

(No Model.)

S. W. REMER.
STOCK CAR.

No. 266,392.

Patented Oct. 24, 1882.

Fig. I.

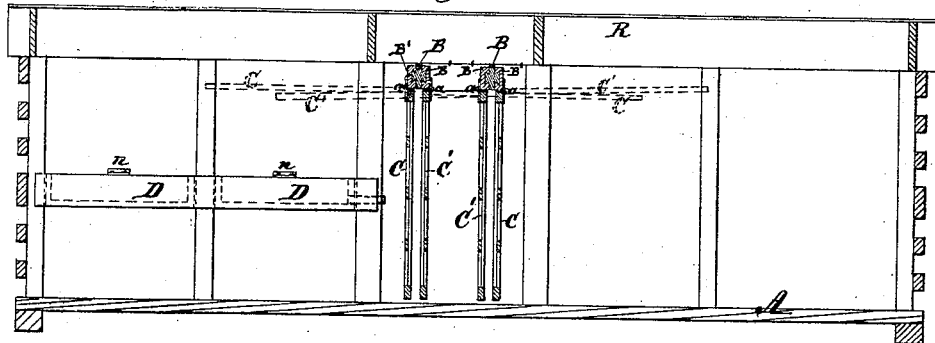


Fig. II.

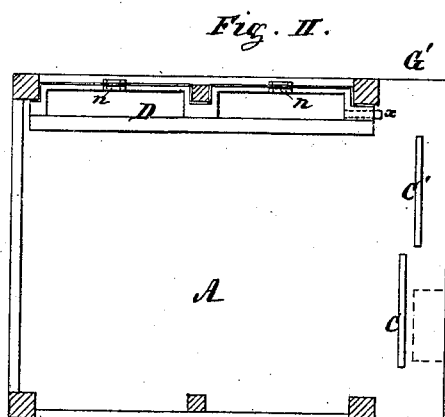


Fig. IV.

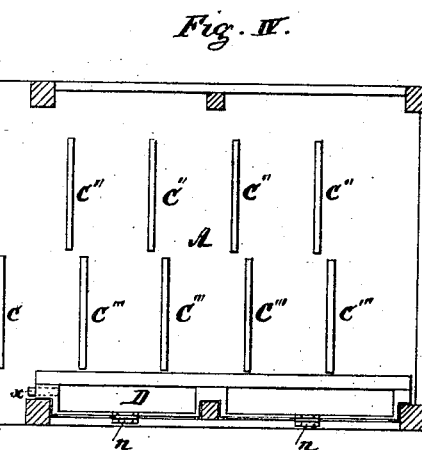
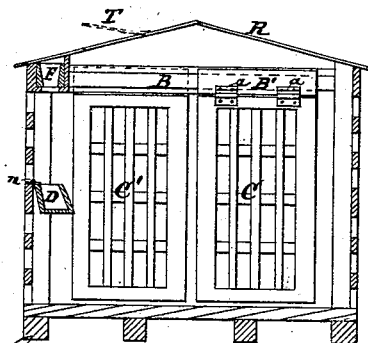


Fig. III.



Witnesses

Witnesses,
[Signature]
Pennsylvania.
 Richard F. Nagle

Inventor.

Samuel W. Rorer
per Henry S. Rands,
Attorney

UNITED STATES PATENT OFFICE.

SAMUEL W. REMER, OF BRIDGEPORT, CONNECTICUT, ASSIGNOR TO CHILD
& OLIVER, OF NEW YORK, N. Y.

STOCK-CAR.

SPECIFICATION forming part of Letters Patent No. 266,392, dated October 24, 1882.

Application filed June 12, 1882. (No model.)

To all whom it may concern:

Be it known that I, SAMUEL W. REMER, a citizen of the United States, residing at Bridgeport, in the State of Connecticut, have invented a new and useful Improvement in Stock-Cars, of which the following is a specification.

My invention relates to improvements in stock-cars in dividing the center of the car by hinged sliding doors, forming a central passage-way for the attendant, and capable of being moved for the admission of the cattle into either side of the car, and likewise, by being turned upward, to give a clear floor for loading merchandise into the car upon its return-trip.

In the accompanying drawings, Figure I represents a longitudinal section of a stock-car embodying my invention. Fig. II is a plan of one half of the same. Fig. III is a cross-section of the same; and Fig. IV shows a plan of one half of the car divided into stalls to separate the cattle.

Similar letters represent similar parts in all the figures.

A is the body of the car, with the usual entrance-doors, G G', in the central part. In the central part of the car I arrange two sets of doors or partitions, C C', hinged to suitable sliding frames, B', through hinges *a*, capable of sliding freely on the cross-beams B. One of the doors or partitions, C, slides on one side of the beam B, and the other door, C', slides on the other side of said beam B. By this arrangement, when the car is to be loaded through the door G' the doors C' C' are moved behind the doors C C' to allow free access of the cattle to pass either into the one or into the other half of the car, and when the car is to be loaded through the door G the partitions C C' are moved away and behind the doors or partitions C' C'. This arrangement divides the cattle and gives a safe place for the attendant to enter and look to his cattle during the moving of the train. Suitable bolts or other fastenings must be provided to secure the doors or partitions in their places when the car has been

loaded. A door or scuttle, T, is made in the roof R of the car, to enable the attendant to enter this passage-way, formed by the partitions C C'. When the car is to be loaded with merchandise on its return-trip these doors or partitions C C' can be turned upward and secured near the roof of the car, as shown in dotted lines in Fig. I, giving thereby a perfectly clear floor for merchandise in the car.

D are the feeding-troughs, hinged at their upper ends to the side bar of the car, and connected by any suitable gearing capable of being operated from the passage-way formed by the central partitions, C C', to be turned on their hinges *n n*, so as to empty their contents, whenever required, between the bars forming the sides of the car. These troughs are provided with suitable nozzles, *x*, at the end to supply the same with water by connecting an india-rubber water-pipe thereto; and they are supplied with the necessary feed during the moving of the car from feed carried in the feeding-receptacles F, arranged under the eaves of the roof R, as fully described in a former application.

If it should be desired to divide the car into stalls for the cattle, similar partitions, C'' C''', may be arranged, as shown in Fig. IV, which can be turned upward and secured to the roof, similar to the central partitions, C C', whereby a perfectly clear flooring for merchandise will be obtained.

What I claim as my invention, and desire to secure by Letters Patent, is—

In a stock-car, the hinged sliding doors C C', hung on separate ways and sliding past each other and forming partitions across the car, substantially as described, and capable of being hung up or removed whenever required, for the purpose set forth.

SAMUEL W. REMER.

Witnesses:

HENRY E. ROEDER,
CHARLES HALSTEAD.