(No Model.)

T. BUENO, Jr.

RAILWAY CAR.

No. 301,855. Patented July 15, 1884.

Fig. 1.

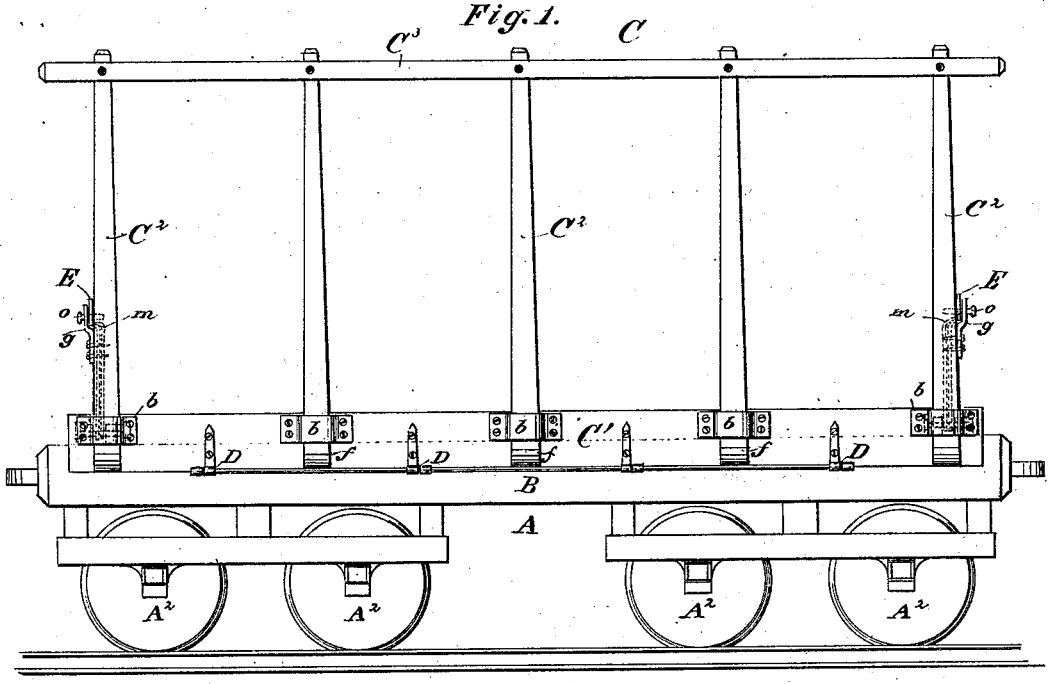


Fig. 2.

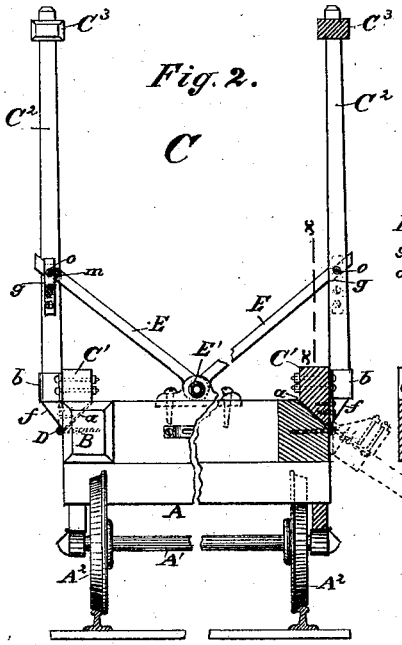


Fig. 4.

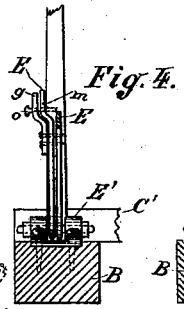
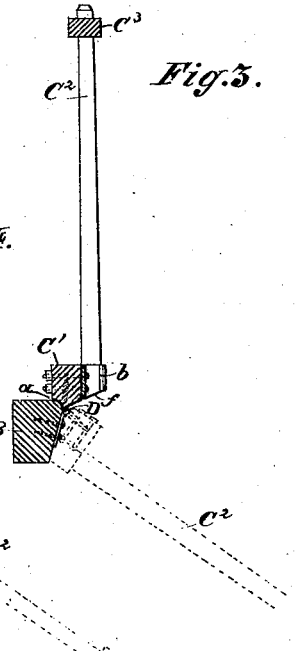


Fig. 3.



Witnesses:

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UNITED STATES PATENT OFFICE.

TACITO BUENO, JR., OF SANTIAGO DE CUBA, CUBA.

RAILWAY-CAR.

SPECIFICATION forming part of Letters Patent No. 301,855, dated July 15, 1884.

Application filed January 31, 1884. (No model.)

To all whom it may concern:

Be it known that I, TACITO BUENO, Jr., a citizen of Santiago de Cuba, Island of Cuba, and a resident of Santiago de Cuba, Island of Cuba, have invented a new and useful Improvement in Railroad-Cars, of which the following is a specification.

On large sugar-plantations, where portable railways are used for the transportation of cane from the field to the mill, it is especially desirable that the unloading of the cars should be effected with the greatest celerity.

The object of this invention is to provide an improved device whereby an entire load of cane can be at once automatically discharged from a car.

The invention consists of a railroad-car provided with frame sides hinged thereto, and constructed so that they may be thrown down and outward at a desired angle to serve as guiding and delivery chutes for the cane, and so that they may be self-supported in such position, and, in combination therewith, devices for holding said sides upright when desired, and preventing them from inclining inward toward each other.

Reference is to be had to the accompanying drawings, forming part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is a side elevation of my improved device. Fig. 2 is a partly sectional end elevation of the same. Fig. 3 is a partly sectional end elevation of a modification of the device. Fig. 4 is a partly sectional elevation on line *x x*, Fig. 2.

In the drawings, A represents the body of a car, supported on axles and wheels $A' A^2$, respectively. The upper outer edges of the car-side timbers B are preferably beveled off toward the outside, as shown at *a*, to better adapt them for the support of the sides C, while permitting the hinges or joints connecting the sides with the car-body to be located below the plane of the car-floor, so that when a side C is thrown down to the desired angle its bottom longitudinal timber will afford but little or no obstruction to the free discharge of cane with which the car may be loaded. Each frame-side C is composed of a longitudinal timber, C′, about the length of the car, to which are bolted or otherwise secured clamps *b*, that form sockets for holding the lower ends of the side stakes, C^2, which lower ends are beveled, as shown at *f*, and are extended below the clamps *b*, the upper ends of said stakes being held by and in a string-piece, C^3, as indicated in the drawings. The lower inner edge of each timber C′ is beveled to correspond with the bevel of the car-timber B upon which it rests, so that the outer faces of the timbers B C′ are flush with each other, and the hinges D, holding the sides C to the car, have their joints at the outmost and lowest points of the bevels above referred to; hence when a side, C, is thrown down the beveled ends of the stakes C^2, beveled at a suitable angle, and the lower edges of the clamps *b* rest against the vertical face of a car-timber B, and, together with the hinges D, hold the said side, as shown in dotted lines Fig. 2, in the desired position to serve as a guide and chute for directing and delivering the cane from the car to a cane-carrier or other place of deposit. The sides C are held in an upright position by means of iron bars or braces E, said braces E being hinged at one end in blocks E′, fastened on the car-floor and having their other and perforated ends engaged in ears *g*, which are secured to the outer edges of the end stakes, C^2. Each brace E has preferably an offset or shoulder at its outer end, as shown at *m*, to adapt it to be readily and correctly adjusted in an ear, *g*, and said shoulders *m*, engaging against the stake sides, assist in holding the latter in upright position. Pins *o*, entered through the ears *g* and the outer ends of the braces E and into the end stakes, C^2, hold the said sides and braces in their proper relative positions when the car is loaded or arranged to receive a load of cane.

In Fig. 3 is shown a modification of my device, wherein the corresponding bevels on the edges of the timbers B C′ are of less depth than those hereinbefore described, and the sides C are so hinged to the car-timbers that they project considerably outside of them, and the hinges D are necessarily applied in a different manner. With this construction, when the sides C are thrown down at desired angles,

as shown in dotted lines Fig. 3, the longitudinal timbers thereof present no obstacle to the discharge of the cane.

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

1. A railroad-car constructed substantially as herein shown and described, with frame sides hinged to the side floor-timbers of the car, and adapted to be thrown down and outward and self-supported in position to serve as chutes, and adapted to be held fixed in upright positions, as set forth.

2. The combination, with the car-body A, of frame sides C, hinges D, hinged braces E, blocks E′, and pins *o*, substantially as and for the purpose described.

3. The combination, with the car-body A, provided with side timbers, B, beveled on their outer upper edges, of frame sides C, provided with bottom timbers, C′, correspondingly beveled on their lower inner edges, and with bevel-ended stakes C^2, hinges D, clamps *b*, hinged braces E, blocks E′, ears *g*, and pins *o*, all arranged and operating substantially as herein shown and described.

In testimony that I claim the foregoing as my invention I have signed my name in presence of two witnesses, this 9th day of November, 1883.

TACITO BUENO, JR.

Witnesses:

FEDERICO F. MORRIS,

MANUEL JUSTIZ.