

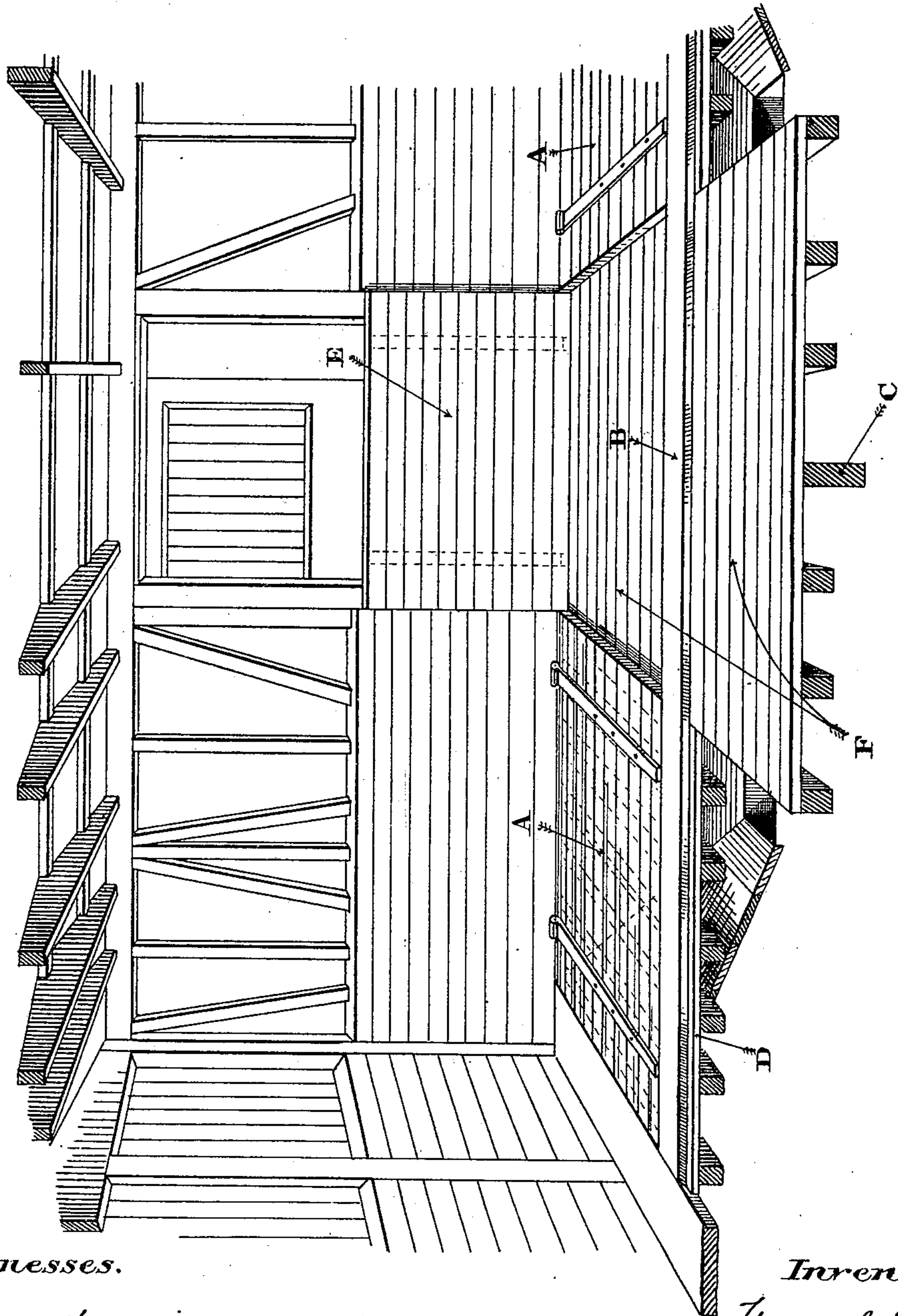
(No Model.)

T. L. WILSON.

FREIGHT CAR.

No. 266,742.

Patented Oct. 31, 1882.



Witnesses.

Lewis Toulminson
Chas. C. Baldwin

Inventor.

Thomas L. Wilson
by *Donald F. Ridout* 17:
W.T.

UNITED STATES PATENT OFFICE.

THOMAS L. WILSON, OF PORT HOPE, ONTARIO, ASSIGNOR OF ONE-HALF TO
EUGENE HARMON DAVIS, OF TORONTO, CANADA.

FREIGHT-CAR.

SPECIFICATION forming part of Letters Patent No. 266,742, dated October 31, 1882.

Application filed July 15, 1882. (No model.)

To all whom it may concern:

Be it known that I, THOMAS LAVERICK WILSON, of the town of Port Hope, in the county of Durham, in the Province of Ontario, Canada, have invented certain new and useful Improvements in Cars, of which the following is a specification.

The invention relates to certain improvements upon a car patented by me in the United States on the 24th January, 1882, under No. 252,830, and in Canada on the 21st February, 1882, under No. 14,233; and the object of the invention is to provide ready means by which the top of the hoppers can be readily closed when the car is to be used for general merchandise, and also to provide an easily-adjusted grain-door to be applied to the door of the car when the said car is used for carrying grain not placed in its hoppers.

The drawing represents a perspective sectional view of the inside of my improved car.

As my present invention relates to improvements upon the car covered by patents before referred to, in which patents its peculiar construction is fully explained, it is not necessary to enter into a detailed explanation of the general construction of the car other than is required to explain the intention and operation of my present invention.

While operating my improved car constructed in accordance with the patents referred to I found that the open-grated flooring is not suitable for all classes of freight, and that, while ordinarily grain will be carried in the hoppers when it is to be shipped at terminal points, it is not convenient to so carry it when it is intended to discharge the grain at way-stations into wagons. With the view of constructing my car to meet these requirements I hinge on either side of the car the doors A, which are strongly connected and so arranged that they can readily be fastened up to the side of the car when it is desired to gain access to the hoppers.

B is a center plank extending longitudinally and resting on top of the transverse joist C. Where the plank B extends over the hoppers its edges are beveled and rest upon skirting-pieces D, which extend around the outer edge of the hopper to support the outer edges of the doors when closed and form a joint around the hopper.

When the car is to be used for general merchandise the tops of the hoppers are closed by the doors A, and the doors E, which extend across the central doorways of the car, are likewise closed, so as to be flush with the central plank, B, and the other doors.

Below the doors E a flooring, F, is formed in order to permit of the doors E being raised in a vertical position to close the side doorways of the car, forming grain-doors when the grain is carried in bulk on the flooring of the car.

By the arrangement of the doors herein described I am not only able to utilize to the fullest extent the hoppers constructed in the bottom of the car, but I am also enabled to use the car for other purposes.

What I claim as my invention is—

A freight-car adapted to serve for grain or general merchandise at will, having hoppers in its bottom with a series of transverse joists permanently secured over the top of the hoppers, a central longitudinal plank, B, having beveled edges, the hinged doors A, having corresponding inclines, the sub-floor F, and the door E, the latter being adapted to be closed down so as to be flush with the plank B, and the whole constructed, combined, arranged, and adapted to serve as and for the purposes specified.

THOS. L. WILSON.

Witnesses:

CHAS. C. BALDWIN,
F. BARNARD FETHERSTON.