

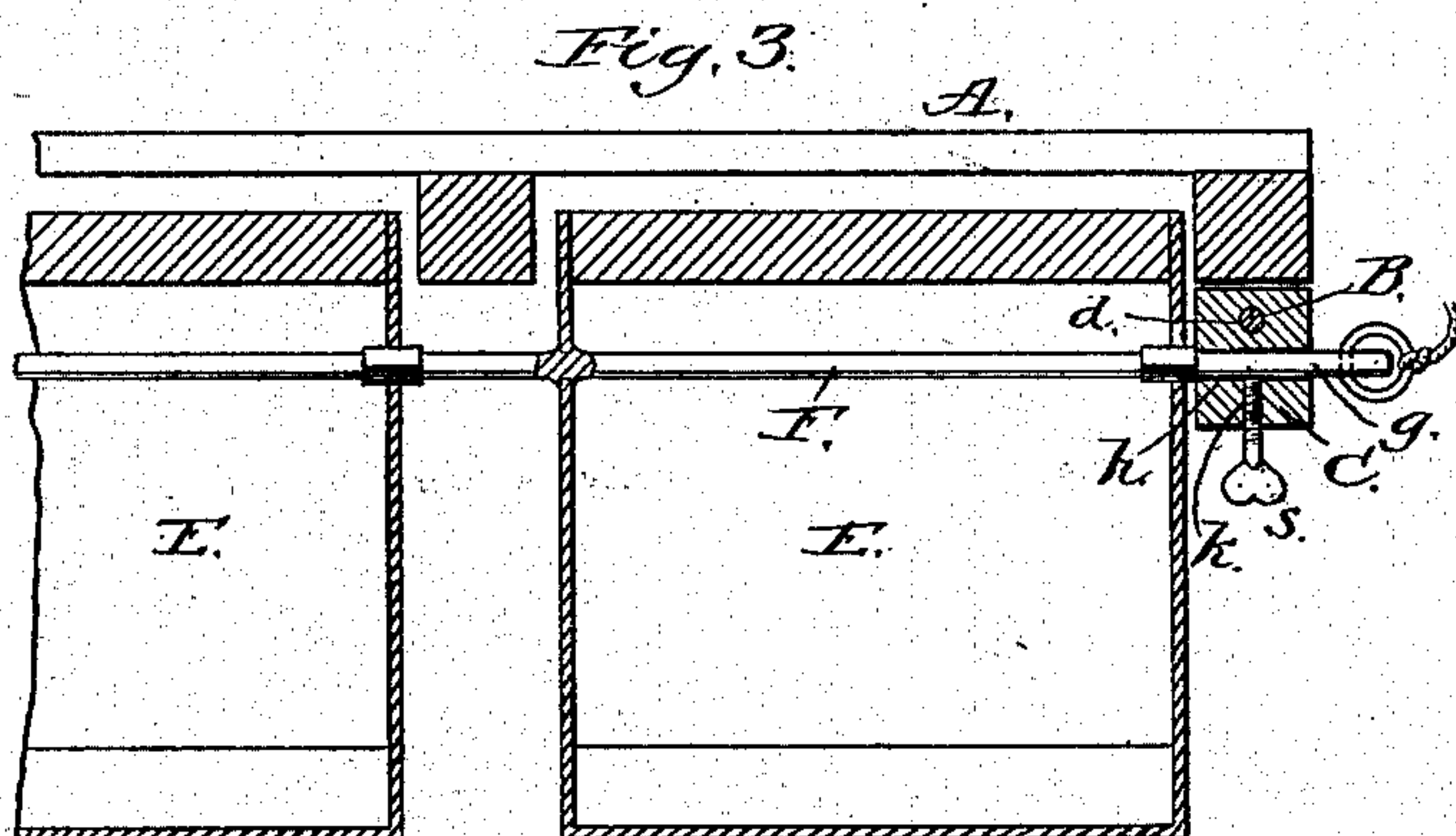
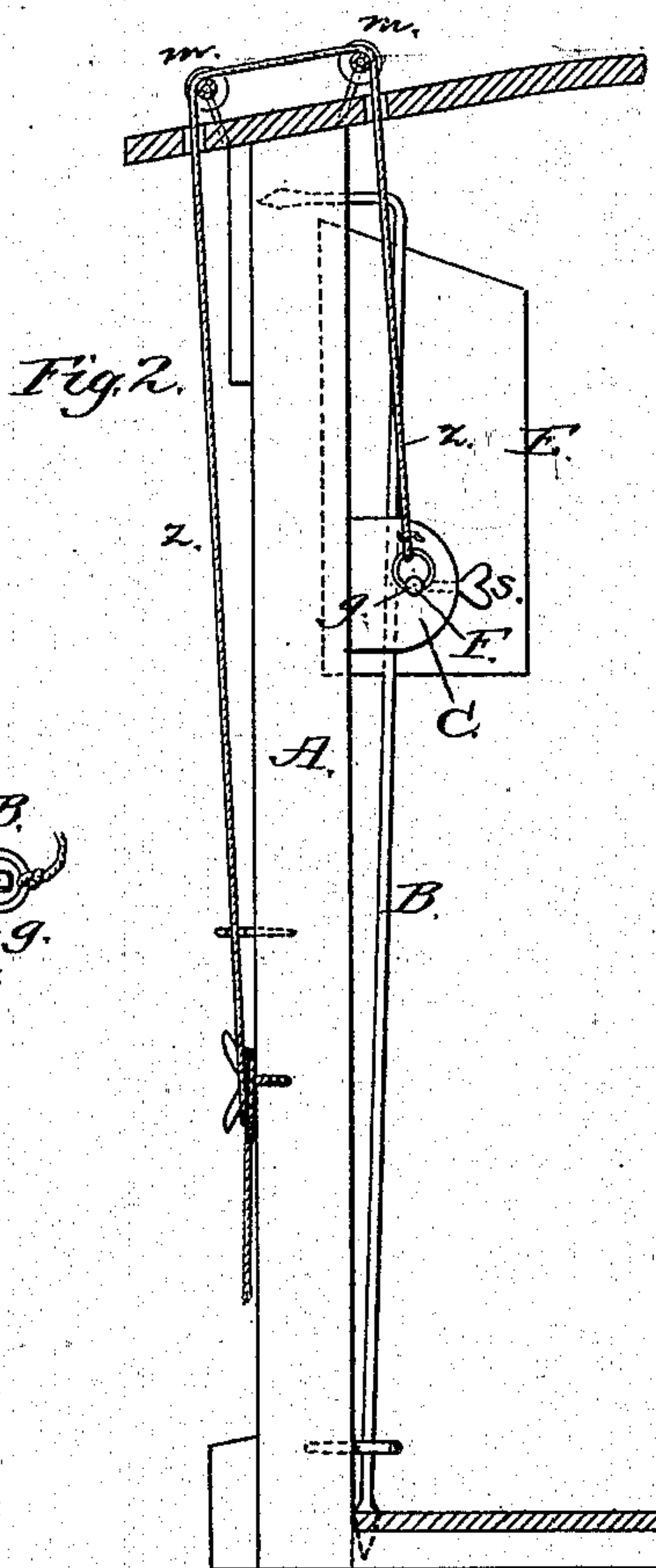
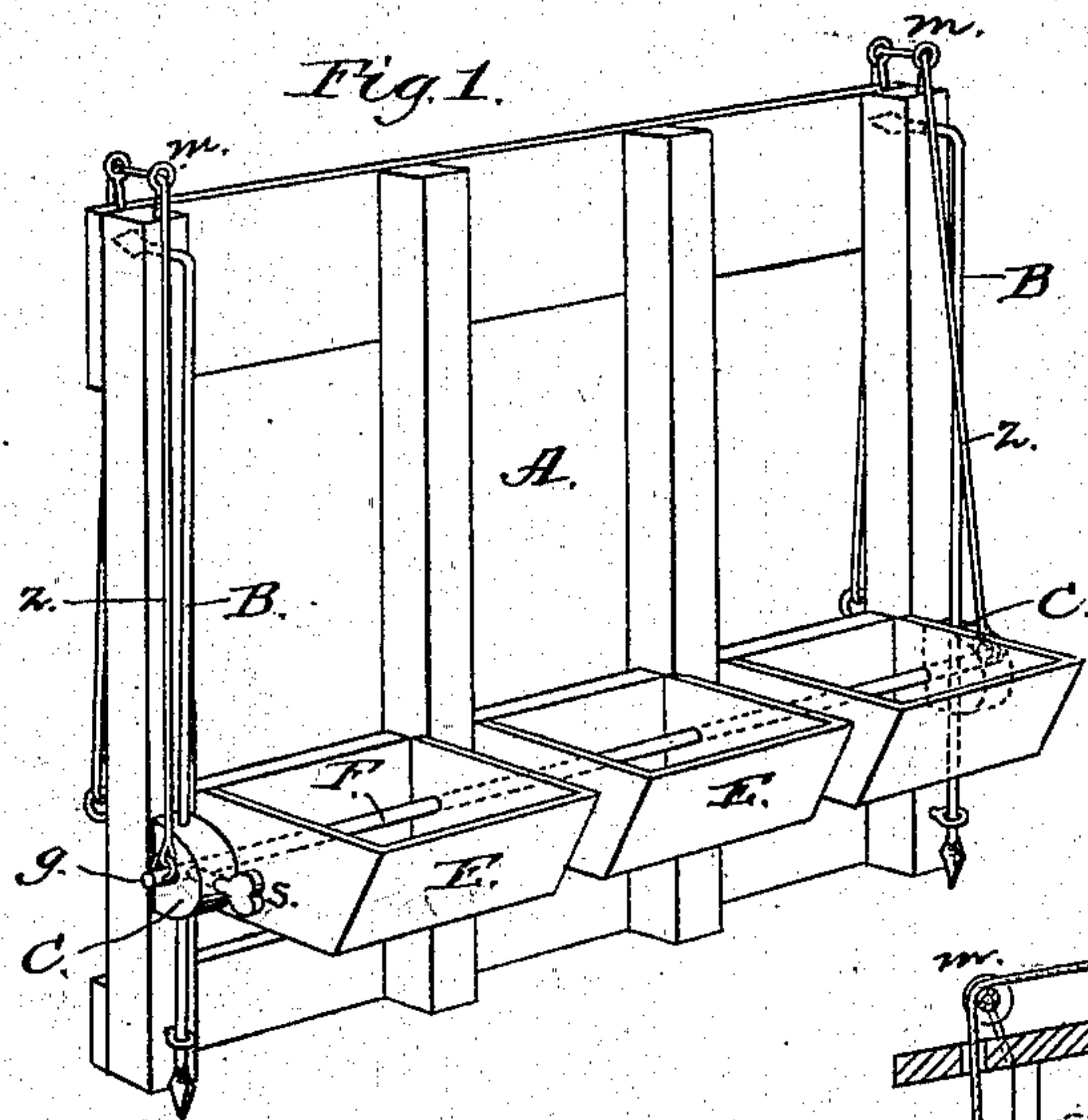
(Model.)

G. J. CLINE.

STOCK CAR.

No. 252,289.

Patented Jan. 10, 1882.



WITNESSES

Villette Anderson.
Philip Comasi.

INVENTOR

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UNITED STATES PATENT OFFICE.

GEORGE J. CLINE, OF GOSHEN, INDIANA, ASSIGNOR OF TWO-THIRDS
TO STANLEY HARDING, OF SAME PLACE, AND HUGO B. BUSING, OF
ROCKFORD, ILLINOIS.

STOCK-CAR.

SPECIFICATION forming part of Letters Patent No. 252,289, dated January 10, 1882.

Application filed November 19, 1881. (Model.)

To all whom it may concern:

Be it known that I, GEORGE J. CLINE, a citizen of the United States, resident of Goshen, in the county of Elkhart and State of Indiana, have invented a new and valuable Improvement in Stock-Cars; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a representation of a perspective of my invention. Fig. 2 is a vertical section, and Fig. 3 is a horizontal section.

This invention has relation to stock-cars; and it consists in the construction and novel arrangement of the vertical slide-rods within the car, near the wall thereof, the sliding pivot-bearings thereon, and set-screws in said bearings, and therevolving rod extending horizontally, carrying the troughs and pivoted to said bearings, all as hereinafter set forth, and especially pointed out in the claims appended.

In the annexed drawings, the letter A designates the framing of the side wall of a car; and B B are upright rods, attached to the timbers by means of eye-screws or other common fastening devices, at their upper and lower ends, in such a manner that they will be free between these fastenings to serve as slide-rods for the pivot-bearings or slide-heads C C, which are provided with vertical ways *d* to engage said rods.

E E designate the troughs which are secured to the horizontal rod or bar F, which extends lengthwise between the slide-heads C. The ends *g* of this rod are made in journal form, and are pivoted in bearings *h*, extending horizontally through said heads, in front of the vertical bearings or ways *d* therein.

Communicating with the bearings *h* are

threaded perforations *k*, in which set-screws *s* are placed, these being designed to bear on the ends of the rod F, and thereby hold it in place after adjustment, preventing said ends from turning in the bearings. In this manner the troughs, whether thrown inward for feeding the stock or turned up against the walls of the car, out of the way, are held securely in position.

Ropes *z* extend from the slide heads over bearings *m* to the outside of the car, and serve to enable the brakeman or other attendant to raise or lower the rod F and its troughs. When stock are to be loaded on the car the troughs are to be raised up to the top, out of the way. This may also be done when it is desired to load the car with barrels, coke, lumber, pig-iron, or other stuff. The stock-car can therefore be readily converted into a freight-car when required.

Having described this invention, what I claim, and desire to secure by Letters Patent, is—

1. In a stock-car, the combination, with the vertical slide-rods B and the slide-heads C thereon, of the vertically-adjustable horizontal rod F, pivoted in the slide-heads, the set-screws *s*, and the troughs E secured to said horizontal rod, substantially as specified.

2. In a stock-car, the revoluble horizontal rod carrying the troughs, and pivoted in vertically-adjustable bearings, having set-screws for the rotary adjustment of said horizontal rod and ropes for raising and lowering the bearings, substantially as specified.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

GEORGE J. CLINE.

Witnesses:

JO. H. DEFREES, Jr.,
MYRON E. MEADER.