(Model.)

E. McMANUS.

FREIGHT CAR.

No. 262,454. Patented Aug. 8, 1882.

Fig. 1.

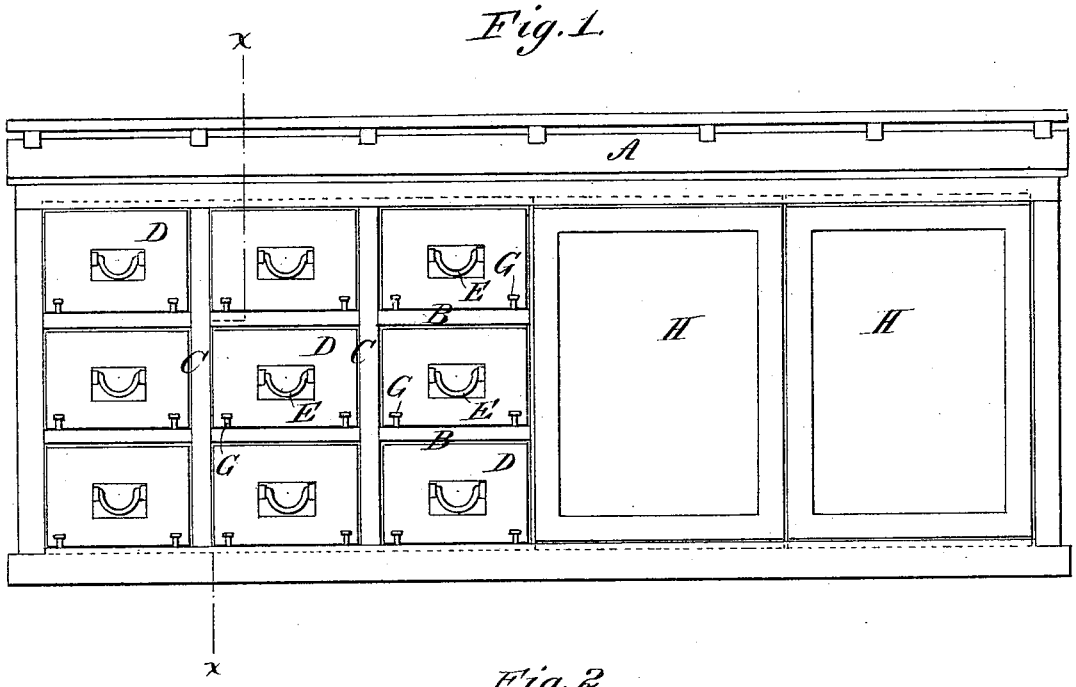


Fig. 2.

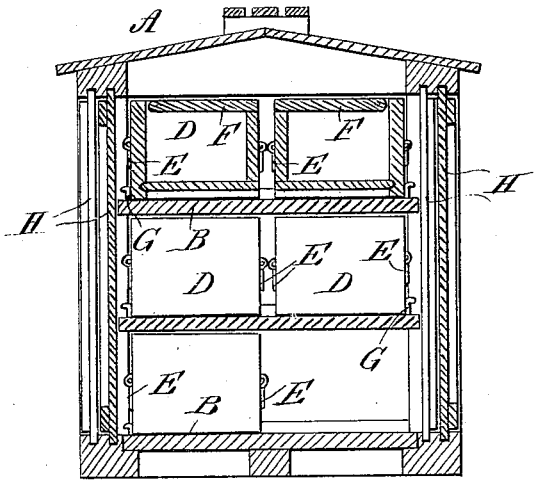
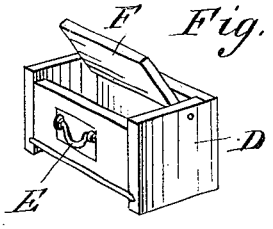


Fig. 3.



WITNESSES:

Donn Twitchell

L. Sedgwick

INVENTOR:

E. Mc Manus

BY Munn & Co

ATTORNEYS.

UNITED STATES PATENT OFFICE.

EDWIN McMANUS, OF RANDOLPH, NEW YORK.

FREIGHT-CAR.

SPECIFICATION forming part of Letters Patent No. 262,454, dated August 8, 1882.

Application filed May 20, 1882. (Model.)

To all whom it may concern:

Be it known that I, EDWIN MCMANUS, of Randolph, in the county of Cattaraugus and State of New York, have invented a new and Improved Freight-Car, of which the following is a full, clear, and exact description.

The object of my invention is to facilitate the packing and transportation of merchandise and to reduce the cost of such packing and transportation.

The invention consists in a car subdivided into a series of compartments of like size for receiving drawers or boxes containing merchandise, which compartments extend throughout the width of the car, so that drawers or boxes can be introduced from either side of the car, which boxes are held in place on the car by pegs or pins passed into the horizontal partitions on which the drawers rest. The sides of the car are formed by sliding doors.

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 longitudinal elevation of my improved freight-car. Fig. 2 is a cross-sectional elevation of the same on the line *x x*, Fig. 1. Fig. 3 is a perspective view of one of the drawers or boxes.

The box-car A is provided with a series of hotizontal partitions, B, which are arranged like distances above each other, so that the car will be divided into a series of horizontal compartments. These compartments may extend throughout the entire length of the car, or may be subdivided by a series of transverse vertical partitions, C, which are placed like distances apart. Drawers or boxes D, fitting into the pigeon-holes or compartments thus formed, are provided with a handle, E, on the front and rear sides, and with a hinged cover, F, provided with a suitable lock or bolt. The length of such a drawer is equal to the distance from one vertical partition, C, to the other. The height is equal to the distance from one horizontal partition, B, to the other, and the depth is about equal to half the width of the car. All drawers must be of precisely the same size, and all cars must be subdivided in the same manner, so that any drawer will fit in any car. The car is not provided with any vertical longitudinal partition, so that the drawers can be passed entirely through the car from either side. The drawers are held in place in the car by locking pins or pegs G passed into apertures in the horizontal partitions outside of the outer sides of the drawers, as shown.

The car is provided with a series of sliding doors, H, in the sides, which doors form the sides of the car and slide in grooves in the longitudinal top and bottom side beams of the car.

The drawers D are to be made very strong and durable, so that they will last a number of years. If merchandise is to be transported, the required number of drawers D are sent to the merchant or dealer that desires to ship the goods, and when the drawers are filled and locked or sealed they are passed into the compartments in the car. When the car arrives at the point of destination the drawers are removed and sent to the receiver of the merchandise, and can then be used to return goods, or can be stored at the depot until they are used again, or can be returned empty.

Cars can thus be loaded and unloaded very rapidly. There is no waste of space, and the merchandise cannot be damaged. Furthermore, drawers can be packed and unpacked very easily and rapidly, as no nailing is required, and the enormous waste of lumber for packing-boxes is avoided, as most packing-boxes are destroyed after having been used once. Much time is wasted in opening and closing packing-boxes. The drawers to be unloaded at one station are placed together in the car and can be unloaded very rapidly.

If desired, half of the car can be constructed in the manner described and the other half can be constructed as an ordinary box-car.

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

1. The combination, with the body A of a freight-car, of the rigidly-fixed floors B and partitions C, dividing the car into equal compartments opening at the sides of the car, as shown and described.

2. The combination, with the car A, floors B, and partitions C, of the sliding doors H, forming the whole of the car-sides, as shown and described.

3. The combination, with the car A and floors B and partitions C dividing the car into equal compartments opening at the sides of the car, of the duplicate drawers D, fitting the compartments, as shown and described.

4. The combination, with the car A, floors B, partitions C, and drawers D, of the stop-pins G, to keep the drawers in place, as shown and described.

EDWIN McMANUS.

Witnesses:
J. D. FOOTE,
JOHN E. LEACH.