

T. T. PROSSER.
Freight-Car.

No. 224,729.

Patented Feb. 17, 1880.

Fig. 1.

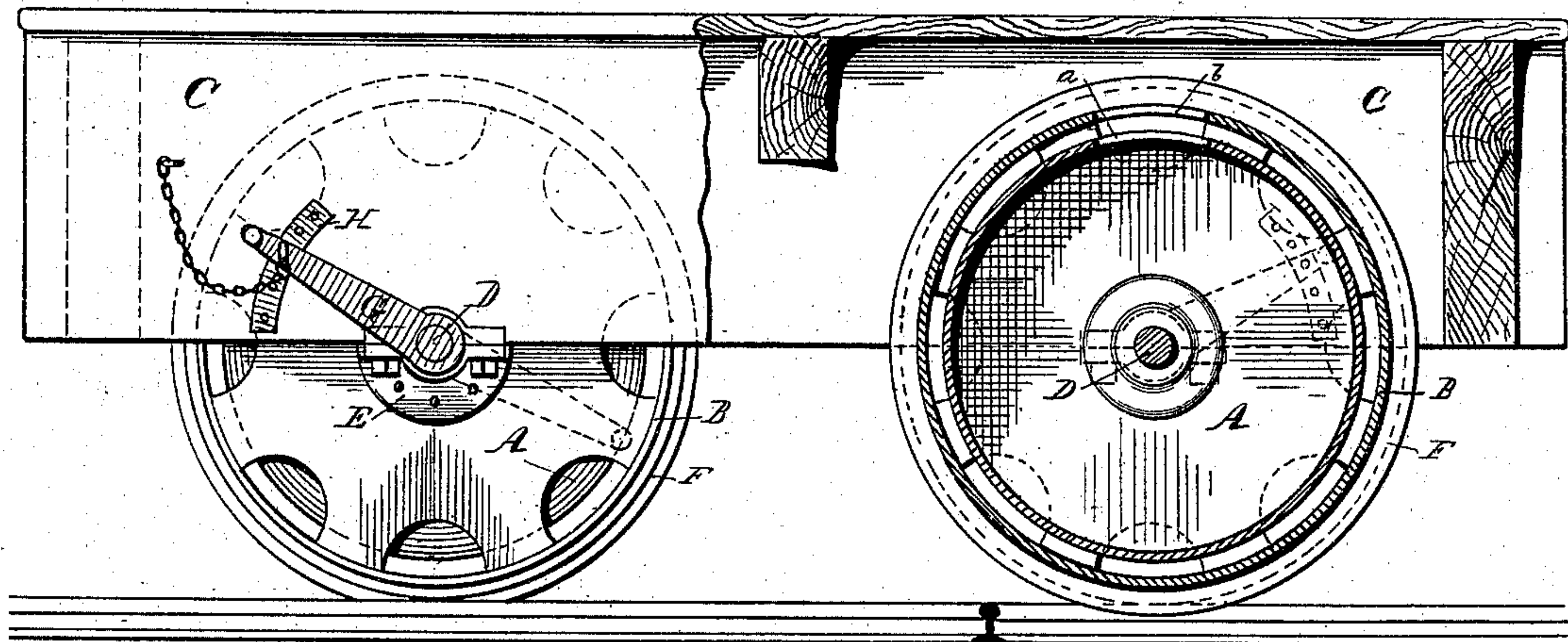
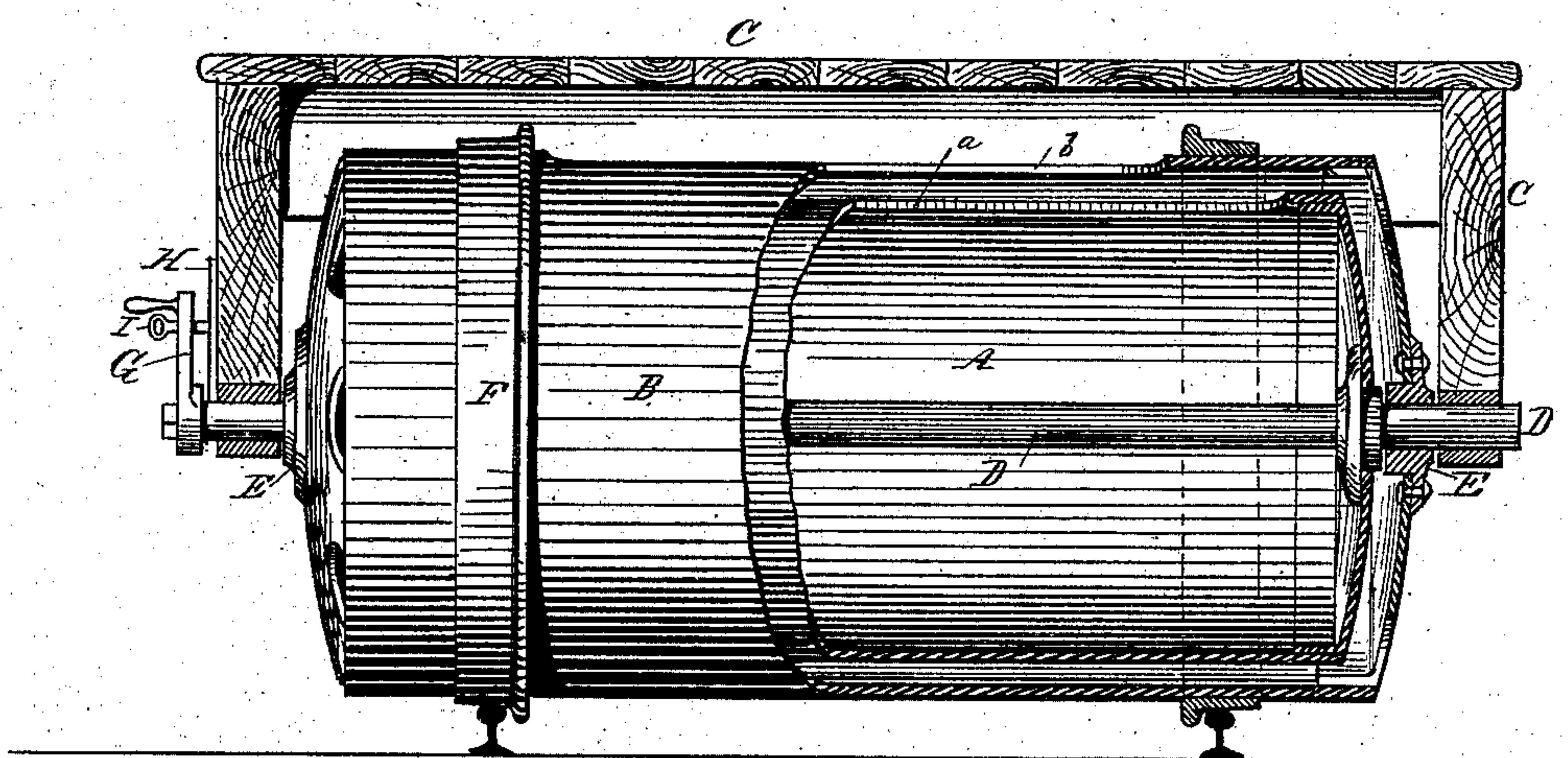


Fig. 2.



Attest:
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UNITED STATES PATENT OFFICE.

TREAT T. PROSSER, OF CHICAGO, ILLINOIS.

FREIGHT-CAR.

SPECIFICATION forming part of Letters Patent No. 224,729, dated February 17, 1880.

Application filed January 27, 1880.

To all whom it may concern :

Be it known that I, TREAT T. PROSSER, of Chicago, in the county of Cook and State of Illinois, have invented a new and useful Improvement in Freight-Cars, of which the following is a full, clear, and exact description.

This invention relates to freight-cars for railroads, chiefly intended for the transportation of grain in bulk, and composed in the main of a cylindrical or approximately cylindrical body supported across the line of motion as near the track as is practicable.

My improvement consists in constructing cars of this character with a surrounding cylindrical shell, which supports the car axially and is provided with flanged rings to run on the track. This mode of construction enables me to make the body of the car longer than the gage of the track, and it also provides for elastic action between the points where the revolving shell rests on the track and the points where the body of the car is supported, thereby not only relieving the load from a large proportion of jolting jars, but also reducing very greatly the wear and tear. In these two particulars my improved freight-car differs materially, as regards its principle of operation, from a car in which the freight-cylinder is arranged between two wheels connected by an exterior cylinder.

In the accompanying drawings, Figure 1 is a side elevation, partly in section, of my improved freight-car. Fig. 2 is a transverse section thereof in the vertical axial plane of one of the cylinders.

The same letters of reference indicate like parts in all the figures.

A refers to the grain cylinder or receptacle of the car; B, to the surrounding revolving shell, and C to the draft-frame, which may be constructed to accommodate two grain-cylinders, A, as shown in this instance. The grain-cylinder A is provided with an axle, D, rigidly secured to its heads, beyond which it projects to enter bearings in the side sills of the frame-work. The heads of the revolving shell B are provided with central bearings E, which, in the example shown, revolve around and form the supports of the axle of the grain-cylinder. The shell rests and rolls on the track, being to that end constructed with encircling

flanged rings F, and carries both the grain-cylinder and the draft-frame. The flanged rings resemble the tread of an ordinary car-wheel. They are placed at some distance from the heads of the revolving shell, so that shocks occasioned by running over inequalities in the track and other causes are in the first instance received by the cylindrical portion of the revolving shell, and do not reach the bearings of the grain-cylinder until their force has become greatly modified by the elastic action of the shell. The axle of the grain-cylinder protrudes at one end through its bearing in the side sill of the draft-frame to receive a winch, G, by which it may be revolved to discharge the load.

When the car is running the winch will be locked to a rack-bar, H, by a pin, I, or in any other suitable manner, to hold the grain-cylinder rigidly in position against turning. To provide for loading and unloading, the grain-cylinder has an opening, *a*, and the revolving shell a corresponding opening, *b*.

When the grain-cylinder is surmounted by a platform, as shown, a suitable trap-door should be made therein to afford convenient access to the grain-cylinder for loading purposes.

The manner of connecting the grain-cylinder and the revolving shell may be changed in various ways without departing from the principle of my invention. So may the means for holding the grain-cylinder stationary, as well as the mode and means for discharging the load.

What I claim as my invention, and desire to secure by Letters Patent, is—

A railroad freight-car composed of a stationary grain-receptacle and a surrounding revolving shell, the length of which exceeds the gage of the track, and which is encircled by flanged rings for supporting the car on said track, all substantially as and for the purpose specified.

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

TREAT T. PROSSER.

Witnesses:

CHAS. A. NEALE,
JOHN J. DARBY.