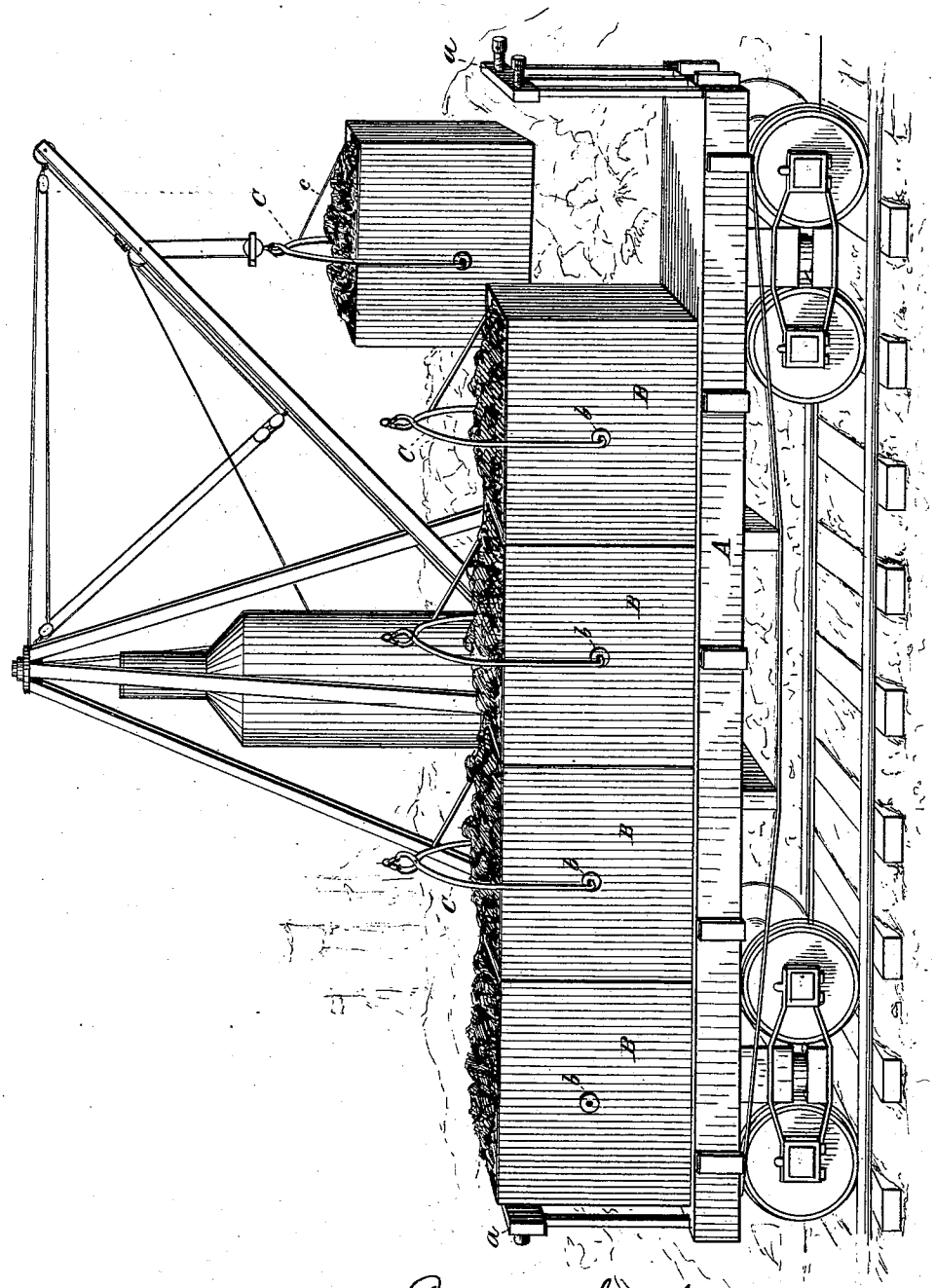
(No Model.)

E. S. HENRY.

DETACHABLE COMPARTMENT FOR CARS.

No. 298,086. Patented May 6, 1884.



WITNESSES

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UNITED STATES PATENT OFFICE.

EDWIN S. HENRY, OF CLEVELAND, OHIO.

DETACHABLE COMPARTMENT FOR CARS.

SPECIFICATION forming part of Letters Patent No. 298,086, dated May 6, 1884.

Application filed June 9, 1883. (No model.)

To all whom it may concern:

Be it known that I, EDWIN S. HENRY, of Cleveland, in the county of Cuyahoga and State of Ohio, have invented certain new and useful Improvements in Removable Freight-Compartments for Platform-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 pertains to make and use the same.

My invention relates to improvements in removable freight-compartments for the ordinary open or platform cars now in common use; and it consists in certain features of construction and in combination of parts, hereinafter described, and pointed out in the claims.

The object of my invention is to furnish compartments or bins suitable for coal or similar freight, and that may be placed on any open car—such as flats or gondolas—and receive the freight from a dump, like ordinary coal-cars. These compartments are so arranged that a bail may be readily attached and the compartments each in their turn be lifted from the car and dumped. The compartments may all be removed, leaving the car in its original condition.

In the drawing the figure is a view in perspective of a flat car provided with compartments in accordance with my invention.

A represents a car of that class known as a "flat."

B represents compartments or bins in which coal or other freight may be placed. These compartments are of such length as to extend the full width of the car, and may be of such width that any required number may fill the car lengthwise. Stakes and a cross-pin, *a*, and screws or other suitable device are provided at each end to hold the compartment from sliding endwise on the car. On each end of each compartment is an eye, *b*, suitable for engaging a bail, as shown. These eyes are located at one side of and below the center of the ends of their respective compartments, to facilitate the dumping.

C are the bails, and *c* are braces flexibly attached to their respective bails, and provided with a hook end for engaging a hole in the respective compartments near the side, so as to prevent premature dumping. A cord or wire is attached near the hook end of the brace, by means of which the brace may be unhooked and the compartment allowed to dump at the proper time. The bails are preferably of the ice-tongs pattern, in which the parts cross, and are secured to each other by a bolt or rivet. At the extreme upper end the parts are attached by links so arranged that when the bail is hoisted by means of these links the hooks on the lower end of the bail are drawn toward each other. Other kinds of bails may be used, if they are convenient, for attachment and detachment with the said compartments, as it is not necessary to have a bail for each compartment, nor to have the bails attached, except when unloading. It will be seen that these compartments may occupy the entire car, and that there are no waste spaces between them, so that the loading may be discharged from a chute into these compartments as easily as into ordinary coal-cars. By the arrangement shown the eyes *b* are always accessible, so that the bails may be readily attached.

What I claim is—

1. The combination, with a series of movable flat-bottom rectangular freight-compartments constructed to extend the width of the car and cover the entire floor-space thereof, of a platform-car provided at its opposite ends with devices for holding the compartments thereon, substantially as set forth.

2. The combination of a platform-car provided at its end with upwardly-projecting frames having inwardly-projecting set-screws, and a series of removable flat-bottom rectangular freight-compartments constructed to extend the width of the car and cover the entire floor-space thereof and fit snugly one against the other, so that the entire series may be held by transverse pressure exerted by the set-screws upon the two end compartments of the series, substantially as set forth.

In testimony whereof I sign this specification, in the presence of two witnesses, this 4th day of June, 1883.

EDWIN S. HENRY.

Witnesses:

CHAS. H. DOVER,

ALBERT E. LYNCH.