

(No Model.)

E. H. CALLAWAY.  
RAILWAY FREIGHT CAR DOOR.

No. 307,012.

Patented Oct. 21, 1884.

Fig. 3.

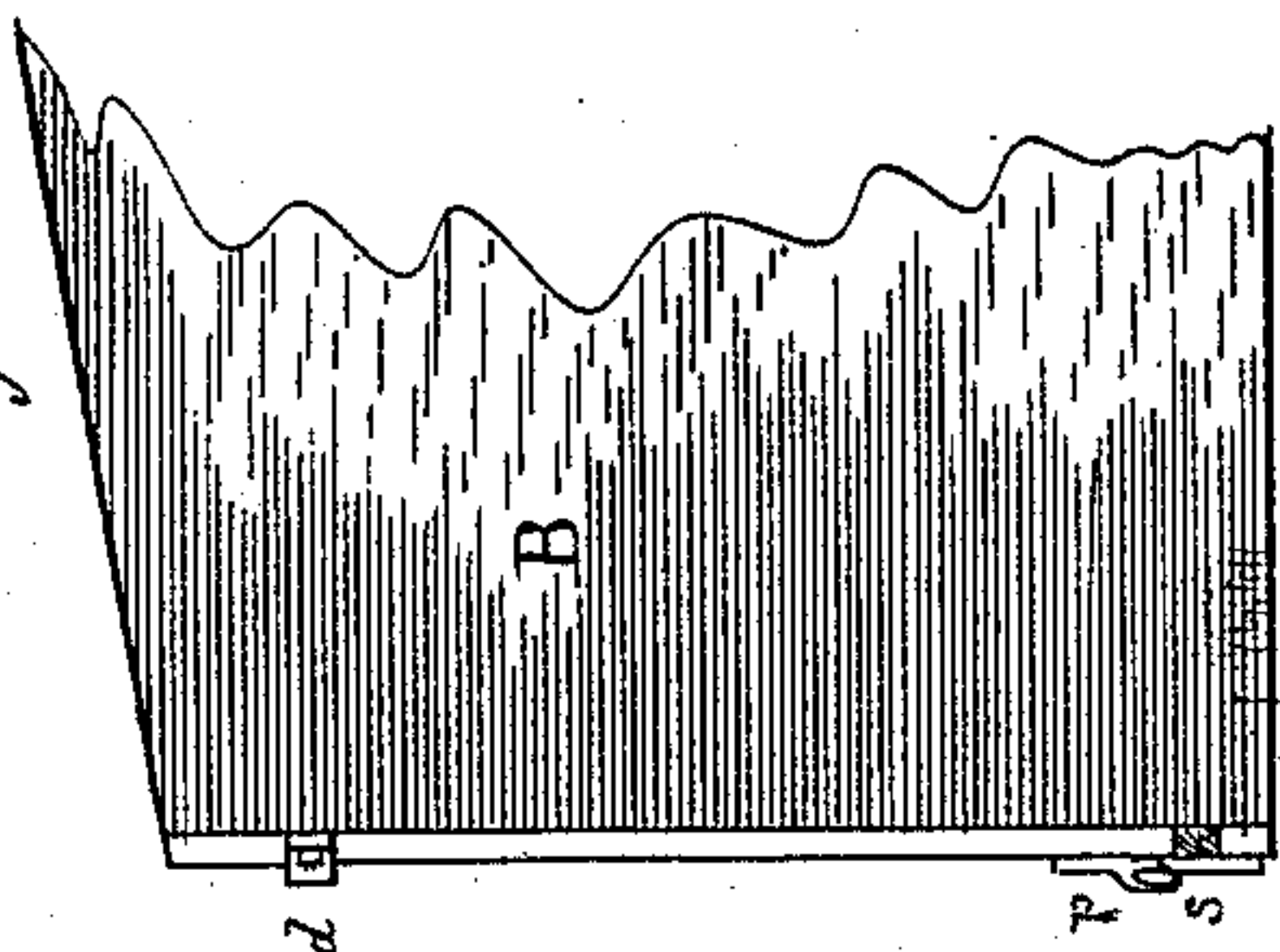


Fig. 1.

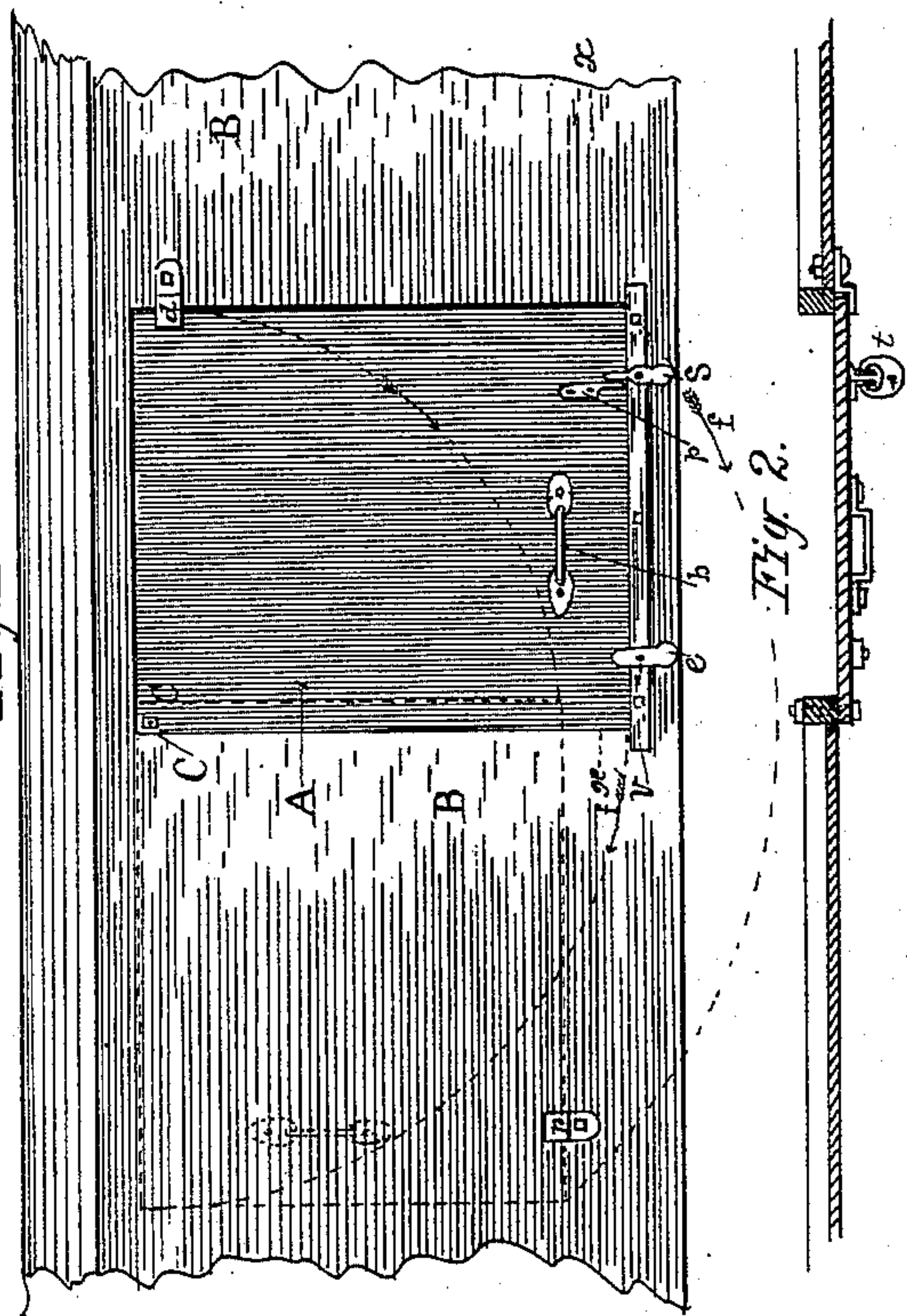
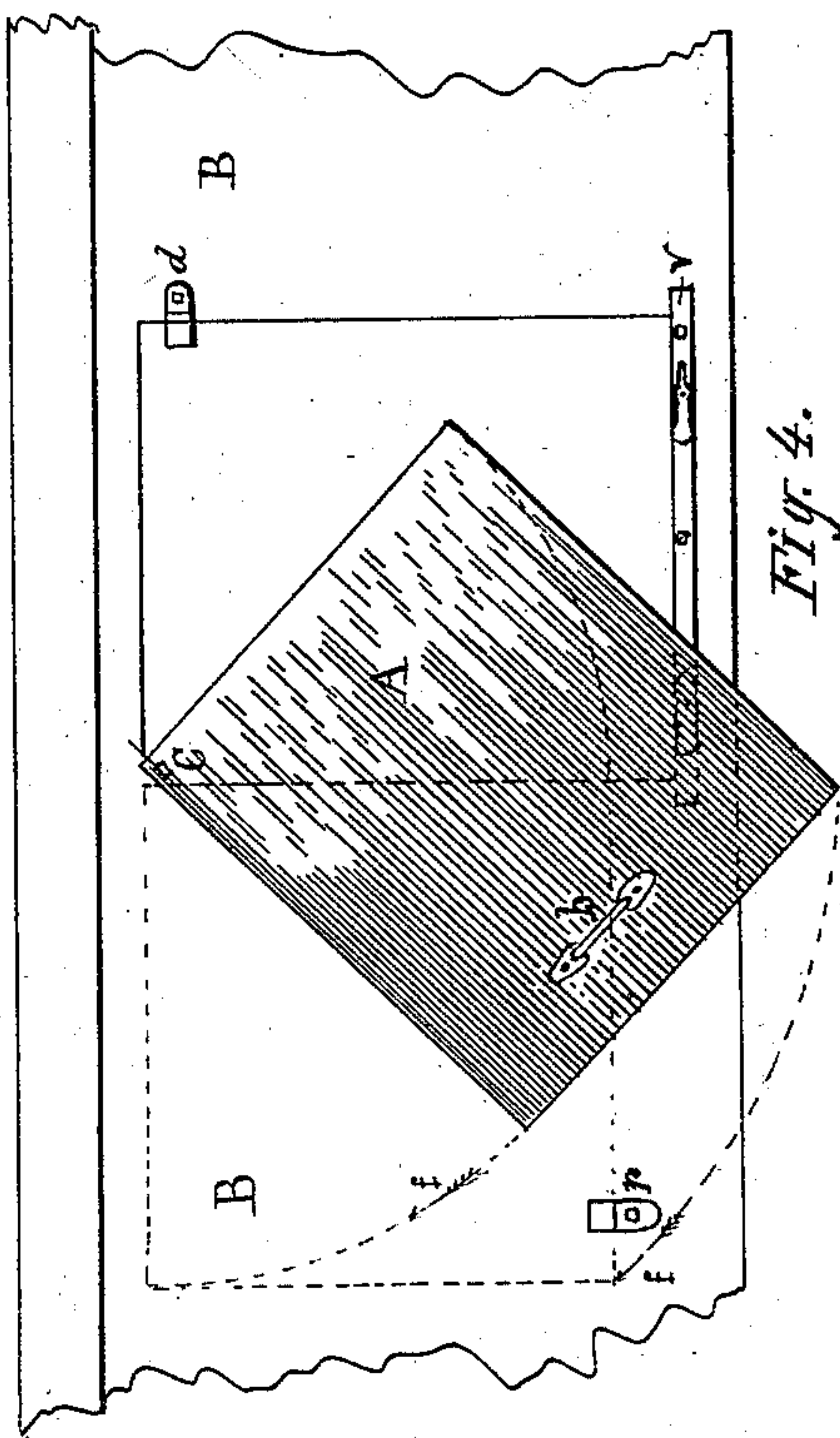


Fig. 2.

Fig. 4.



Witnesses

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# UNITED STATES PATENT OFFICE.

EDWARD H. CALLAWAY, OF CHICAGO, ILLINOIS.

## RAILWAY FREIGHT-CAR DOOR.

SPECIFICATION forming part of Letters Patent No. 307,012, dated October 21, 1884.

Application filed July 23, 1884. (No model.)

*To all whom it may concern:*

Be it known that I, EDWARD H. CALLAWAY, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Railway-Car Doors; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to improvements in railway freight-car doors, which consists in the manner of swinging the door and securing it, all of which will be hereinafter more fully described, and pointed out in the claims.

In the drawings accompanying and forming part of this specification, Figure 1 represents an elevation of a part of the side of a car, showing the door in place. Fig. 2 is a horizontal section on line *x x* of Fig. 1. Fig. 3 is an end elevation of Fig. 1; and Fig. 4 is a side elevation, same as Fig. 1, showing the door unfastened and hanging by its pivoted connection with the side of the car.

A is the door-leaf, made in any suitable manner and convenient size.

B is the body of a freight-car. The door A is hung on a bolt or pivot, C, which is fastened permanently in the door-post of the car on either side of the doorway.

*v* is a strip of wood or other material, of the same thickness as the door-leaf, which is securely bolted or otherwise fastened to the side of the car-body with its top even with the door-sill or a little below it. The door A, when closed, as in Fig. 1, rests upon this strip *v*.

*e* and *s* are metal buttons, made heavy below their pivots, so as to always hang vertically. These buttons *e* and *s* are pivoted to the strip *v*, and keep the bottom of the door A in place. When the door is to be opened, these buttons are turned horizontally, as seen in Fig. 4.

On the door A is a handle, *b*, by which the door is operated for moving it.

*p* is an eye-lug to correspond with an eye in the button *s*, so that by passing a lock, *t*, through the eyes on *p* and *s* the door can be fastened. On the side of the car is a permanent lug, *r*, on which the door A rests

when it is fully opened, as in dotted lines in Fig. 1. When the door is to be opened, the lock *t* is removed from the eyes of *p* and *s*, and the buttons *e* and *s* are placed horizontally, and the bottom of the door A, by means of the handle *b*, is pulled off from the strip *v*, and it will at once, by its own gravity, assume the position shown in Fig. 4. To open the door to its full width, the operator must lift it in the direction of the arrows *f f* until the lower edge is above the stop or lug *r*, when, by letting the door drop into the groove *r*, it will there safely rest until it is necessary to close the doorway.

In many burden-cars the door sill or rail upon which the sliding doors travel becomes choked with dirt and trash, and it is difficult to open and close them. This is especially true in stock-cars, where hay, straw, and manure are apt to crowd against the door and between the door and car-body, making it difficult to move the doors. It will be seen that when the door is lifted from the strip it becomes clear of any dust or trash, and can be moved at once without difficulty.

What I claim as new is—

1. The combination, with the doorway of a car, of an outside door pivoted by one of its upper corners upon a fixed pivot adjacent to an upper corner of the doorway, a door-rest at or near the level of the doorway, and at one side thereof, and stops to retain said door in its open and closed positions, said door being adapted to swing downward from its open or closed position to its natural gravity position, whereby only a half movement is necessary to move it from its natural gravity position to either its open or closed position, substantially as described.

2. The door of a freight railway-car, supported by a pivot at the upper corner and resting on a strip level, or nearly so, with the door-sill or floor of the car, in combination with the buttons *e* and *s*, substantially as and for the purpose described.

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

EDWARD H. CALLAWAY.

Witnesses:

F. H. FENNO,  
Mrs. C. J. GEETH.