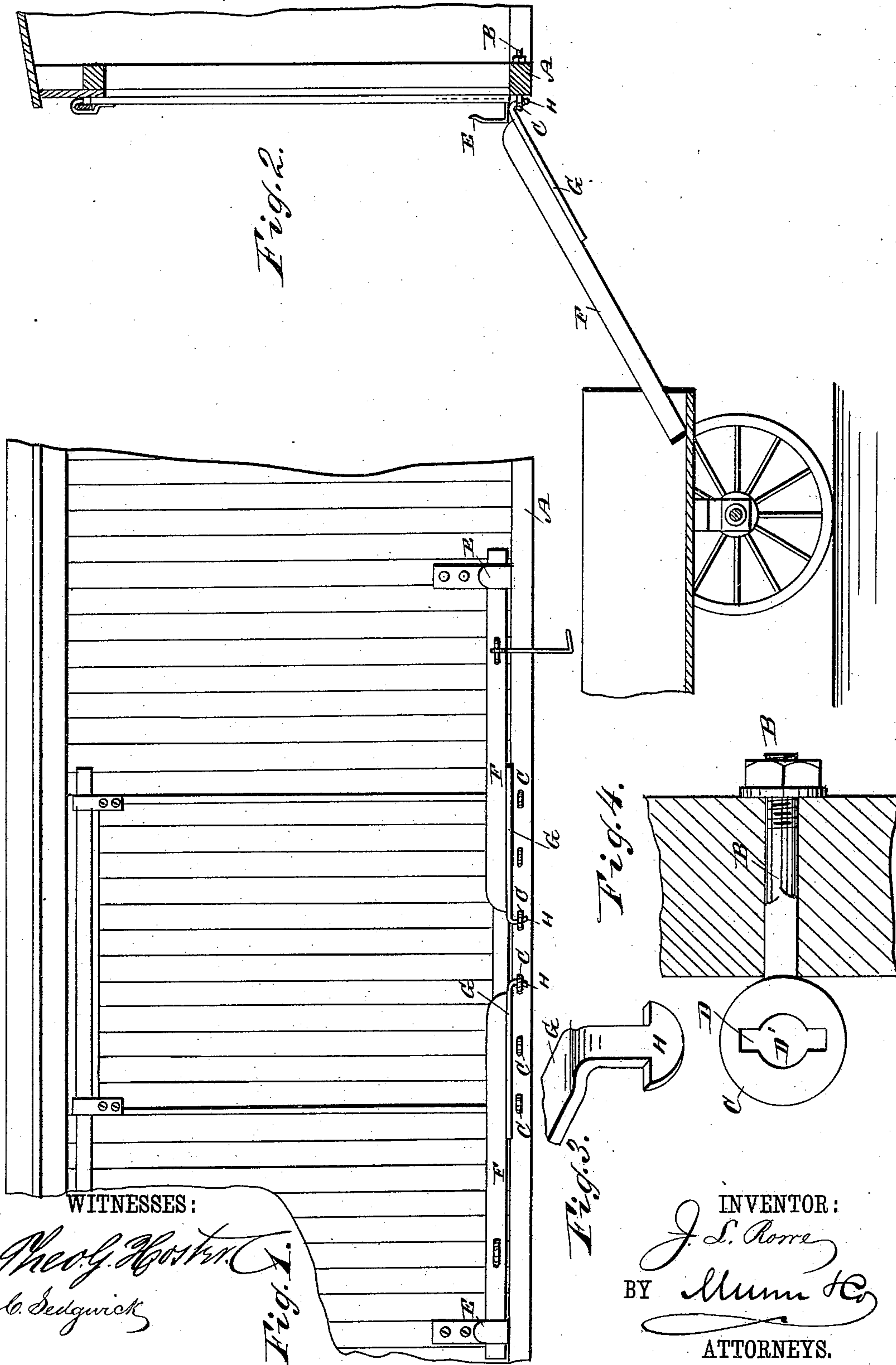


(No Model.)

J. L. ROWE.  
FREIGHT CAR SKID.

No. 308,200.

Patented Nov. 18, 1884.



WITNESSES:

*Theo. G. Hoster*  
*C. Sedgwick*  
*Fig. 1.*

INVENTOR:  
*J. L. Rowe*  
BY *Mum & Co*  
ATTORNEYS.

# UNITED STATES PATENT OFFICE.

JOSEPH L. ROWE, OF CORYDON, INDIANA.

## FREIGHT-CAR SKID.

SPECIFICATION forming part of Letters Patent No. 308,200, dated November 18, 1884.

Application filed May 16, 1884. (No model.)

*To all whom it may concern:*

Be it known that I, JOSEPH L. ROWE, of Corydon, in the county of Harrison and State of Indiana, have invented a new and Improved Freight-Car Skid, of which the following is a full, clear, and exact description.

The object of my invention is to provide a new and improved skid for freight-cars, which skid can easily be lowered when required or can be swung up against the sides of the car and held in place when not in use.

The invention consists in the combination, with a series of bolts held in the car-sill and having eyes provided with transverse slots on their ends, of skids having bars provided with bent ends, and having heads on the bent ends, and hooks secured to and projecting from the side of the car, and adapted to hold the free ends of the skids to the sides of the car.

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 view of a freight-car provided with my improved skids, showing them held against the sides of the car, parts of the car being broken out. Fig. 2 is a side view of the skid and section of one side of the car. Fig. 3 is a perspective view of the hook on the end of the skid. Fig. 4 is an enlarged detail plan view of the eyebolt held on the car.

In the sill A of a car a series of bolts, B, are held below the door, on the outer end of each of which bolts a flat eye, C, is formed, which is provided with a slot, D, parallel with the sill, and having an enlargement, D', in the middle. The said eyebolts are preferably made square, so that they cannot turn, and so that the eyes will at all times be held horizontally. A short distance from each side of the door-opening a hook, E, is secured on the outer side of the car at or near the bottom, which hooks serve to hold the outer ends of the skids F. Each skid F is provided at one end with a bar, G, having its outer end bent rectangularly, and having a transverse head, H, provided with a rounded edge formed on the bent part, the head H being at right angles to the length of the skid. If desired, one

skid F is provided with an eye and the other with a pivoted hook for holding the skids together at or near their free ends. When the skids F are not in use, they are held in the hooks E, and are thus held against the sides of the car. The heads H are at right angles to the slots D and below the flat eyes C, and thus the ends of the skids F cannot be thrown out of the eyes C by the jolting of the cars. When the skids are to be used, they are lifted out of the hooks E and swung from the car, and the free ends are rested on a wagon or on the platform, ground, &c. When the skids are in this position, the hook ends of the bars G can be lifted out of the eyes C and placed from one eye, C, into another.

As shown in the drawings, the skids F are held against the side of the car above the bottom edge of the door; but the skids may be hung lower and the hooks E secured to the side of the car and to the sill, so that the top edges of the skids F, when the said skids are held to the sides of the car, will be below the bottom edge of the door.

If desired, planks can be placed or secured on the skids to form an inclined plane for loading cattle or other stock on the cars, or for unloading them.

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

1. The combination, with a car provided with bolts B, having longitudinally-slotted eyes C, and with hooks E, of the skid F, provided with a bar, G, having bent ends formed with head H, substantially as and for the purpose set forth.

2. The combination, with a car, of bolts B, having eyes C, provided with longitudinal slots on the outer ends, and of the skids F, provided with bars G, having their ends bent, and heads H, formed on the bent ends of the bars, substantially as herein shown and described.

3. A skid provided at one end with a bar, G, having its end bent, and a transverse head formed on the bent end, substantially as herein shown and described.

JOSEPH L. ROWE.

Witnesses:

CHARLES A. WILLIAMS,  
BEN F. SELF.