking hold of the handle *l*. When the door is closed, the operator, by taking hold of the handle *f* and raising it up, so as to place it over the hook *g*, will cause the eccentric *D* to raise the bearing *C*, which will force up the door *A*, so that its upper and beveled edge will be forced firmly into the bevel-groove of the guide *B*, thereby holding the door in a firm and fixed position with relation to the opening in the sides of the car, whereby the rattling, jarring, and sliding motion common to doors of freight-cars is avoided.

What I claim is—

The pivoted bearing *C* and eccentric *D*, in combination with the car-door *A*, the upper end being beveled, and moving in the bevel-groove of the guide *B*, substantially as described, and for the purpose set forth.

In testimony whereof I hereunto set my hand this 16th day of June, 1874.

J. B. GOFF.

Witnesses:

A. C. JOHNSTON,
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