

No. 703,276.

Patented June 24, 1902.

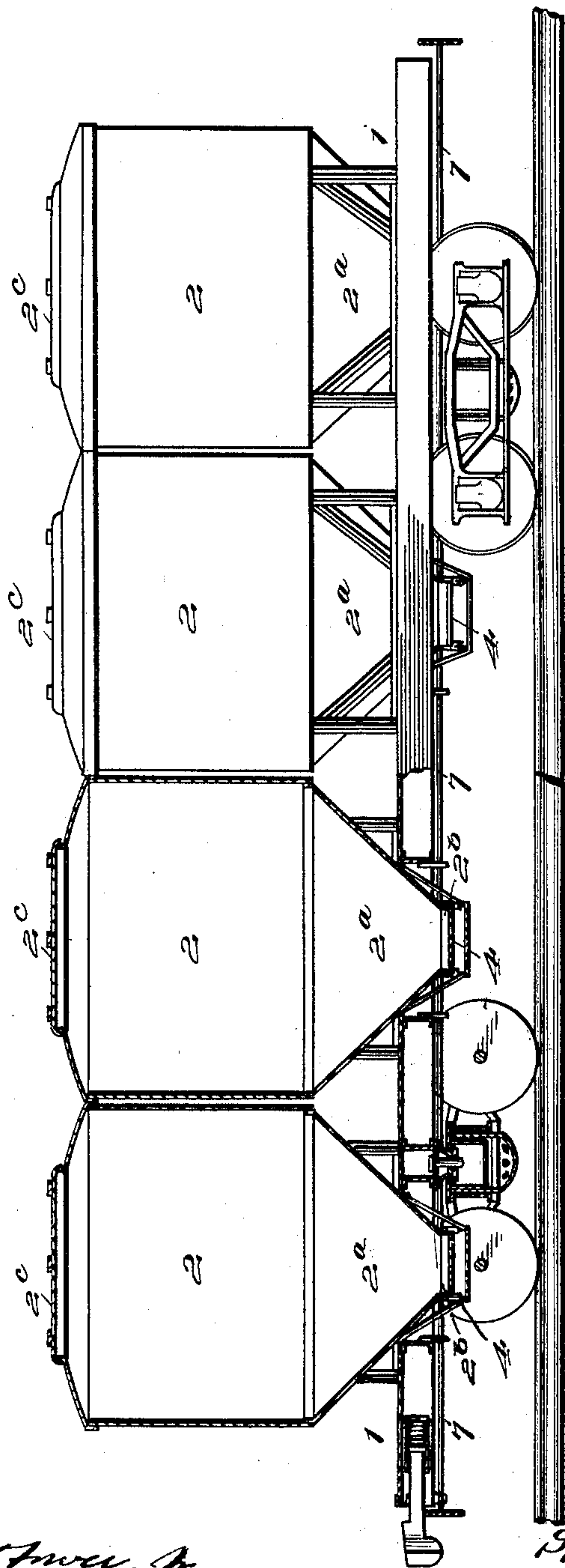
S. KELLOGG.  
COAL AND GRAIN CAR.

(Application filed Dec. 21, 1901.)

(No Model.)

3 Sheets—Sheet 1.

Fig. 1.



Witnesses

Edwin R. M. Trow, Jr.  
Geo. M. Copenhagen

by:

Inventor:  
Spencer Kellogg.  
Edwin R. M. Trow, Jr.

Attorneys

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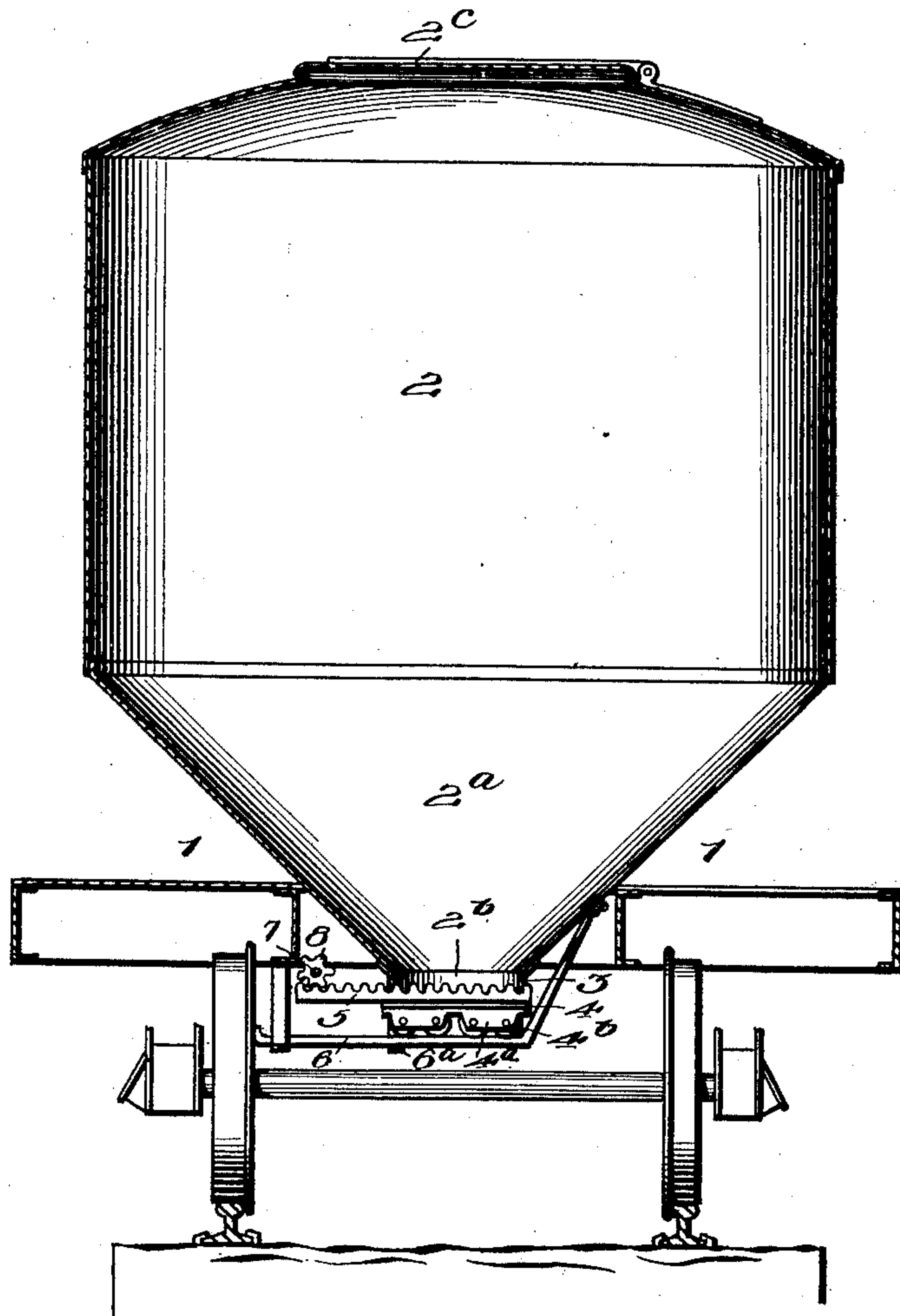
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Fig. 2.



Witnesses

Edwin B. H. Finner, Jr.  
Geo. M. Copenhaver

by:

Inventor.  
Spencer Kellogg.  
Edson Bros.,  
Attorneys

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Fig. 5.

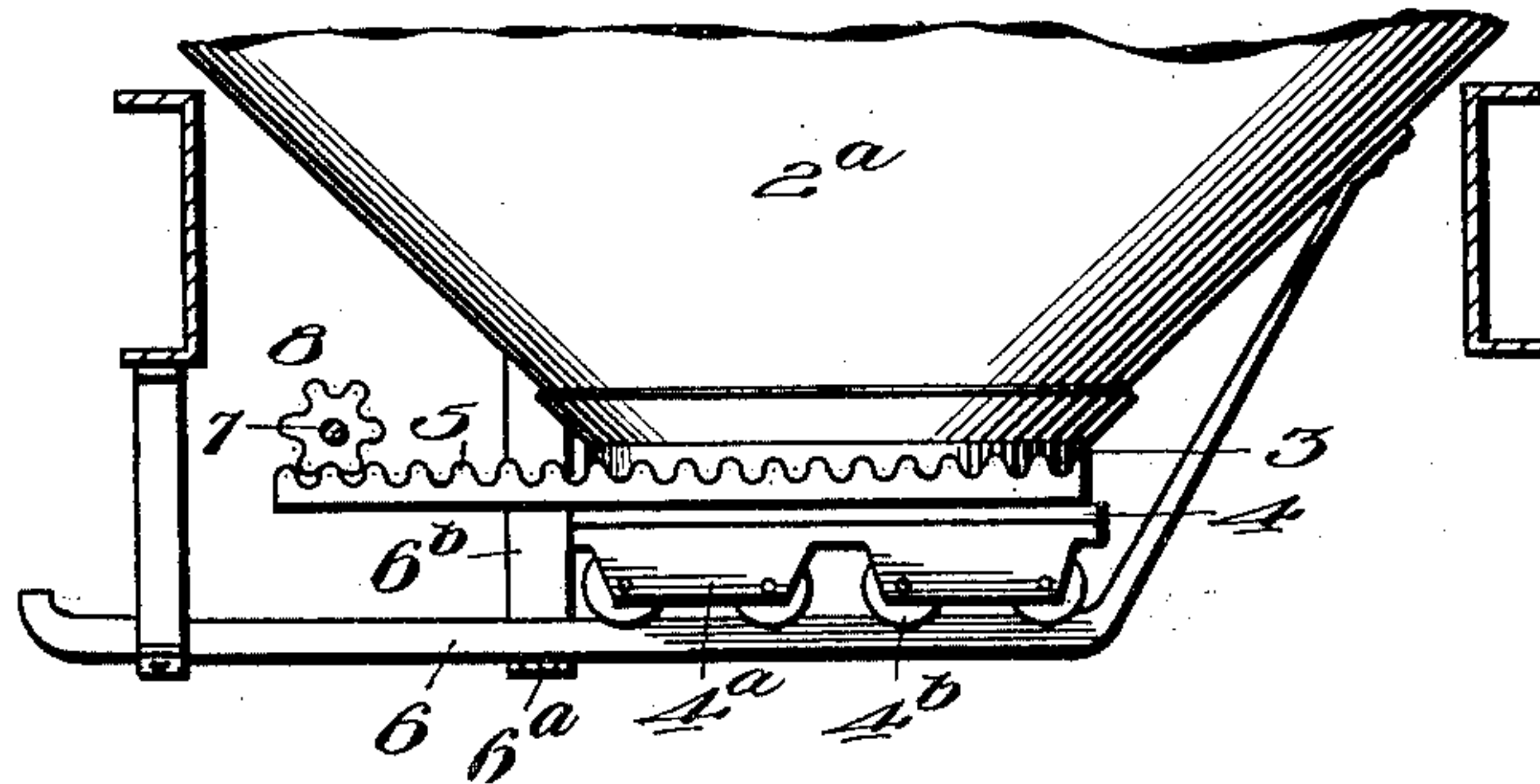
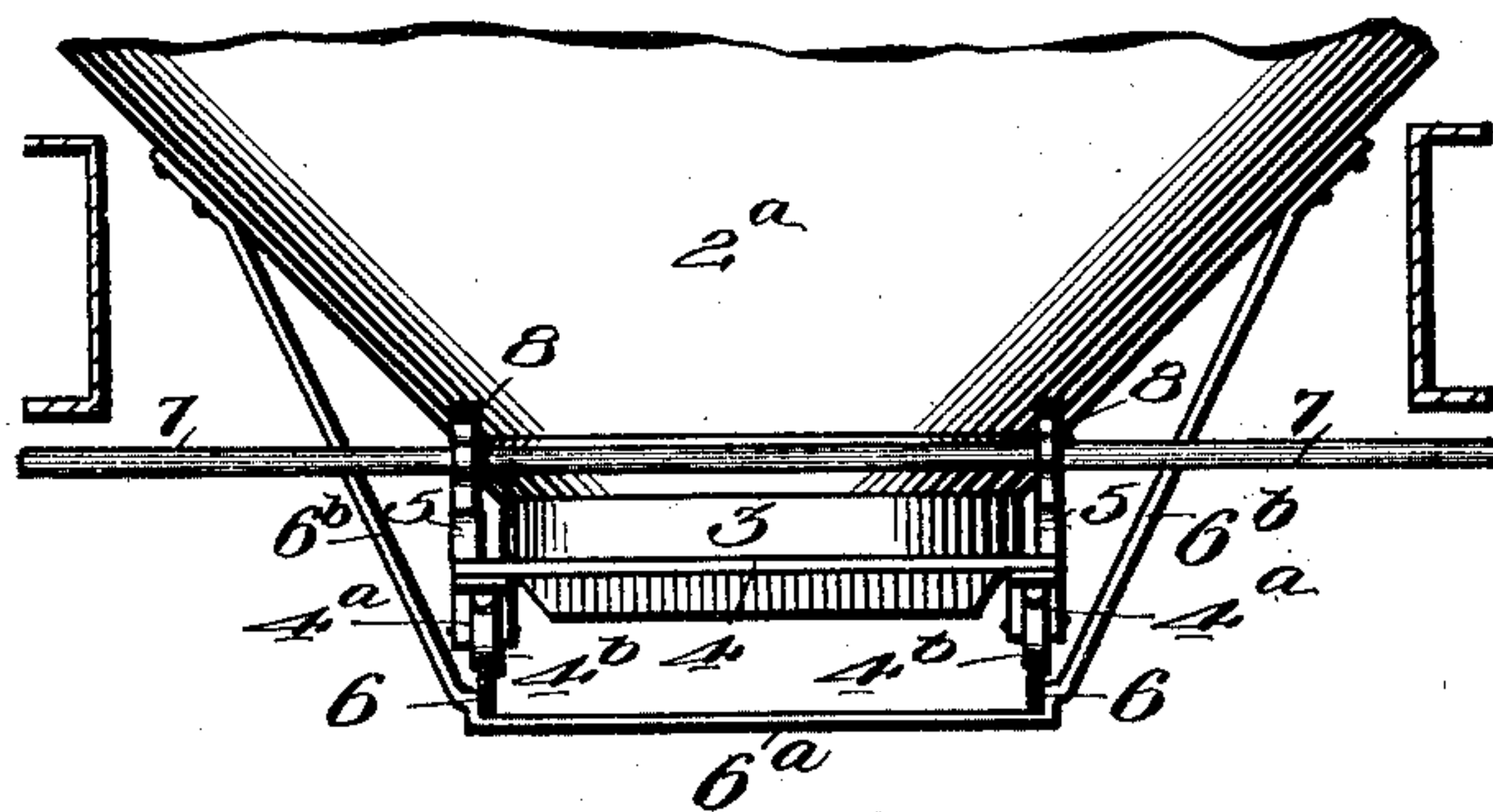


Fig. 4.



Witnesses

Oliver R. H. Fowler, Jr.  
Geo. M. Cofman.

Inventor:

Spencer Kellogg  
by Edison Bros.  
Attorneys



# UNITED STATES PATENT OFFICE.

SPENCER KELLOGG, OF BUFFALO, NEW YORK.

## COAL AND GRAIN CAR.

SPECIFICATION forming part of Letters Patent No. 703,276, dated June 24, 1902.

Application filed December 21, 1901. Serial No. 86,800. (No model.)

*To all whom it may concern:*

Be it known that I, SPENCER KELLOGG, a citizen of the United States, residing at Buffalo, in the county of Erie and State of New York, have invented certain new and useful Improvements in Coal and Grain Cars; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to certain improvements, more particularly in freight-cars.

Objects of my invention are to provide for conveniently transporting different articles of merchandise in greater or less quantities—as, for instance, upon the same car—also to readily remove or dump the contents of the car and to facilitate the cleaning of the last-named with the removal of such contents, and to otherwise improve and promote the utility of the car.

The nature of the invention consists of the construction and arrangement of parts, also the combination thereof, as more fully disclosed in the following specification and specifically pointed out in the claims.

In the accompanying drawings, illustrating the preferred embodiment of my invention, Figure 1 is a side elevation showing parts also in section. Fig. 2 is a plan view. Fig. 3 is a broken enlarged detail view disclosing more particularly the car-hopper-bottom actuating or opening mechanism in part. Fig. 4 is a similar view taken at right angles to the plane of Fig. 3.

It will be understood that I do not limit myself to details, as they may be changed as circumstances suggest without departing from the spirit of my invention and the same yet remain intact and be protected.

In carrying out my invention I employ a car 1, constructed after the ordinary "platform" type. Therefore the same needs no detail description except to state that it is preferably covered with iron plates. Upon the car 1 is arranged and suitably braced or upheld in any practicable manner a number or plurality of tanks or bin-like receptacles 2, extending down through openings in the car-platform and having a tapered or convergent lower portion 2<sup>a</sup>, terminating at its lower

edge or end around a central opening 2<sup>b</sup> to permit the ready removal or discharge there-through of the hopper or receptacle contents, also to facilitate the cleaning of the hopper or hoppers, as is apparent. These tanks are preferably cylindrical or circular, further providing for aiding the ready discharge of the contents and the cleaning of the tanks. They are provided, preferably, with hinged lids or closures 2<sup>c</sup> to protect the contents thereof when such—as, for instance, grain and the like—need to be kept dry, &c.

Suitably secured to each tank at its lower edge around the discharge-opening 2<sup>b</sup> is an annular portion or ring 3, preferably having its lower edge planed, and below such ring or annular portion is arranged a closure or plate 4, adapted to fit closely the lower surface or edge of said ring for closing the said opening, as presently seen. The closure for each tank-delivery opening has secured to its upper surface outside of the ring or annular portion 3 lateral racks 5, extending a certain distance beyond the closure—i. e., sufficiently to permit the closure to be moved fully under the opening to wholly close it while the said racks are still in engagement with their actuating mechanism, described later. Said plate or closure has suitably secured thereto upon its lower surface opposite brackets 4<sup>a</sup>, receiving the ends of the trunnions or axes of grooved rolls or trucks 4<sup>b</sup>, traveling upon rails 6, suitably supported and braced, as at 6<sup>a</sup> 6<sup>b</sup>, from the tank, preferably as shown. Said rack, and consequently the closures of the whole series of tank-delivery openings, is preferably actuated by a common hand-wheel rod or shaft 7, suitably supported from the car, and pinions 8, secured to said shaft or rod and geared to said racks.

It will be observed that by means of my invention various articles of merchandise or for use can be shipped or carried upon one and the same car and the contents of the whole be removed or discharged simultaneously from their respective carrying-tanks, as will be readily appreciated.

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

1. A freight-car comprising a separately-mounted carrying receptacle or tank having

- a pendent ring or extension around its discharge-opening and rails supported therefrom, a closure or plate fitting against the lower edge of said ring or extension and having lateral racks upon its upper surface, and rolls or trucks upon its lower surface engaging with said rails, and an actuating rod or shaft provided with pinions gearing with said racks, substantially as set forth. 15
2. A freight-car comprising a separately-mounted carrying receptacle or tank having a pendent ring or extension around its discharge-opening and rails supported therefrom, a closure or plate fitting against the lower edge of said ring or extension and having lateral racks upon its upper surface, and having pendent brackets or bearings upon its lower surface equipped with rolls or trucks traveling upon said rails, substantially as set forth. 20
- In testimony whereof I affix my signature in presence of two witnesses.
- SPENCER KELLOGG.
- Witnesses:  
K. LESLIE,  
L. L. FROST.