

C. R. SCHELLERT.
Freight-Car Door.

No. 215,071.

Patented May 6, 1879.

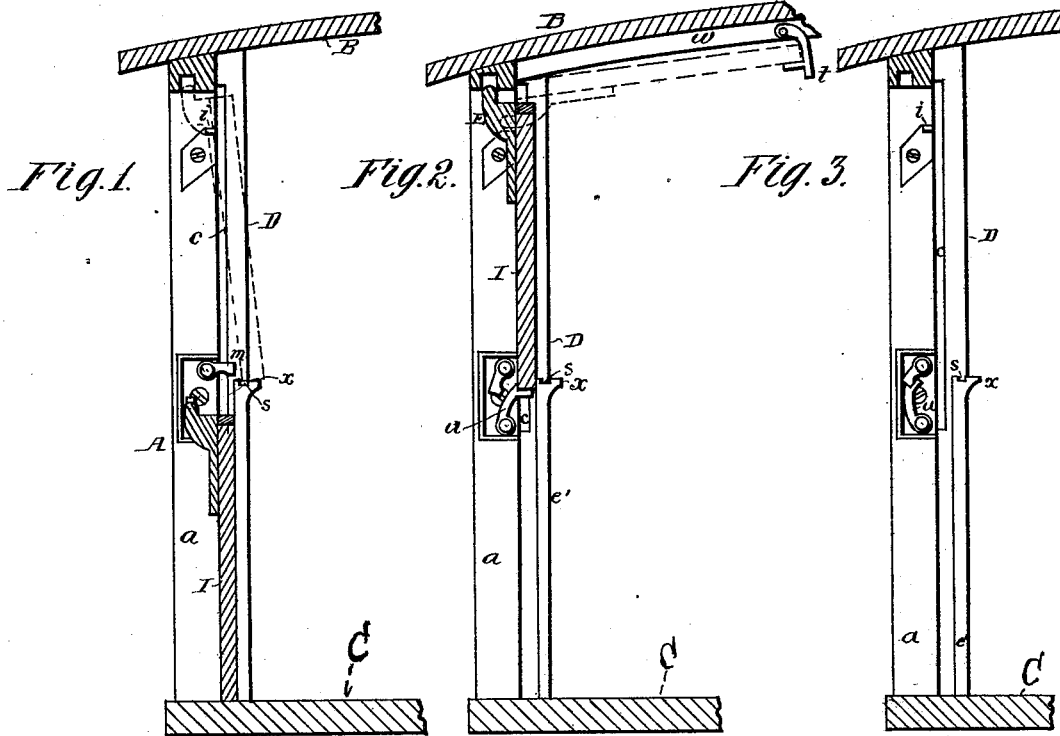


Fig. 4.

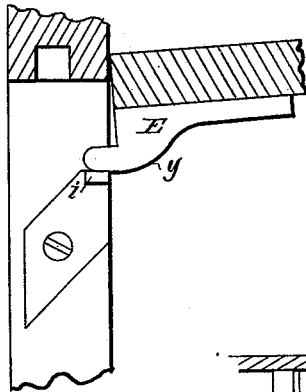


Fig. 5.

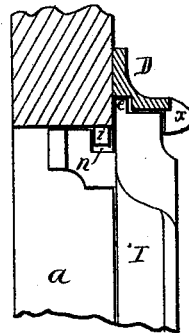


Fig. 6.

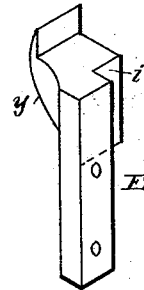
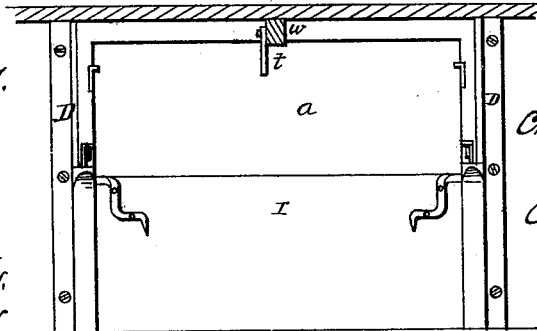


Fig. 7.



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UNITED STATES PATENT OFFICE.

CHARLES R. SCHELLERT, OF INDIANAPOLIS, INDIANA.

IMPROVEMENT IN FREIGHT-CAR DOORS.

Specification forming part of Letters Patent No. **215,071**, dated May 6, 1879; application filed March 4, 1879.

To all whom it may concern:

Be it known that I, CHARLES R. SCHELLERT, of Indianapolis, Marion county, Indiana, have invented Improvements in Freight-Car Doors, of which the following is a specification.

My invention is an improvement in freight-cars, fully described hereinafter, whereby the half-door may be readily adjusted to and secured in any required position without straining or breaking the hinging or retaining devices.

In the drawings forming part of this specification, Figures 1 and 2 are vertical sections of one side of a car, showing the door in different positions; Fig. 3, the same, the door removed; Fig. 4, an enlarged detached view in section; Fig. 5, a sectional plan view enlarged, showing the guiding, retaining, and hinging devices; Fig. 6, a perspective view of the brackets detached, and Fig. 7 an inside view.

A is the side, B the roof, and C the floor, of a car, and in the side is an opening, *a*.

Between two guides, D, at the inside, and near each edge of the opening *a*, slides a half-door, I, the said guides for one-half their height—that is, to the lip *x*—having flanges *e'*, which prevent any inward movement of the door, while the remaining parts of the guides prevent simply any side motion.

Each guide has a groove, *c*, to receive a trunnion, *e*, which projects from the side of the door, near the top, into the adjacent groove *c*, and retains the door in its place between the guides. Near the upper edge of the door, at each side, is a bracket, E, which projects outward and upward, having a curved face, *y*, and a slot, *n*, is cut at one side of the bracket to receive a stud, *i*, projecting from the side of the opening *a*.

The said stud is such a distance below the

top of the opening that when the door is fully elevated, the bracket E will be above the stud, so that on turning the door on its trunnions *e* to a position to be caught by the hook *t*, hanging from a roof-support, *w*, the edge *y* of the bracket will be brought above the stud, which, therefore, retains the front edge of the door in its elevated position, the hook retaining it at the rear.

By withdrawing the hook the rear edge is released, and the door may then be brought to the position shown in Fig. 2, where it is retained by a latch, *m*, pivoted to a plate at the side of the opening *a*; or it may rest with its lower edge in a recess, *s*, in the lip *x*.

To lower the door, it is first slightly elevated or pushed outward, and then brought to the position shown in Fig. 1, and secured by turning out the pivoted latch *u*.

Thus the door may be adjusted vertically or turned to a position beneath the roof, and retained in either position, while the devices are such as cannot be strained or injured from attempts to turn the door when not properly adjusted.

I claim—

1. The combination of the vertically-sliding door I, its slotted brackets E and trunnions *e*, the guides D, and the studs *i* at the sides of the door-opening, substantially as set forth.

2. The guides D, their grooves *c*, flanges *e'*, and lips *x*, having recesses, in combination with the door I and its trunnions *e*, substantially as set forth.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

C. R. SCHELLERT.

Witnesses:

PERRY W. COTTEN,
JOHN J. WHEAT.