

No. 798,148.

PATENTED AUG. 29, 1905.

H. E. SALLEE.

CAR DOOR.

APPLICATION FILED NOV. 3, 1904.

2 SHEETS—SHEET 1.

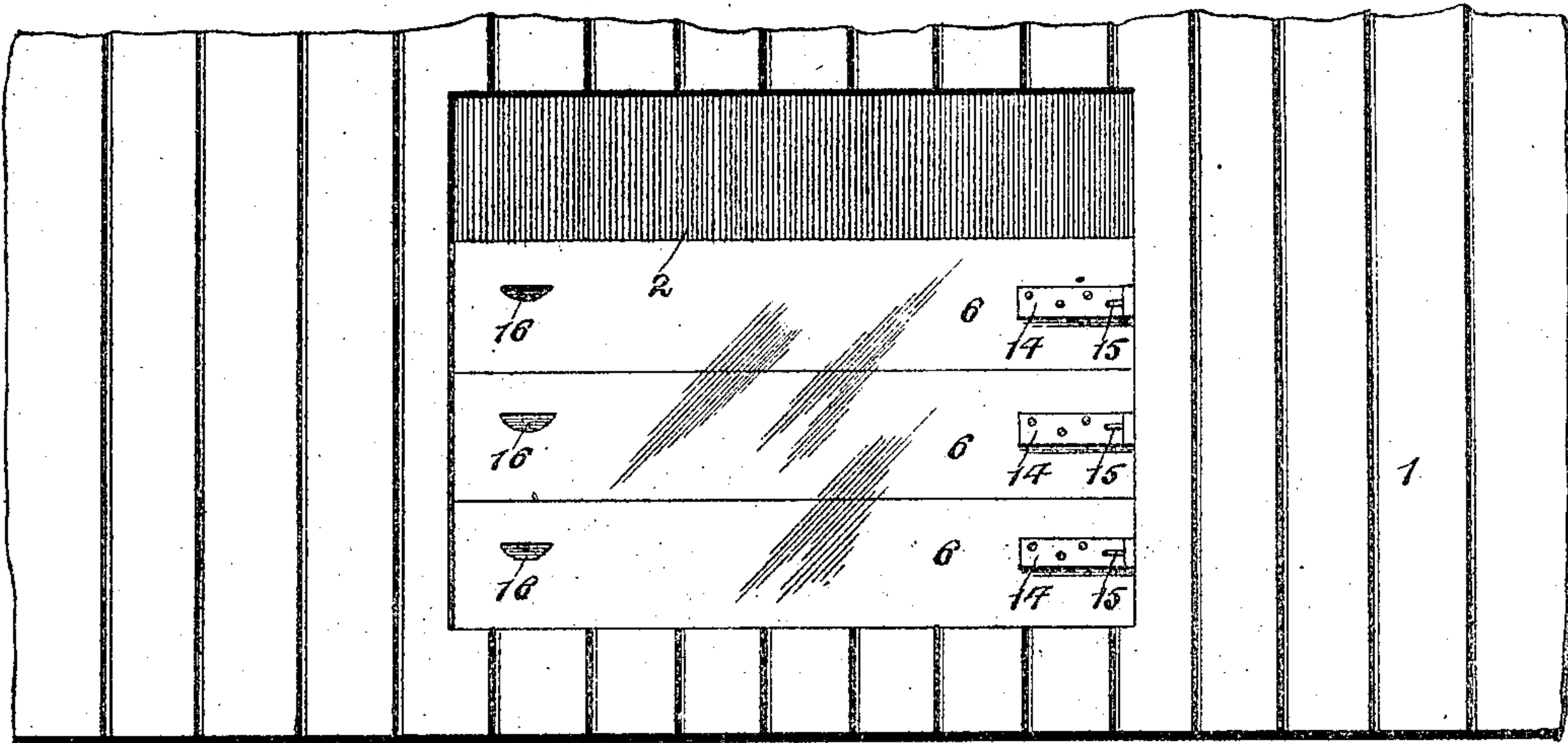


Fig. 1.

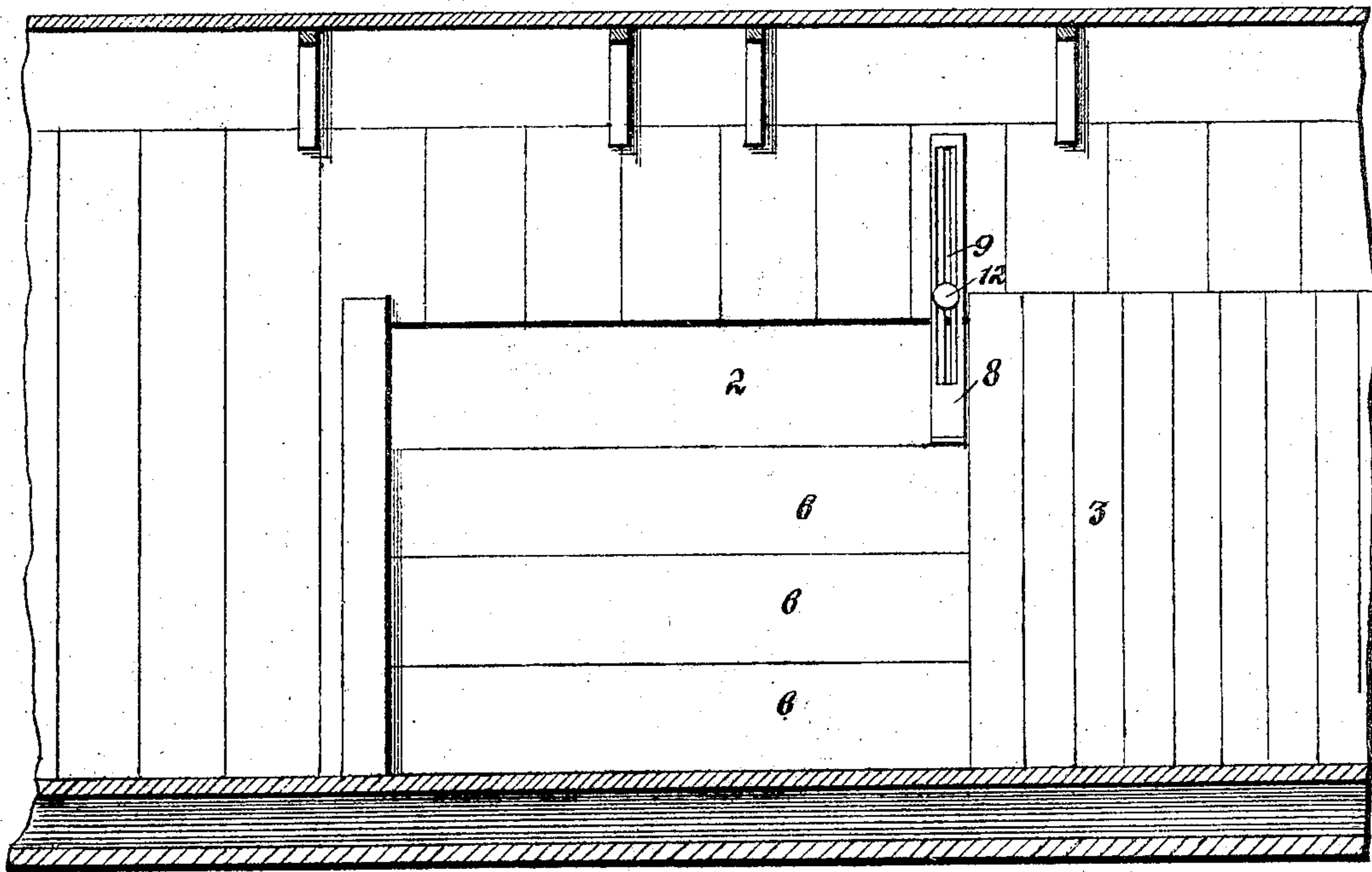


Fig. 2.

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2 SHEETS—SHEET 2.

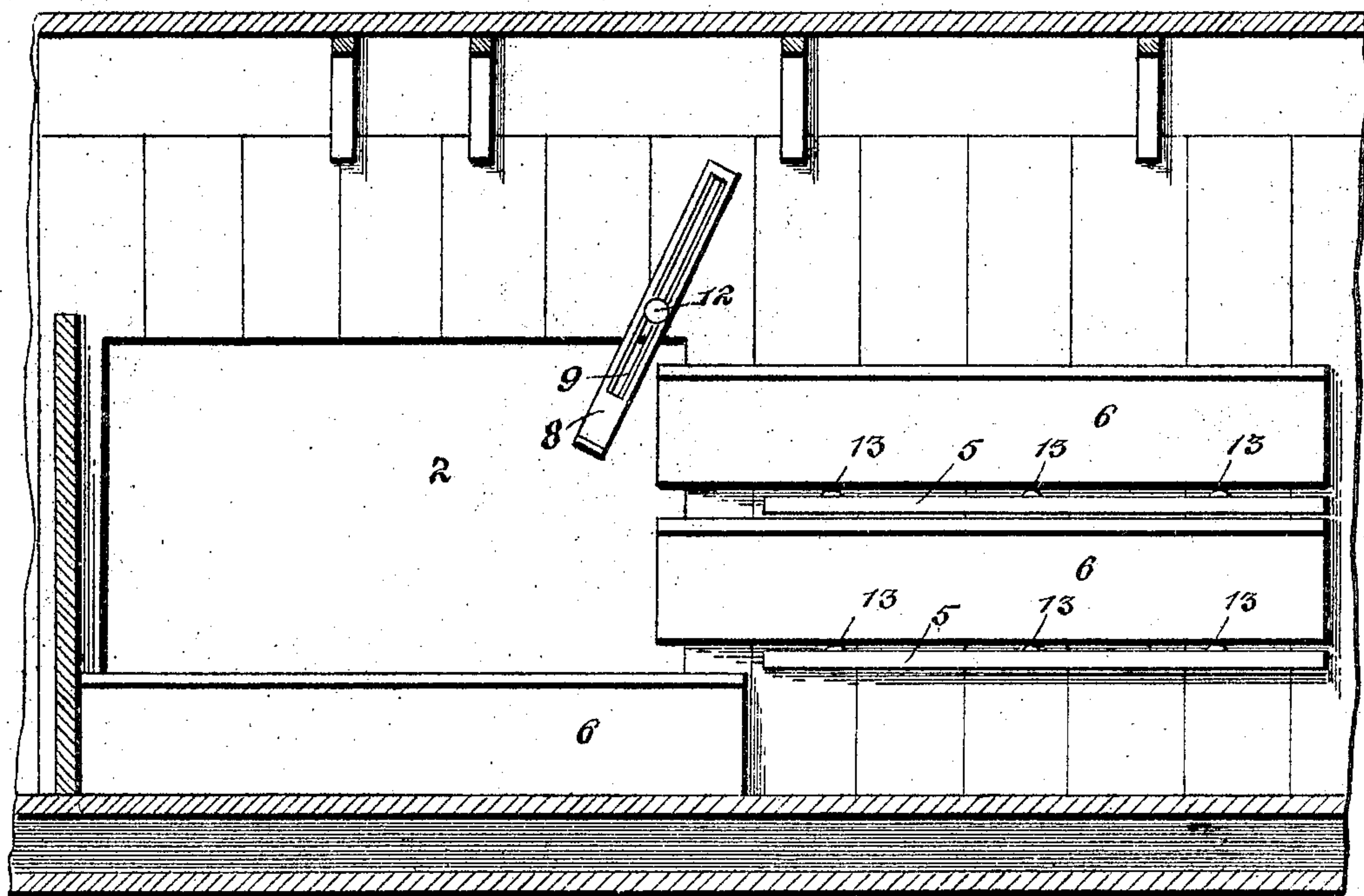


Fig. 3

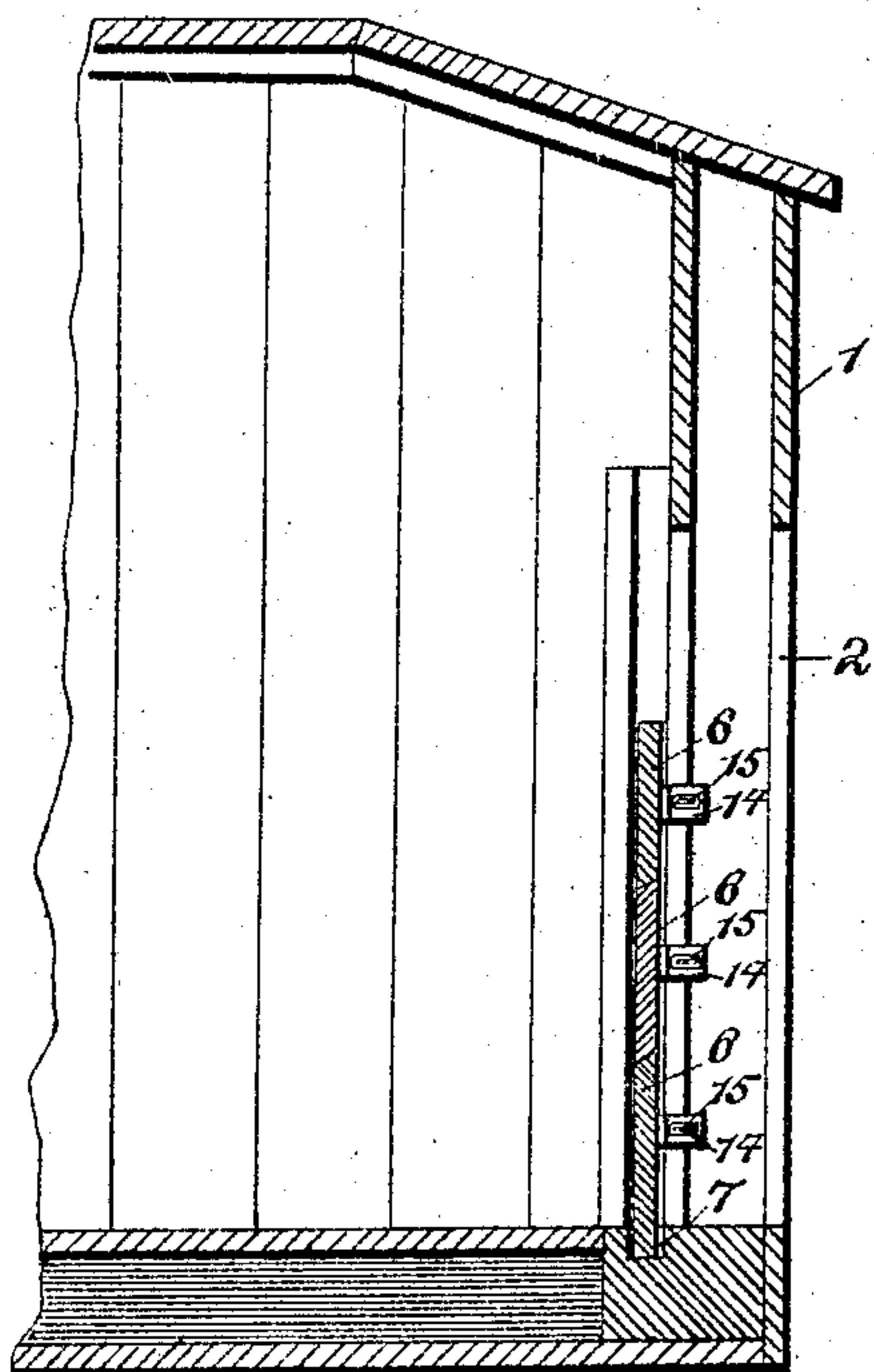


Fig. 4.

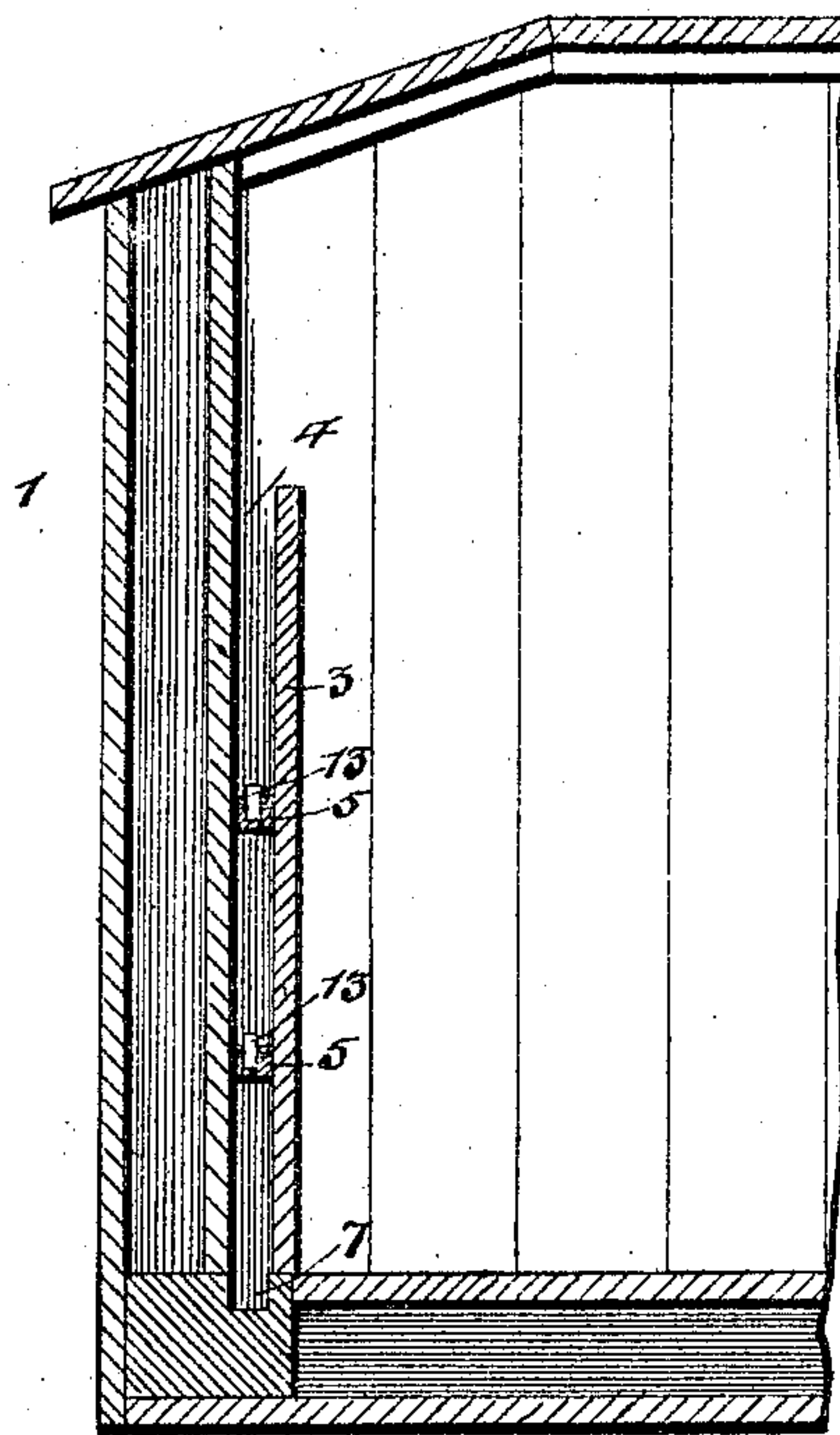


Fig. 5 Inventor  
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# UNITED STATES PATENT OFFICE.

HERBERT EMMETT SALLEE, OF TRIMBLE, MISSOURI, ASSIGNOR OF ONE-HALF TO JOHN H. BARRY, OF WAHOO, NEBRASKA.

## CAR-DOOR.

No. 798,148.

Specification of Letters Patent.

Patented Aug. 29, 1905.

Application filed November 3, 1904. Serial No. 231,271.

*To all whom it may concern:*

Be it known that I, HERBERT EMMETT SALLEE, a citizen of the United States, residing at Trimble, in the county of Clinton and State of Missouri, have invented certain new and useful Improvements in Car-Doors; and I do 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 grain-doors for railway-cars.

The object of the invention is to provide a door of this character formed in sections, one or more of which may be used, as may be required, means being provided whereby the door-sections may be locked and held in closed position and means whereby the same may be quickly and easily slipped back out of the way when open and when in an opened position will be covered and protected by a suitable casing.

With the above and other objects in view the invention consists of certain novel features of construction, combination, and arrangement of parts, as will be hereinafter described and claimed.

In the accompanying drawings, Figure 1 is a side elevation of the outside of a portion of a freight-car, showing the door-sections in closed position. Fig. 2 is a similar view of the inside of the car, showing the door-sections in closed position. Fig. 3 is a similar view, the boards forming the casing for the door-sections being removed, the lower door-section being shown closed and the upper sections in open position, substantially as described. Fig. 4 is a vertical transverse sectional view through the doorway, the door-sections being in closed position; and Fig. 5 is a similar view through the casing at one side of the doorway.

Referring more particularly to the drawings, 1 denotes the side of a freight-car in which is formed the usual doorway or opening 2. On the inside of the car, adjacent to the doorway 2, is arranged a casing 3, which is connected to the sides of the car and spaced therefrom to form a passage 4, said passage being divided into guideways by means of horizontally-disposed cleats or bars 5.

The doorway 2 is adapted to be closed by means of a door 6, which is preferably formed in two or more horizontally-disposed sections,

which when closed across the doorway are adapted to rest upon each other, the engaging edges of the same being beveled, thereby forming a tight joint or closure between the same. The beveled edges of the door-sections are inclined inwardly, thereby preventing grain or other contents of the car from shifting through between said sections.

In the door-sill is formed a longitudinally-disposed groove or channel 7, in which the lower edge of the lowermost door-section is adapted to slide. When the door-sections are in closed position, the lower edges of the same will be disposed just below each of the bars 5, so that said door-sections will be held thereby in closed position. In order that the sections may be opened or slipped back into the guideways formed by the bars 5, it will be necessary to lift the inner ends of said sections until the lower edges of the same rest upon said bars, after which the section may be slipped back into the casing. In order to prevent the inner end of the door-sections from being accidentally lifted or raised, a clamping bar or plate 8 is provided, said bar having on its lower end a laterally-projecting lug, which when said bar is swung downwardly is adapted to engage the upper edge of the top door-section. The bar 8 is provided with a longitudinally-disposed slot 9, which is formed in the center of a longitudinally-disposed depression or groove formed in said bar. Through said slot 9 is passed a set-screw 12, by means of which the bar 8 may be held in adjusted position, thus permitting the same to be lengthened or shortened to engage any number of the door-sections which may be brought to a closed position.

In the strips or bars 5 adjacent to the inner ends of the door-sections is journaled a friction-roller 13, upon which the door-sections are adapted to slide when being pushed into or pulled out of guideways formed in the casing 3. The outer ends of the door-sections when in closed position are adapted to engage a vertically-disposed recess formed in the adjacent edge of the door-jamb, thereby holding this end of the sections in place.

On the outer side of the door-sections, adjacent to the outer end of the same, are secured hasps 14, which are adapted to engage staples 15. A padlock, locking-pin, or any other suitable locking devices may be inserted through said staples to hold the clasps in



place and prevent the opening of the door-sections.

In the outer face of the opposite ends of each of the door-sections is formed a recessed handle-grip 16, by which this end of the sections may be raised to engage the bars 5 when it is desired to open the door.

While I have shown and described the casing 3 as arranged at the right-hand side of the door-frame, it is obvious that said casing may be placed at the opposite side and the door-sections arranged to open in this direction. In the drawings I have shown the door formed in three sections. It will be apparent that the same may be formed, however, in more or less sections, as may be desired.

A car-door arranged as herein shown and described will possess many advantages over similar doors of this character, as the sections when not in use are disposed of in such a manner as to be entirely out of the way and protected from injury and when in closed position will form a door sufficiently tight to prevent the wasting of any kind of fine material carried by the car and which, if desired, may be the only door required for the car.

From the foregoing description, taken in connection with the accompanying drawings, the construction and operation of the invention will be readily understood without requiring a more extended explanation.

Various changes in the form, proportion, and the minor details of construction may be resorted to without departing from the prin-

ciple or sacrificing any of the advantages of this invention.

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

A door comprising a plurality of superposed longitudinally-slidable sections, in combination with a support for the lowermost door-section, guides to support the other sections when the same are in open position, the said guides being at such heights as to cause the said sections to drop therefrom when said sections are closed, so that the outer ends of the said guides abut against the inner ends of the said sections and lock the latter in closed position, and a bar mounted for longitudinal and pivotal movement to bear on the inner end of the upper door-section to lock the inner ends of the said door-section against upward movement when all of the door-sections are closed, and, when some of the door-sections are open and others of them are closed, to extend across the outer ends of the open sections to lock them in open position and bear upon the inner end of one of the closed sections to lock the said closed section in closed position.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

HERBERT EMMETT SALLEE.

Witnesses:

F. R. SMITH,  
J. O. PAUL.