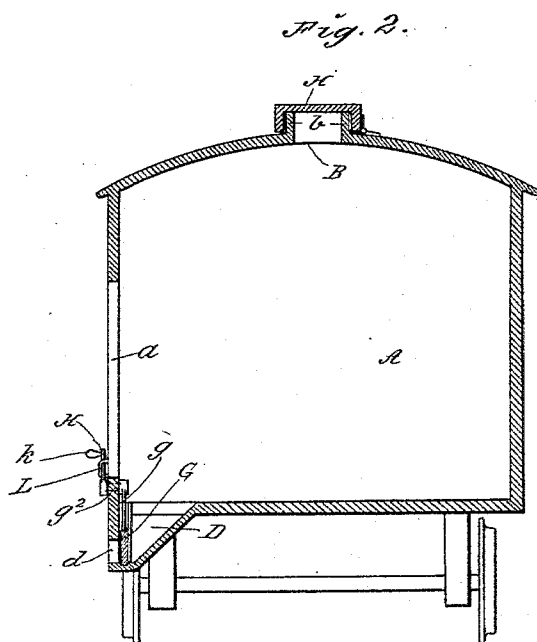
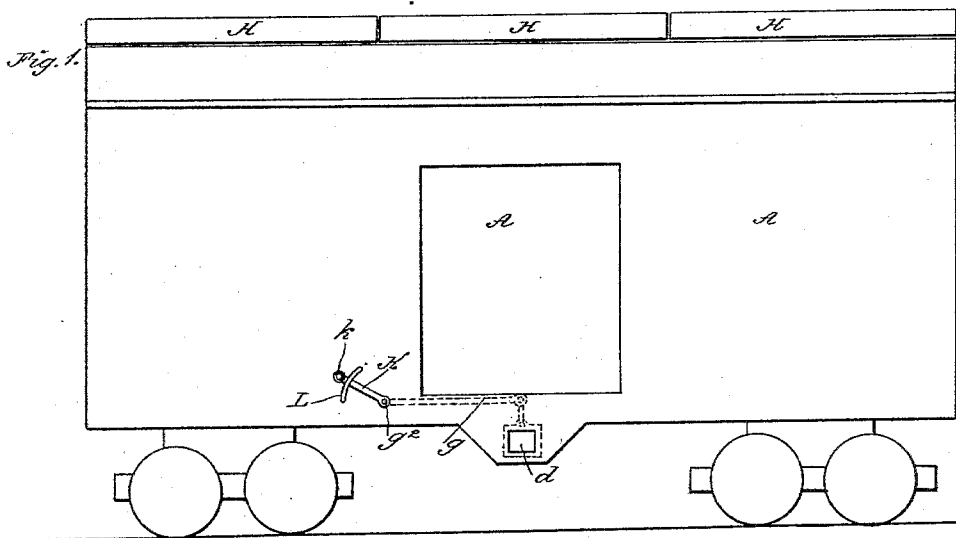


(No Model.)

F. H. OSTERHAUS.
GRAIN CAR.

No. 571,841.

Patented Nov. 24, 1896.



WITNESSES:

C. Vordworn

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BY
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UNITED STATES PATENT OFFICE.

FRANK H. OSTERHAUS, OF NEW YORK, N. Y.

GRAIN-CAR.

SPECIFICATION forming part of Letters Patent No. 571,841, dated November 24, 1896.

Application filed April 29, 1896. Serial No. 589,505. (No model.)

To all whom it may concern:

Be it known that I, FRANK H. OSTERHAUS, a citizen of the United States, and a resident of New York, in the county of New York and State of New York, have invented certain new and useful Improvements in Grain-Cars, of which the following is a specification, reference being had to the accompanying drawings, forming a part thereof, in which similar letters of reference indicate corresponding parts.

This invention relates to grain-cars such as are usually employed for holding grain in bulk; and the object thereof is to provide an improved car for this purpose which is adapted to be filled through the top and which is provided at one side with a chute, at the bottom of which is formed a door which opens outwardly and which is controlled by a lever which is adapted to be operated from the outside of the car.

The invention is fully disclosed in the following specification, of which the accompanying drawings form a part, in which—

Figure 1 is a side view of my improved grain-car, and Fig. 2 a central transverse section thereof.

In the practice of my invention I provide a car A, which is of the usual form and in one side of which is preferably formed a door *a*, which may be closed in the usual manner; but this door *a* is not essential to my invention and forms no part thereof.

The car A is provided in its top with a longitudinal opening B, which is provided at each side with upwardly-directed flanges *b*, and the opening B is adapted to be closed by a hinged cover H, which is made in sections, as shown in Fig. 1, whereby the ends and central portion of the car may be filled at the same time, if desired; and it will be understood that the separate sections of the cover H may be thrown back, so as to admit of the car being filled through the opening B, after which the said sections may be closed over said opening.

Formed in one side of the car, and preferably at the center thereof, is a downwardly-directed chute D, which opens outwardly, as shown at *d*, and the opening *d* is controlled by a door G, which is secured to or connected

with the end of a lever *g*, which is shown in dotted lines in Fig. 1 and in full lines in Fig. 2, and the lever G is provided with a shank or arm *g*², which extends through the side of the car, on which is mounted a crank K, which is provided with a handle *k* and which passes through a curved or segmental guard or keeper L.

It will be understood that the contents of the car may be discharged through the chute D, and that the door G may be operated so as to open or close the passage *d* whenever desired by simply operating the crank K, and I may also provide a trap-door, which may be used to close the opening through the floor of the car into the chute B, whereby the car may be used for other purposes whenever desired.

My improved grain-car is simple in construction and operation and is well adapted to accomplish the result for which it is intended, and it is evident that changes in and modifications of the construction herein described may be made without departing from the spirit of my invention or sacrificing its advantages, and I reserve the right to make all such alterations therein as fairly come within the scope of the invention.

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

The combination with a car provided with a longitudinal opening B, having upwardly-directed flanges *b*, and a hinged sectional cover H, whereby the ends and central portion of the car may be filled at the same time and a downwardly-directed chute D, formed in one side of the car, and a door G, to close the opening therein and connection with a lever *g*, having a shank *g*² which extends through the side of the car, and a crank K mounted on said shank which passes through a covered part L, substantially as described.

In testimony that I claim the foregoing as my invention I have signed my name, in presence of the subscribing witnesses, this 28th day of April, 1896.

FRANK H. OSTERHAUS.

Witnesses:

CHARLES S. ROGERS,
C. GERST.