

(No Model.)

W. G. RICHARDS.
RAILWAY CAR.

No. 571,577.

Patented Nov. 17, 1896.

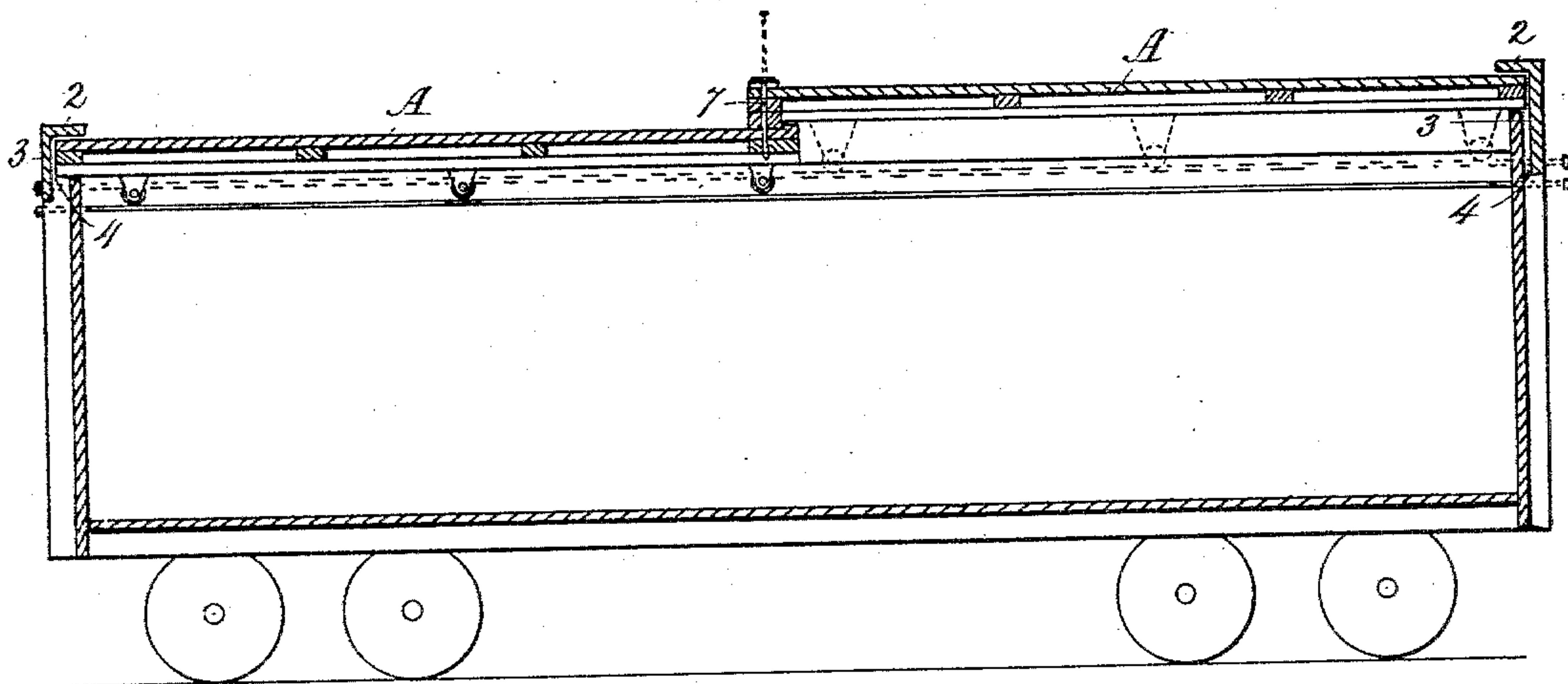


Fig. I.

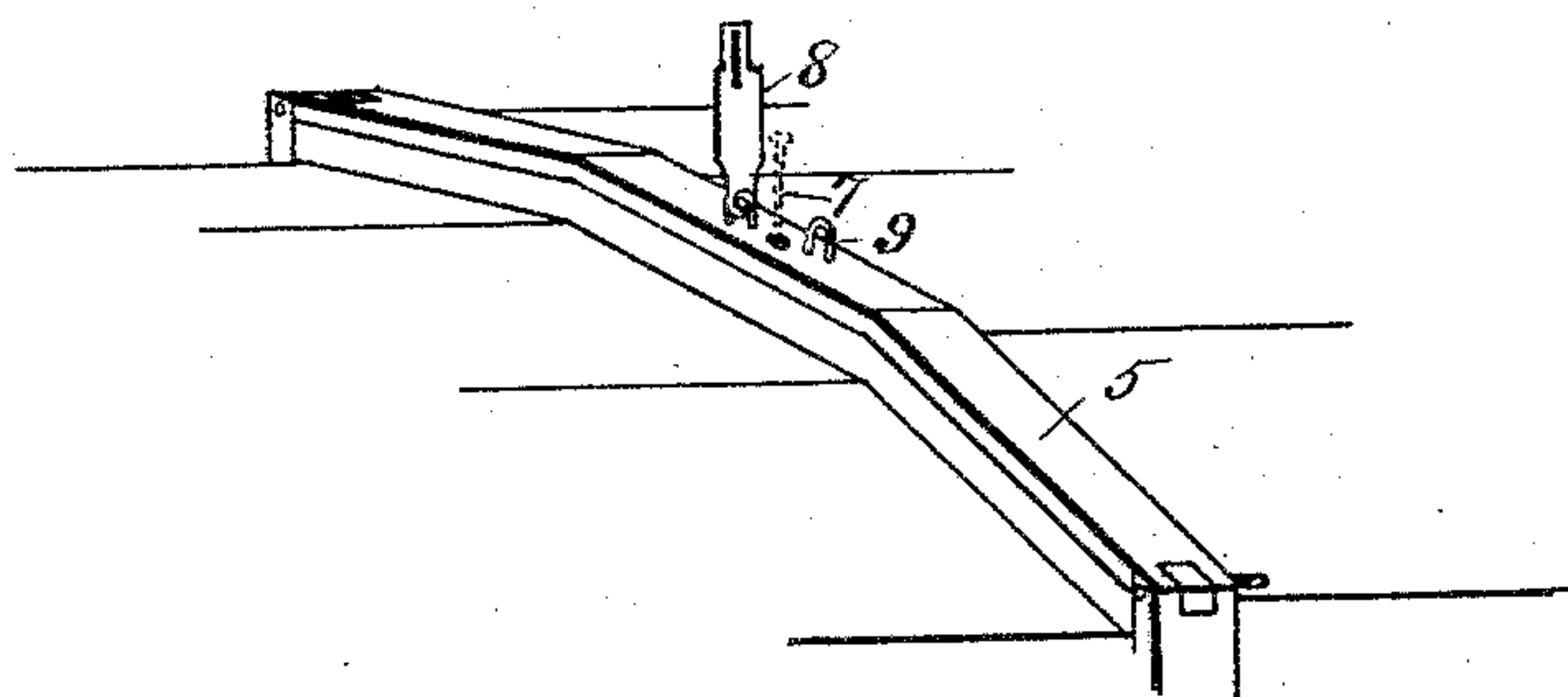


Fig. II.

Witnesses,
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by O. J. Bailey Atty

UNITED STATES PATENT OFFICE.

WILLIAM G. RICHARDS, OF HILLSBOROUGH, OHIO.

RAILWAY-CAR.

SPECIFICATION forming part of Letters Patent No. 571,577, dated November 17, 1896.

Application filed July 13, 1896. Serial No. 599,002. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM G. RICHARDS, a citizen of the United States, residing at Hillsborough, in the county of Highland and State of Ohio, have invented a new and useful Improvement in Railway-Cars, which improvement is fully set forth in the following specification and accompanying drawings, in which—

10 Figure 1 is a longitudinal vertical section of a railway-car provided with my improved device, and Fig. 2 a perspective view of a portion of the roof of a car.

15 My invention pertains to certain improvements in railway-cars of the class adapted for carrying freight; and my object is to provide and perfect the invention described in my Patent No. 555,971, dated March 10, 1896. The prominent and essential features of the original invention being fully set forth in said patent, I shall herein confine my claims to sundry improvements, which comprise means for effectually excluding rain or snow, thereby protecting the contents of the car from damage; also a simple, inexpensive, and efficient device for locking the car.

25 It will be observed that in my original device the outer ends of the roof-section when closed abut against the inner sides of the end walls of the car, and although the junction of the ends of the roof-sections and the walls is overlaid by strips, which would suffice to exclude a rain unaccompanied by wind, it would fail to make the joint practically and permanently waterproof during a driving storm, and water would find its way into the car. The same result would follow the thawing of snow or ice, which frequently accumulate on the roof of a car.

40 The present invention entirely obviates the defect referred to, as will be apparent by referring to the accompanying drawings, in which—

45 A indicates the two sections of my improved car-roof. It will be seen that, instead of terminating inside of the car, the outer end of

each section extends beyond the wall of the car and beneath an overlapping strip 2. To the outer and under edge of the strip is attached a cleat or apron 3, which depends beyond the outer end of the roof and also of the wall of the car. A crevice 4 is thus formed, which affords a free escape for all water from the sources referred to. This arrangement provides a water-tight car, the most perfect and convenient grain-carrier in the railway-service.

My improved locking device is illustrated in Fig. 2, in which 5 represents a cross-bar which overlies the junction of the roof-sections. When the sections are closed, they are united by a bolt 7. A hasp 8 is hinged to the top of the cross-bar. When the hasp is closed, it covers the head of the bolt and engages a staple 9, to which a suitable seal-lock may be attached. A secure and convenient fastening is thus provided.

What I claim as new is—

1. The combination with a railway-car of a roof consisting of two movable sections the outer ends of which are adapted to project beyond the end walls of the car, the overlapping strips covering the projecting ends of the sections, and the depending cleats or aprons attached to the outer and under edge of said overlapping strips substantially as and for the purposes herein specified.

2. The combination with a railway-car of a roof consisting of two sections, the cross-bar overlying the junction of said sections, the bolt connecting the cross-bar and the lapped inner ends of the sections, the hasp covering the head of said bolt and the seal-lock adapted to secure the hasp substantially as and for the purpose specified.

85 In testimony that I claim the foregoing I have hereunto set my hand, this 29th day of June, 1896, in the presence of witnesses.

WILLIAM G. RICHARDS.

Witnesses:

GEO. L. GARRETT,
JAMES H. REECE.