

(No Model.)

R. H. WYMAN.  
RAILWAY CAR COVER.

No. 312,785.

Patented Feb. 24, 1885.

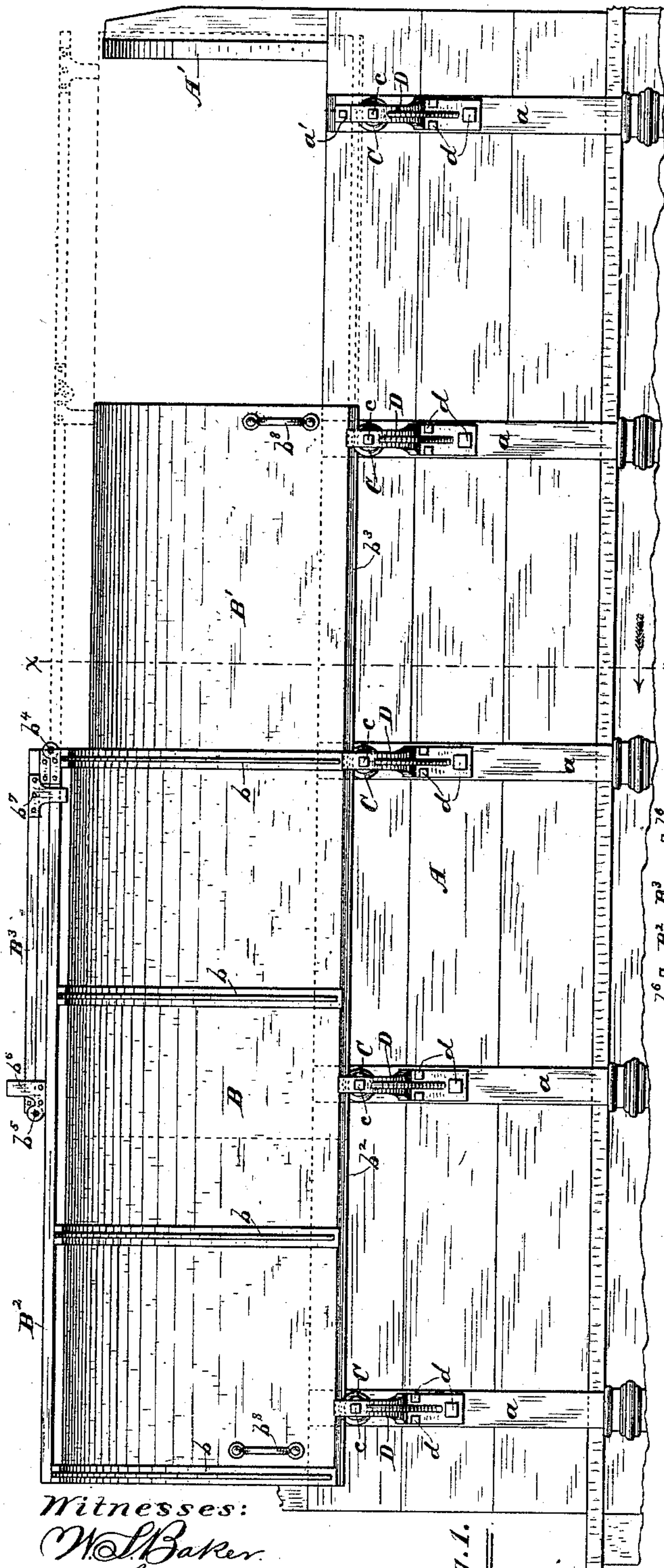


Fig. 1.

Witnesses:  
W. L. Baker  
J. H. Guy

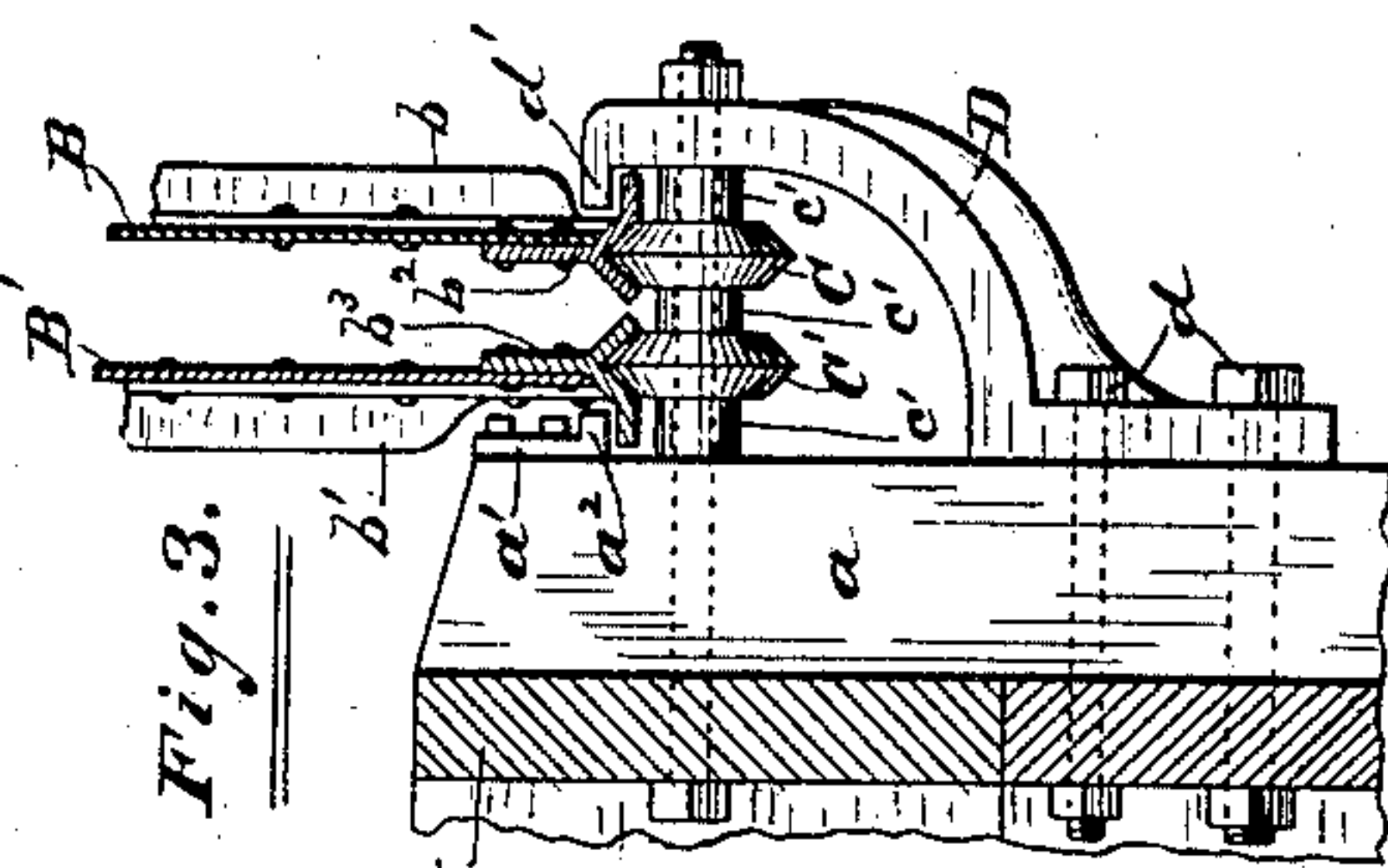


Fig. 3.

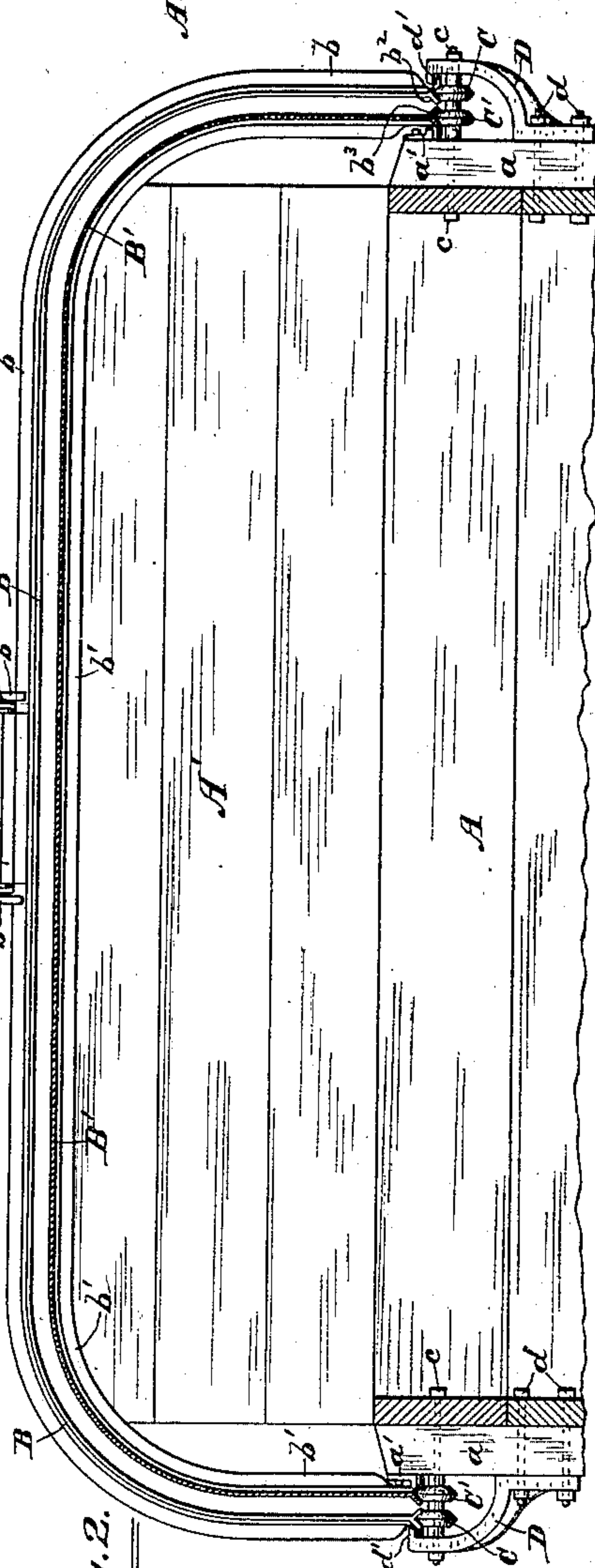


Fig. 2.

Inventor:  
Richard H. Wyman,  
per Gridley & Fletcher,  
Attorneys.



# UNITED STATES PATENT OFFICE.

RICHARD H. WYMAN, OF EVANSTON, ILLINOIS.

## RAILWAY-CAR COVER.

SPECIFICATION forming part of Letters Patent No. 312,785, dated February 24, 1885.

Application filed September 8, 1884. (No model.)

*To all whom it may concern:*

Be it known that I, RICHARD H. WYMAN, of Evanston, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Railway-Car Covers, of which the following is a description, reference being had to the accompanying drawings, in which—

Figure 1 is a side view of a coal or freight car to which said cover is applied, and shown as partly open. Fig. 2 is a transverse vertical sectional view of the same taken on the line  $xx$ , Fig. 1, viewed in the direction indicated by the arrow there shown, and Fig. 3 is a like view enlarged of a portion of the side board of the car and cover, showing more clearly the means for sliding the latter back and forth to cover and uncover the car.

Like letters of reference indicate like parts in the different figures.

The object of my invention is to provide a railway-car cover, especially adapted for use upon coal or open cars, which may be simple and cheap in its construction and operation, and may be so constructed and operated as not to be injured by contact with vehicles while unloading the car. I accomplish said object by constructing said cover in two or more sections, each of which is adapted to move independently of the other lengthwise of the car and in either direction, said sections being supported in ways, or upon tracks or rollers, whereby they may be caused, respectively, to slide beneath or over or telescope with each other, substantially in the manner hereinafter set forth.

In the drawings, A represents the body of an ordinary coal or open car, over which I place sliding covers B B', of sufficient length to cover the entire car, and preferably bent or rounded, as shown in Fig. 2. I prefer to construct said covers of sheet metal, and to reinforce or stiffen the same by means of ribs  $b$   $b'$ , of angle or T iron, the former being riveted or otherwise secured to the outside and the latter to the inside of said cover, in order the more readily to permit said covers to telescope without interference, as well as to be brought more closely together. It will be observed that the cover B' is made somewhat smaller, so as to fit within the other. Upon the bottom of each of said sections B B', and rigidly

secured thereto, are grooved flanges  $b^2$   $b^3$ , extending the entire length thereof, and adapted to rest, respectively, upon cone-shaped rollers C C', having their bearings upon bolts  $c$ , passing through the stakes  $a$  of the car, the outer ends of which are supported by means of brackets D, rigidly secured to the stakes  $a$  by means of bolts  $d$ , as shown. Said rollers C C' are independent of each other, and are retained in the position shown by suitable washers,  $c'$   $c'$ , Fig. 3. The outside of the flange  $b^2$  and the inside of the flange  $b^3$  are extended horizontally outwardly and inwardly, respectively, as more clearly shown in Fig. 3, while corresponding flanges or extensions,  $d'$ , Figs. 2 and 3, are formed upon the brackets D, over said horizontal extension of said flanges  $b^2$ , and lugs  $a'$ , having like flanges  $a^2$ , are rigidly bolted to the tops of the stakes  $a$ , above the flanges  $b^3$ , for the purpose of securing said covers to the body of the car and preventing the former from being thrown off. The end boards, A', are extended upward, and rounded at the ends to conform to the shape of the cover, thus enabling the entire car to be inclosed.

Rigidly secured to the top of the section B, I place a running-board, B<sup>2</sup>, to which is hinged at  $b^4$  a corresponding running-board, B<sup>3</sup>, adapted to extend over said section B' when the cover is closed. Said part B<sup>3</sup> is preferably made in two sections hinged at  $b^5$ , Fig. 1, so that when the car is opened the same may be folded back upon the section B, as shown in said last-named figure. As the section B' is lower than its fellow, it is necessary, in order to preserve the entire running-board upon a uniform level, to attach supports or legs  $b^6$   $b^7$  thereto, preferably in the manner shown in Fig. 1, said legs resting, when the cover is closed, upon the top of the section B', as indicated in dotted lines in said figure.

Instead of hinging the part B<sup>3</sup> to the part B<sup>2</sup> the same may be detached therefrom and supported by any well-known jointed or "knockdown" supports, so that it may be lowered when the sections B B' are moved, or it may be permanently secured to the section B' upon a lower level, so as to pass beneath said section B. In the latter case short boards or plates may be hinged to either end of said



section B, to form, if desired, an inclined plane between said sections. The sections B B' are provided with handles  $b^s b^s$  for the purpose of sliding them back and forth upon their respective rollers.

It is obvious that the rollers C C' may be attached to the cover itself and made to run upon suitable rails at the side of the car. In operating said cover to load the car the foot-board B<sup>3</sup> is first folded back, as shown in Fig. 1, and one or the other of the sections B B' is pushed to the opposite end of the car. The open part is then loaded, when the position of said sections is reversed. When the loading is completed, one of the sections is then rolled to the opposite end, and both are secured in place in any well-known manner to the end boards or body of the car and locked in position, upon which the car is ready for transportation.

Having thus described my invention, what I claim is—

1. The combination, with a railway freight-car, of the sliding and telescoping sectional covers B B', provided with suitable ways or rollers secured to the sides of the car for mounting the same, and means for locking said sections in position when closed, substantially as and for the purposes specified.

2. The combination, with a railway freight-car, of the sliding covers B B', mounted upon suitable ways or rollers secured to the sides of the car, and a folding or jointed running-board, B<sup>2</sup> B<sup>3</sup>, substantially as set forth.

3. The combination, with a railway freight-car, of the sliding telescoping covers B B', provided with flanges  $b^2 b^3$ , and cone-shaped rollers C C', with suitable bearings therefor, secured to the side of the car, substantially in the manner and for the purposes specified.

RICHARD H. WYMAN.

Witnesses:

D. H. FLETCHER,  
W. S. BAKER.