

(No Model.)

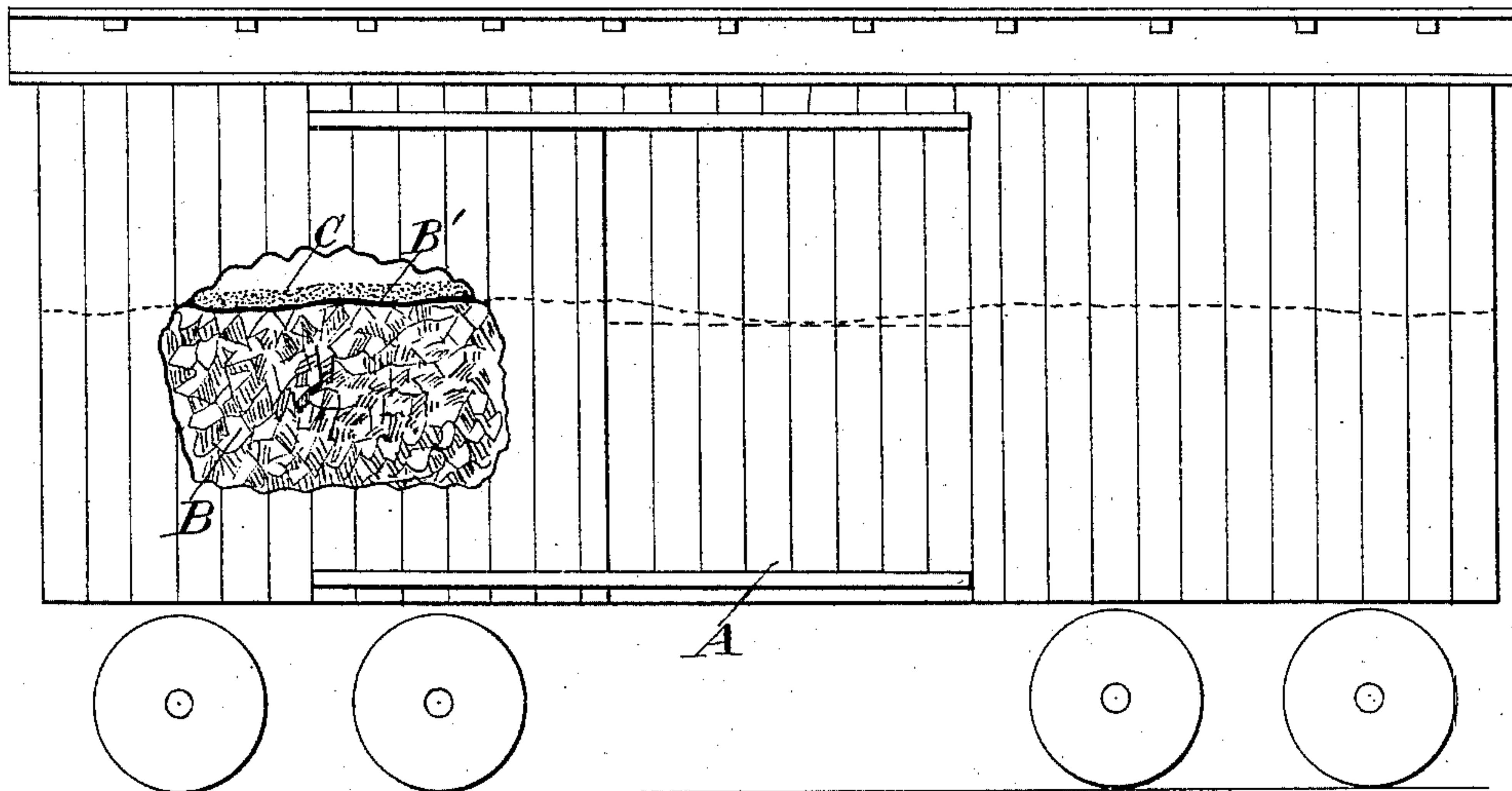
J. W. ORMSBY.

METHOD OF PROTECTING UNSLACKED LIME DURING TRANSPORTATION.

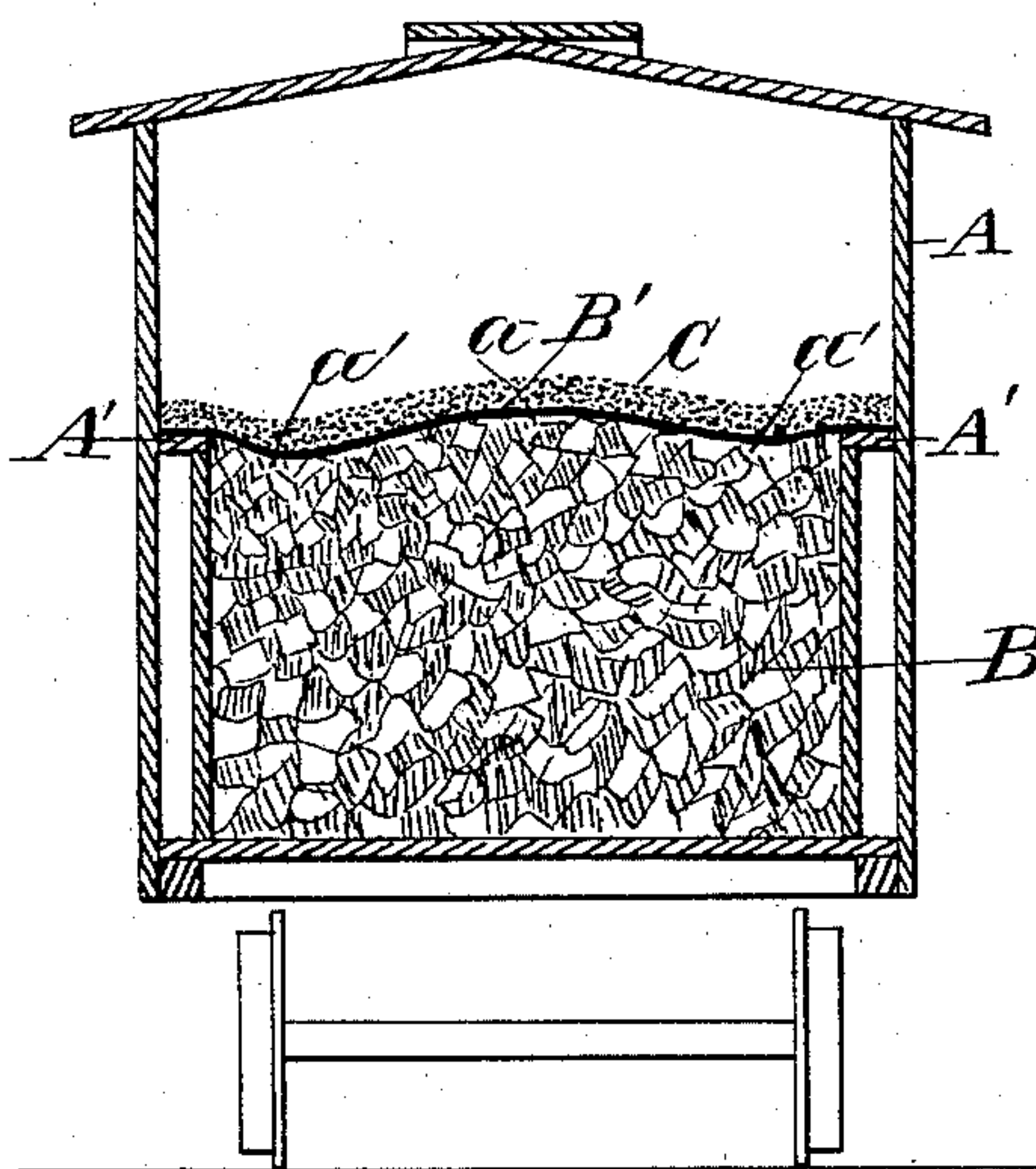
No. 305,708.

Patented Sept. 23, 1884.

*Fig. 1.*



*Fig. 2.*



*Witnesses:*

*E. G. Somers*

*R. Platz.*

*Inventor:*

*J. Whitney Ormsby*

*By stout & Underwood*  
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# UNITED STATES PATENT OFFICE.

J. WHITNEY ORMSBY, OF MILWAUKEE, WISCONSIN.

METHOD OF PROTECTING UNSLAKED LIME DURING TRANSPORTATION.

SPECIFICATION forming part of Letters Patent No. 305,708, dated September 23, 1884.

Application filed May 28, 1884. (No model.)

*To all whom it may concern:*

Be it known that I, J. WHITNEY ORMSBY, of Milwaukee, in the county of Milwaukee, and in the State of Wisconsin, have invented  
5 certain new and useful Improvements in Methods of Protecting Unslaked Lime During Transportation, &c.; and I do hereby declare that the following is a full, clear, and exact description thereof.

10 My invention relates to an improvement in the transportation of unslaked lime on railway box-cars; and it consists in providing means whereby the material can be shipped without being exposed to deterioration from  
15 moisture or air, as will be more fully described hereinafter.

In the drawings, Figure 1 shows an elevation of a box-car, the side of which is broken to better illustrate my method of packing the  
20 material; and Fig. 2 is a sectional end view of the car.

A is the car, and B is the lime. The top line of the load is made slightly higher on the longitudinal center of the car-box, as shown  
25 at *a*, and depressions or channels *a' a'* are formed close along the sides of the box.

B' is a layer of paper, rubber cloth, or oiled canvas, or of any other suitable impermeable and flexible material. This layer is laid uni-  
30 formly over the surface of the lime, its edges resting on top of the box-casing A'. A layer of sand, C, of suitable thickness, is spread over the cover B', whereby this latter is pressed down closely and uniformly onto the  
35 lime. The lime is thus amply protected from the moisture of the air, and if water should drip from the car roof or sides it would obviously filter through the sand layer into the depressions or channels *a' a'*, from where it  
40 can be readily led off or removed.

If it is desired to remove only a part of the lime at any point on the journey before reaching the final destination, the outer car-door may be pushed to one side and the inner door slightly raised, and lime removed therethrough  
45 from the underside without disturbing the covering, and then the doors can be closed, and the transportation of the remainder effected without exposing the bulk of the load, and the lime will not slake or deteriorate when protected  
50 by my covering, no matter how long the load may be in transit or stored in the car, even in the most unfavorable weather.

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

1. In a car adapted for the storage and transportation of unslaked lime, the method of securing the lime against slaking, consisting in placing a cover of flexible and impermea-  
60 ble material over the load and spreading a layer of sand or analogous material over the cover, whereby the lime is secured against contact with air or moisture, substantially as  
65 set forth.

2. In a receptacle adapted for the storage or transportation of unslaked lime, the combination of the cover B, of flexible material, with the layer of sand C, substantially as  
70 shown and described, and for the purpose set forth.

In testimony that I claim the foregoing I have hereunto set my hand, at Milwaukee, in the county of Milwaukee and State of Wisconsin, in the presence of two witnesses.

J. WHITNEY ORMSBY.

Witnesses:

S. S. STOUT,

H. G. UNDERWOOD.