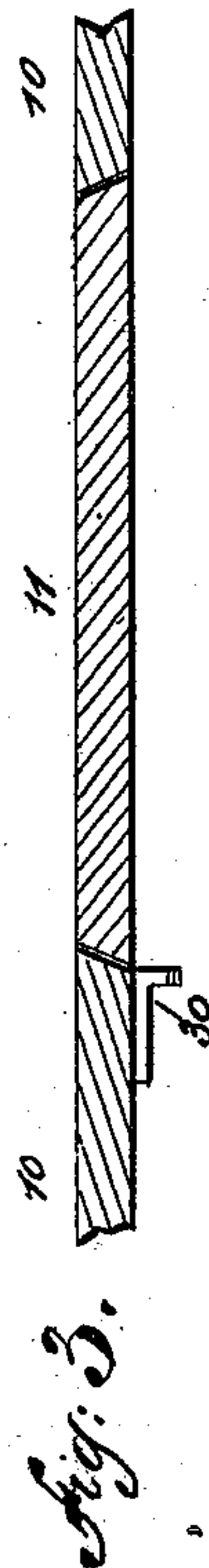
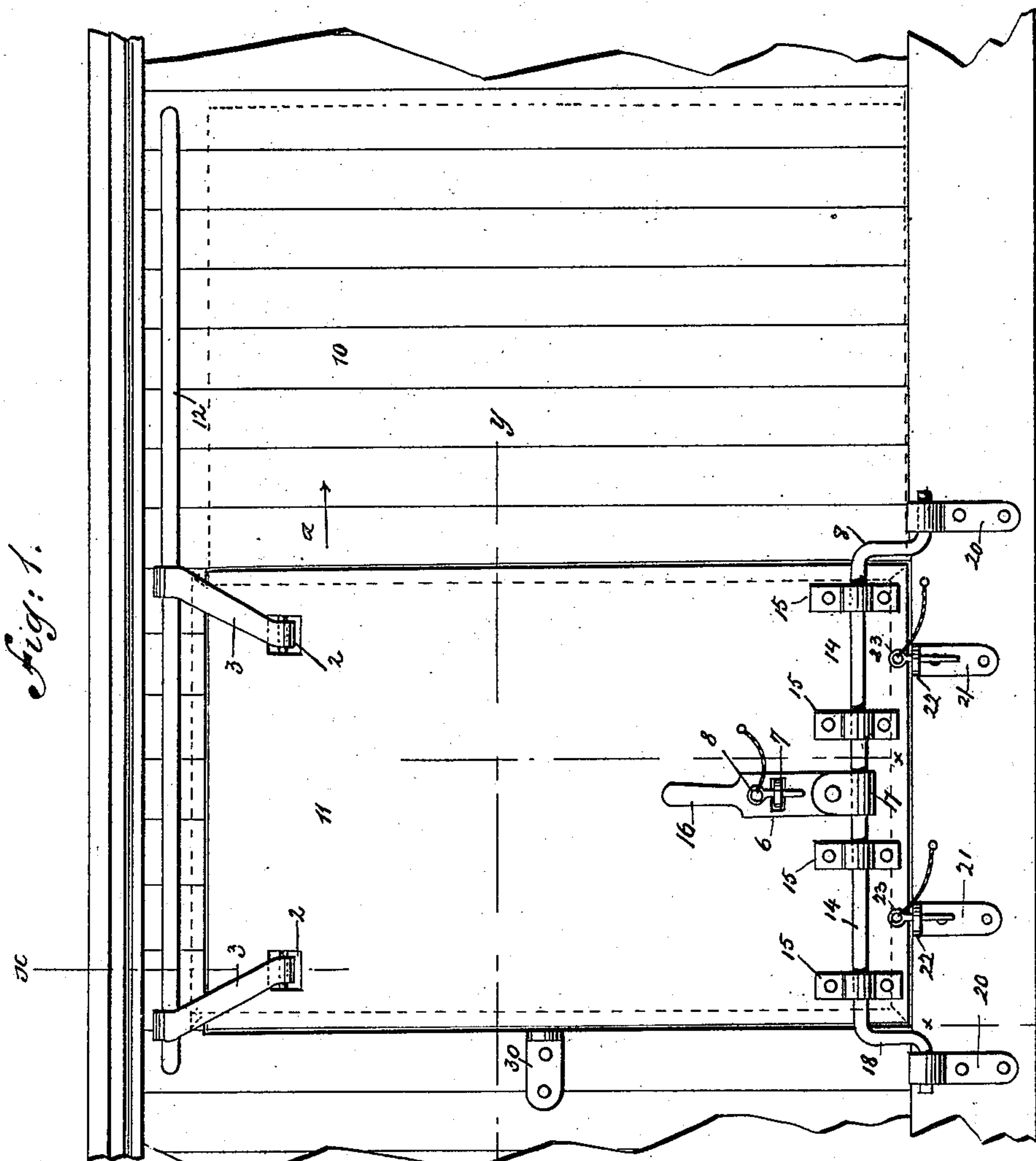
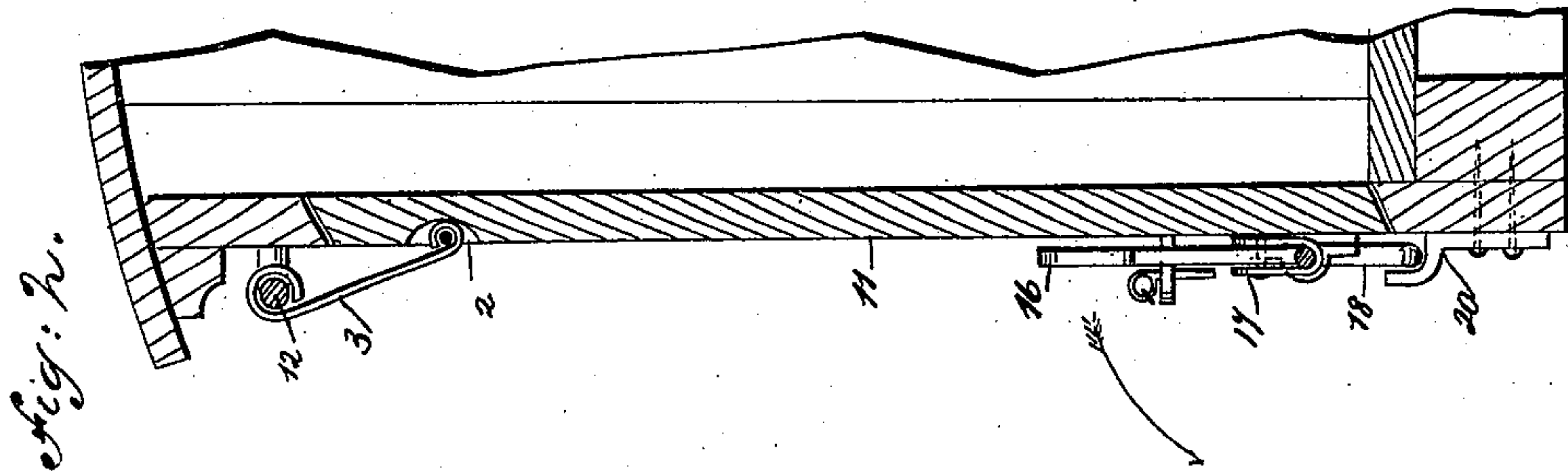


(No Model.)

J. W. SHEWMAKER.
DOOR ATTACHMENT.

No. 354,661.

Patented Dec. 21, 1886.



WITNESSES:

Chas. Nida
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INVENTOR:

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UNITED STATES PATENT OFFICE.

JOHN W. SHEWMAKER, OF TERRE HAUTE, INDIANA.

DOOR ATTACHMENT.

SPECIFICATION forming part of Letters Patent No. 354,661, dated December 21, 1886.

Application filed October 6, 1886. Serial No. 215,494. (No model.)

To all whom it may concern:

Be it known that I, JOHN W. SHEWMAKER, of Terre Haute, in the county of Vigo and State of Indiana, have invented a new and useful
5 Improvement in Door Attachments, of which the following is a full, clear, and exact description.

This invention relates to a novel apparatus for mounting and locking the doors of barns
10 or freight-cars, the object of the invention being to so arrange the door that when it is in position to close the opening the outer face of the door will be flush with the outer face of the car or other structure in connection with
15 which the door is arranged.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar figures of reference indicate corresponding parts in all the views.

20 Figure 1 is a side view of a portion of the body of an ordinary freight-car, representing the same as provided with a door that is supported and secured by my novel form of attachment. Fig. 2 is a cross-sectional view
25 taken on line *x x* of Fig. 1, and Fig. 3 is a sectional plan view taken on the line *y y* of Fig. 1.

In the drawings, 10 represents the body of the car, and 11 its door. This door 11 is
30 formed with recesses 2, within which are hinged the lower ends of straps 3, the upper ends of said straps being bent over and about a horizontal rod, 12, that is secured above the door. The upper edge of the door and the
35 upper edge of the opening within which the door fits are beveled at an angle extending upward from the outer face of the door, while the side edges and the lower edge of the door are beveled inward to fit against the correspond-
40 ingly-beveled edges of the opening, the object of forming the upper bevel so that it will extend upward from the outer face of the door being to prevent the entrance of rain.

At a point near the lower edge of the door
45 there is secured a crank-bar, 14, said bar being upheld by clips 15, and being provided with a lever arm or handle, 16, that is pivotally mounted within a socket, 17, carried by the crank-bar 14. The crank-arms 18 of the
50 bar 14 extend downward and outward from either side of the door, and these arms are

arranged to enter open brackets 20, that are secured to the sill of the car, the general arrangement of the brackets being clearly shown in Figs. 1 and 2.

Just beneath the door there are arranged
55 two stops, 21, having outwardly-extending flanges 22, that are apertured to receive pins 23, the said pins being provided to prevent any accidental displacement of the door after
60 it has once been adjusted to close the port. The lever 16 is formed with an elongated cross-slot, 6, that is entered by a projection, 7, said projection being carried by the door 11, the lever being locked to place by a pin, 8, which
65 passes through an aperture formed in the projection 7.

Such being the general construction of the door attachments, the operation is as follows:
70 When the door is in the position in which it is shown in Fig. 1 and it is desired to open the port, the pins 8 and 23 are removed, the lever 16 is thrown in the direction of the arrow shown in connection therewith in Fig. 2, and the crank-bar 14 is thus partially rotated,
75 thereby forcing the lower end of the door outward. After the door has been so forced outward it is grasped and swung to clear the port, and then slid along the bar 12 in the direction of the arrow shown at *a* in Fig. 1, the door
80 being moved to about the position in which it is shown in dotted lines in Fig. 1. At this time the lever 16 will turn upon its pivotal connection with the socket 17, thus dropping out of the way. In returning the door to its
85 place to close the port its motion in the direction opposite to that in which it was moved to open the port is limited by a stop, 30, the upper end of the door being inserted within the port, the lower end is forced inward, and
90 the lever 16 turned so as to force the crank-arms 18 into engagement with the sockets 20, after which the parts are secured, as indicated in Figs. 1 and 2.

Having thus fully described my invention, 95 I claim as new and desire to secure by Letters Patent—

1. The combination, with a car or other structure carrying a rod, 12, and sockets 20, of a door provided with strips 3, that are hinged
100 within recesses near the upper end of the door, a crank-bar, 14, having arms 18, and a

lever, 16, said lever being hinged to a socket carried by the crank-bar, substantially as described.

2. The combination, with a car or other
5 structure provided with a rod, 12, sockets 20, and stops 21, having apertured flanges 22, arranged to be entered by pins 23, of a door, 11, formed with recesses 2, within which there are mounted strips 3, that are connected to the

bar 12, a crank-bar, 14, formed with arms 18, to a lever, 16, formed with an elongated slot, 6, a projection, 7, and a pin, 8, substantially as described.

JOHN W. SHEWMAKER.

Witnesses:

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