

(No Model.)

P. BROWN.  
FREIGHT CAR DOOR.

No. 335,989.

Patented Feb. 9, 1886.

Fig. 1

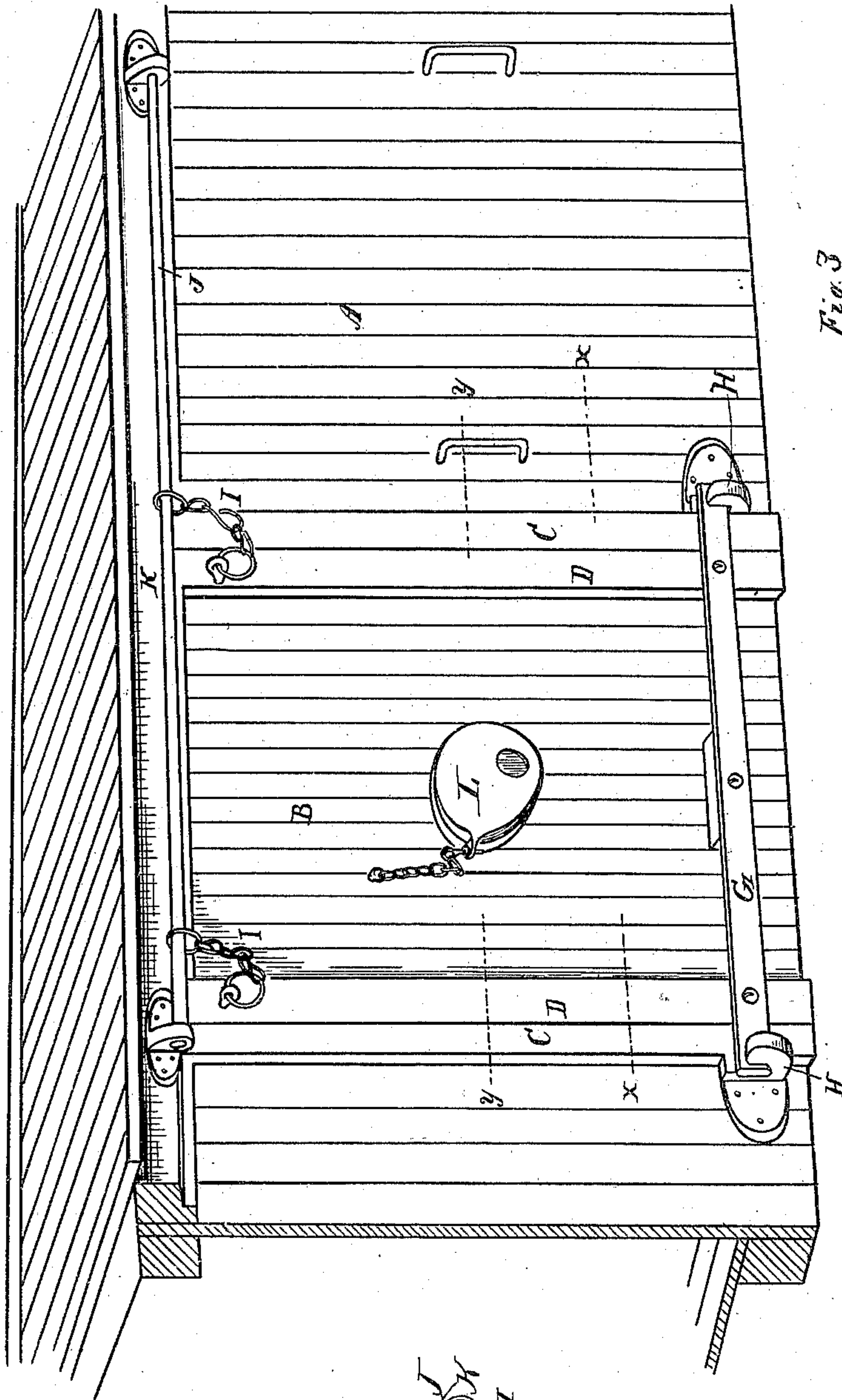


Fig. 2

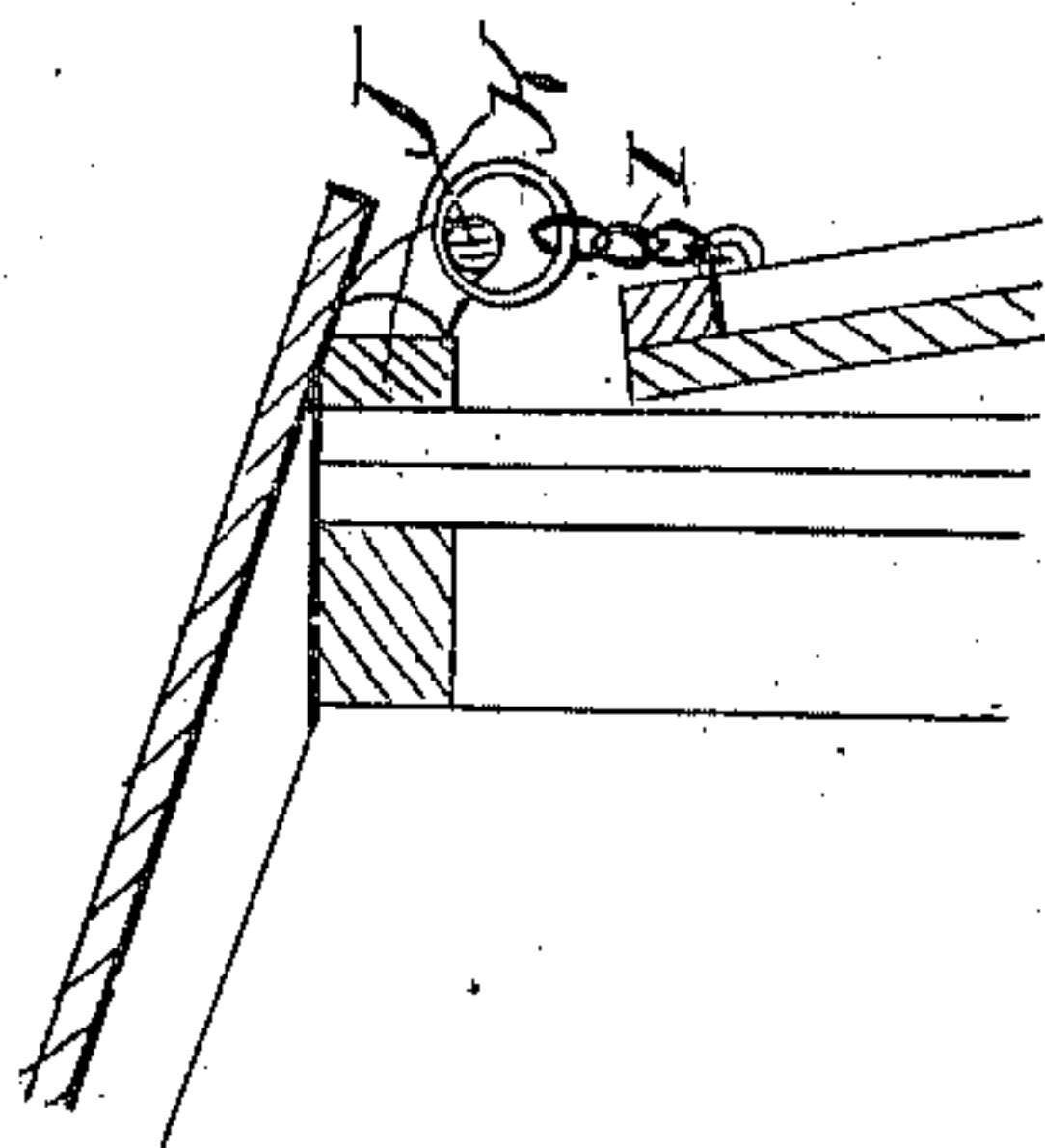
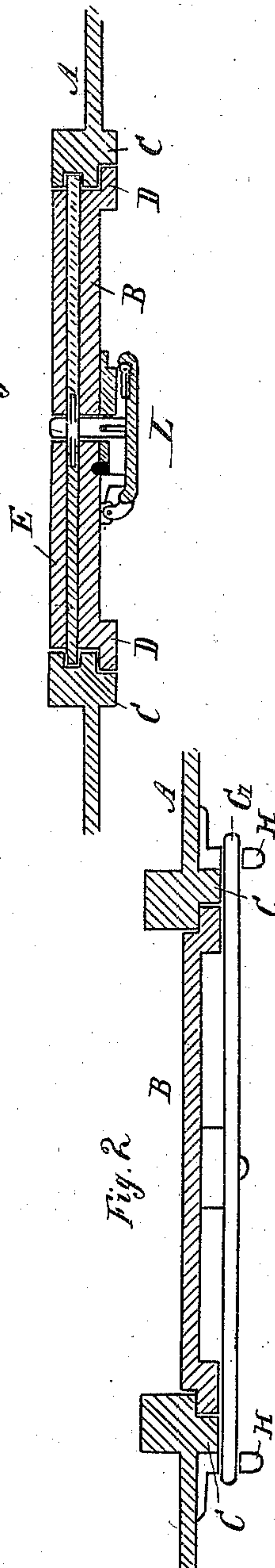


Fig. 3



Attest:  
John Schuman  
W. Sprague

Inventor:  
Perry Brown.  
by his Atty  
W. Sprague

# UNITED STATES PATENT OFFICE.

PERRY BROWN, OF LOUISVILLE, KENTUCKY.

## FREIGHT-CAR DOOR.

SPECIFICATION forming part of Letters Patent No. 335,989, dated February 9, 1886.

Application filed July 23, 1885. Serial No. 172,407. (No model.)

*To all whom it may concern:*

Be it known that I, PERRY BROWN, of Louisville, in the county of Jefferson and State of Kentucky, have invented new and useful  
5 Improvements in Freight-Car Doors; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, which form a part of this specification.

10 This invention relates to certain new and useful improvements in freight-car doors; and the invention consists in the peculiar manner of hanging the door, and in the peculiar construction, arrangement, and combination of  
15 the parts, all as more fully hereinafter set forth.

Figure 1 is a perspective view of a section of a freight-car provided with my improved door. Fig. 2 is a horizontal section on the  
20 line *x x*, Fig. 1. Fig. 3 is a similar view on the line *y y*, same figure. Fig. 4 is a sectional detail.

In the accompanying drawings, which form a part of this specification, A represents the  
25 body of the car, provided with the usual door-opening.

B is the door, made to fit snugly between two cleats, C, fastened on the car-body at each side of the door-opening. The door has secured to  
30 it the vertical battens D, forming double rabbets to make the door weather-tight when closed. Across the door, upon the inside and at about the longitudinal center thereof, is secured a wide bar, E, while at the bottom of  
35 the door, also upon the inside, is secured a cleat designed to rest upon the sill of the car when the door is closed. Across the door,

upon the outside and near the bottom, is rigidly secured an iron bar, G, the projecting ends of which, when the door is closed, rest  
40 within the hook-brackets H, projecting from the side of the car, as shown. At the top of the door are two or more chains or other suitable connections for hanging the door upon the rod J, and the upper edge of the door, when  
45 closed, projects behind a rail, K, which excludes the weather, and also acts as a top fastening.

L is a lock for securing the door in its closed position. This lock will be made subject-mat-  
50 ter for a separate application.

In practice, when it is desired to close the door, the car being loaded, the door is brought in front of the door-opening, and its upper end is inserted beneath the rail K and pushed up  
55 behind it until the bar G will engage with and drop into the brackets H.

What I claim as my invention is—

1. In a car-door, and as a means for securing such door in a suitable opening in the side of  
60 the car, the combination of the door B, bar G, brackets H, and rail K, arranged and operating substantially as and for the purposes described.

2. The combination, with the car having  
65 bar K, rod J, and brackets H, of the door B, having bar G, and supported when not in use by the chains I, mounted loosely on said rod J, as set forth.

PERRY BROWN.

Witnesses:

ISIDOR MARKS,  
EDWIN G. LELAND.