

J. KOLB.
RAILWAY GRAIN DOOR.
(Application filed Apr. 10, 1900.)

(No Model.)

Fig. 1.

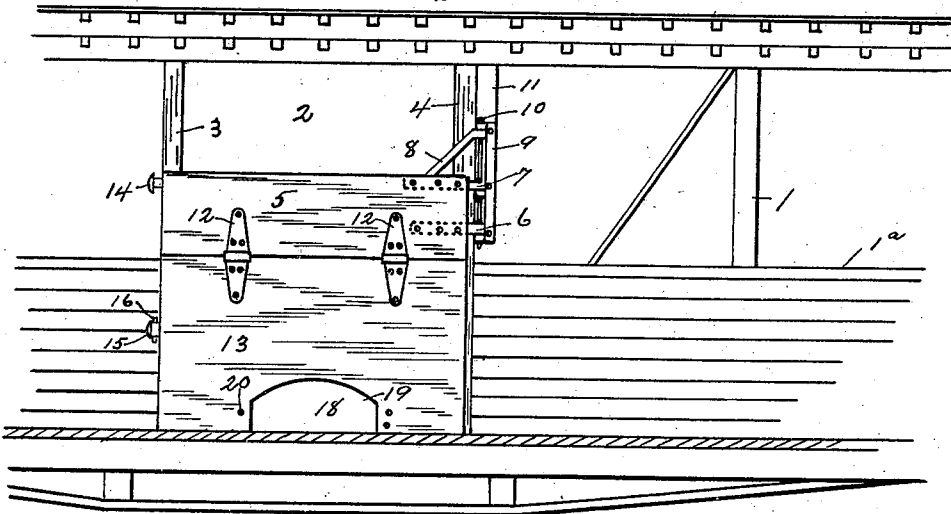


Fig. 2.

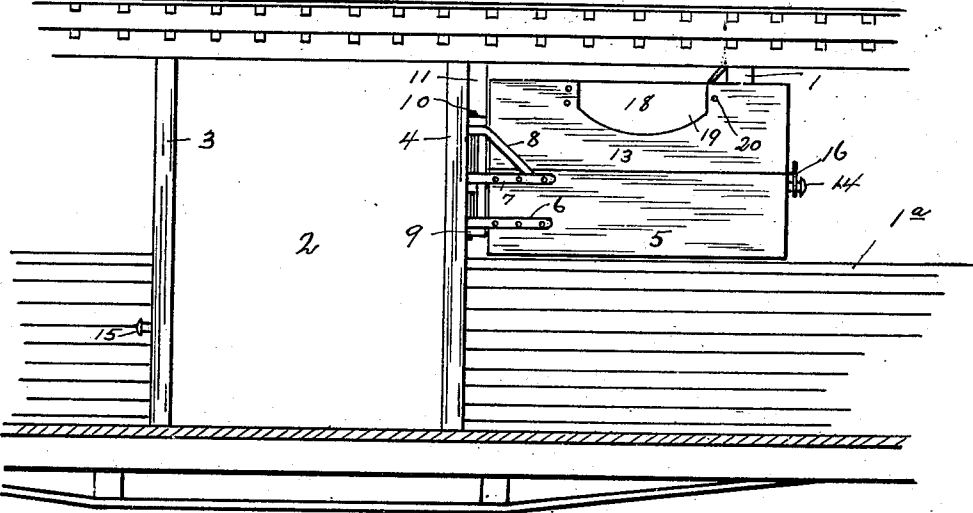


Fig. 3.



Fig. 4.

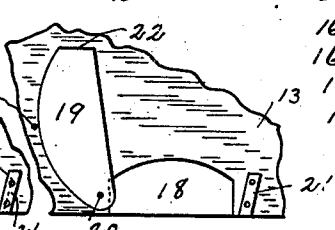


Fig. 5.

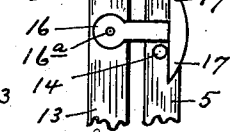
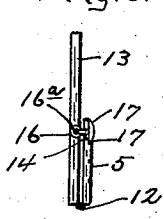


Fig. 6.



Witnesses
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JACOB KOLB, OF WICHITA, KANSAS.

RAILWAY GRAIN-DOOR.

SPECIFICATION forming part of Letters Patent No. 661,179, dated November 6, 1900.

Application filed April 10, 1900. Serial No. 12,347. (No model.)

To all whom it may concern:

Be it known that I, JACOB KOLB, a citizen of the United States of America, residing at Wichita, in the county of Sedgwick and State of Kansas, have invented certain new and useful Improvements in Railway Grain-Doors, of which the following is a specification, reference being had therein to the accompanying drawings, and to the figures of reference thereon, forming a part of this specification, in which—

Figure 1 is a longitudinal sectional view of a railway-car, showing my improved grain-door as it would appear when in use. Fig. 2 is a like view of the same, showing said door as it would appear when out of use. Figs. 3 and 4 are detail views of said door. Fig. 5 is an enlarged detail of said door, and Fig. 6 is an end view of the same.

This invention relates to certain improvements in railway grain-doors; and it consists in the construction of the same; and the object of my invention is to produce a grain-door for railway freight-cars which is durable, permanent, and put in and out of position for use both easily and quickly.

Referring to the drawings, 1 represents the interior of an ordinary railway grain or freight car. 1^a represents the inside sealed-up portion of said car. 2 represents said door-opening. 3 and 4 represent posts, one on either side of said door. 5 represents the upper narrower part of said grain-door. 6, 7, and 8 represent hinges for securing said portion 5 to the interior of the car 1. 9 represents the portion of said hinges which are secured to the car 1 at 11. 10 represents a rod which passes through said hinge portions 6, 7, 8, and 9. 12 represents hinges for connecting the lower part 13 of said door to the upper part 5. 14 represents a pin or button secured to the outer edge of the portion 5 of said door. 15 represents a like button or pin secured to the post 3. 16 represents a double latch journaled at 16^a to the edge of the portion 13 of said door. Said latch is provided with the two hooks 17. 18 represents an opening in the bottom of the portion 13. 19 represents a swinging lid or door journaled at 20 for closing said opening 18. 21 represents a catch for holding the free end 22 of said lid 19. 23 represents a pin in said door 13 for holding said lid or door 19 when open.

This grain-door is made and used in the following manner: The portions 5 and 13 are

hinged together at the point just above the inside sealing of the car 1. Said portion 5 is hinged to the plate 9. The latch 16 is latched over the pin 15 when the door is in use, which holds the free end of said door 60 snug against the post 3. The small door 19, which is on the outside of the lower section 13, is closed, as shown in Fig. 1, when the car is filled with grain.

In commencing to unload the car the small door 19 is opened, which will allow the grain to run out of the opening 18 sufficient to unlatch the lower door 13 and swing it up on the hinges 12, when said latch 16 is swung around and caught on the button 14, which holds said lower section 13 up against said door 5, when both sections 5 and 13 are swung around on the hinges 6 and 7 against the inside of the car and above the inside sheeting 1^a. In this way it is easily and quickly disposed of when out of use, where there is no danger of falling and where it is entirely out of the way and always ready for use.

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

1. In combination with a railway freight-car, a grain-door consisting of an upper and lower section, the upper narrower section hinged to the inside of the side car-door post, the lower wider section hinged to the upper section, an opening in the lower part of said lower section, and a small door journaled at one side of said opening adapted to close said opening, and a latch adapted to hold said lower door in place while in use, and up against said upper section when out of use, substantially as shown and described.

2. In the herein-described grain-door, the combination of a lower section of about the width of the inside sheeting of a railway freight-car, an opening in the lower side of said lower section, a small door journaled to the outside of said door adapted to close said opening an upper section narrower than said lower section, hinges for securing said grain-door to the side door-posts, hinges connecting said upper and lower sections, and a double-hooked latch for securing said lower section to the door-post when in use, and to said upper section when out of use.

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Witnesses:

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