

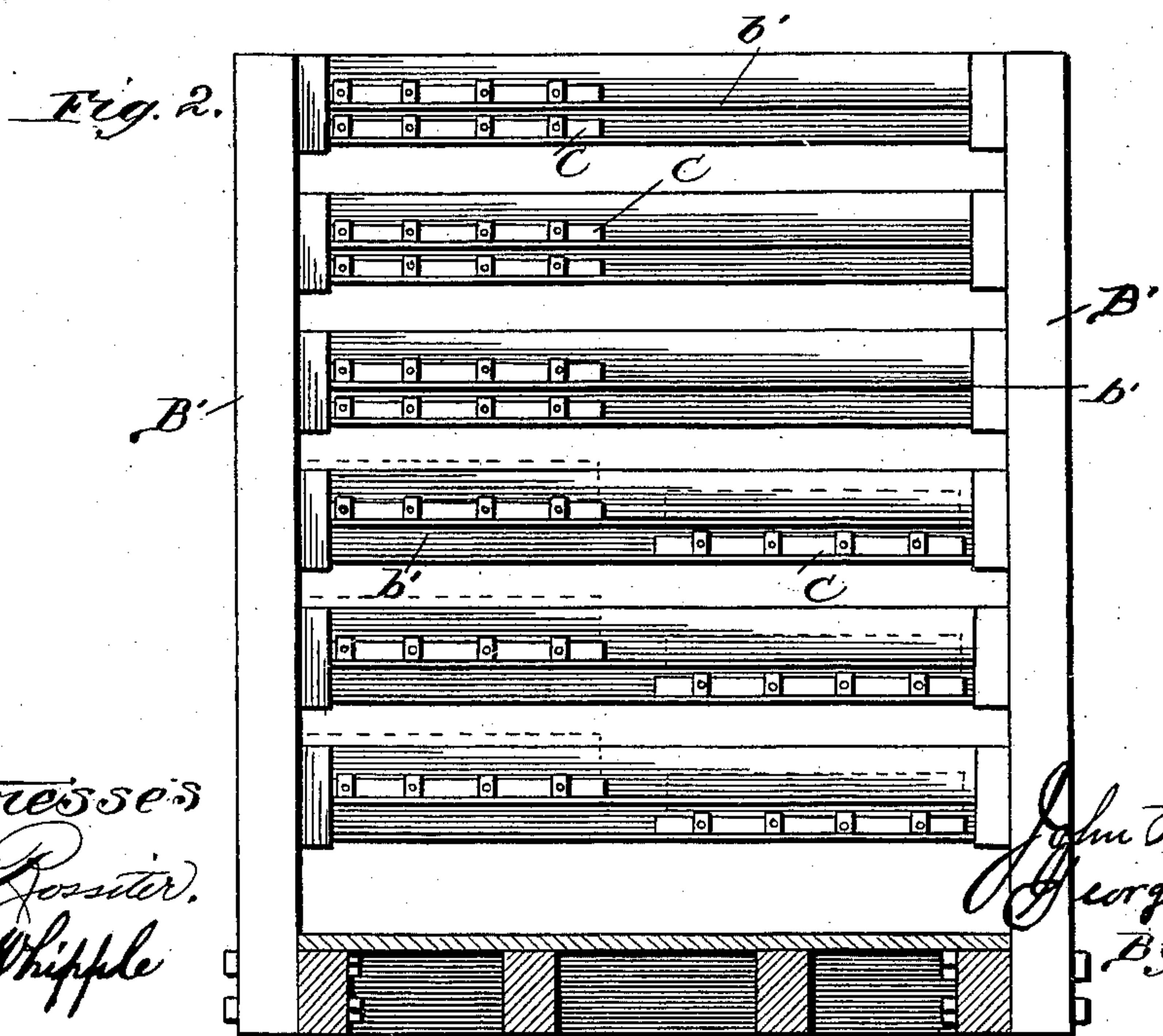
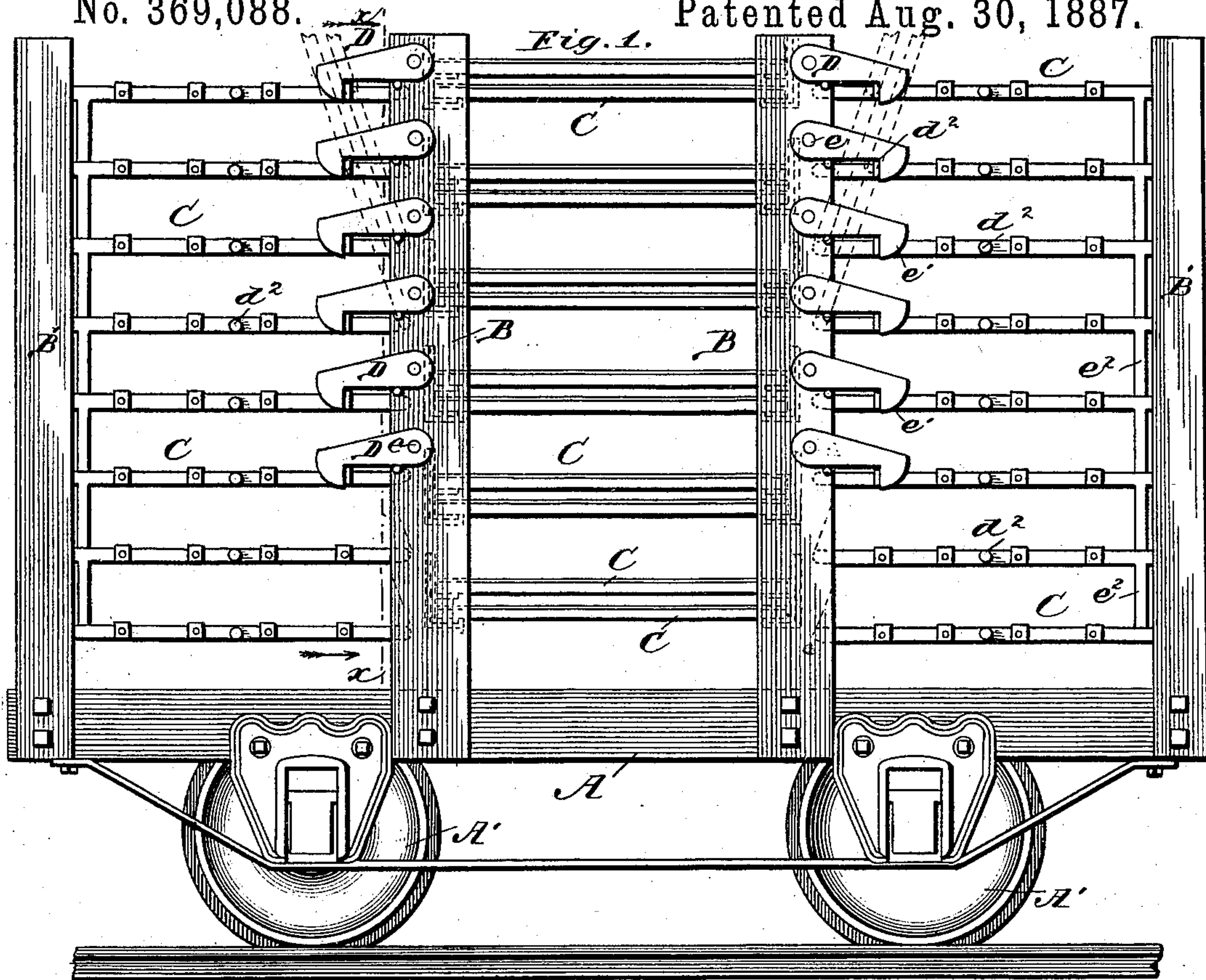
(No Model.)

2 Sheets—Sheet 1.

J. W. & G. H. AREGOOD.
FREIGHT CAR.

No. 369,088.

Patented Aug. 30, 1887.



Witnesses
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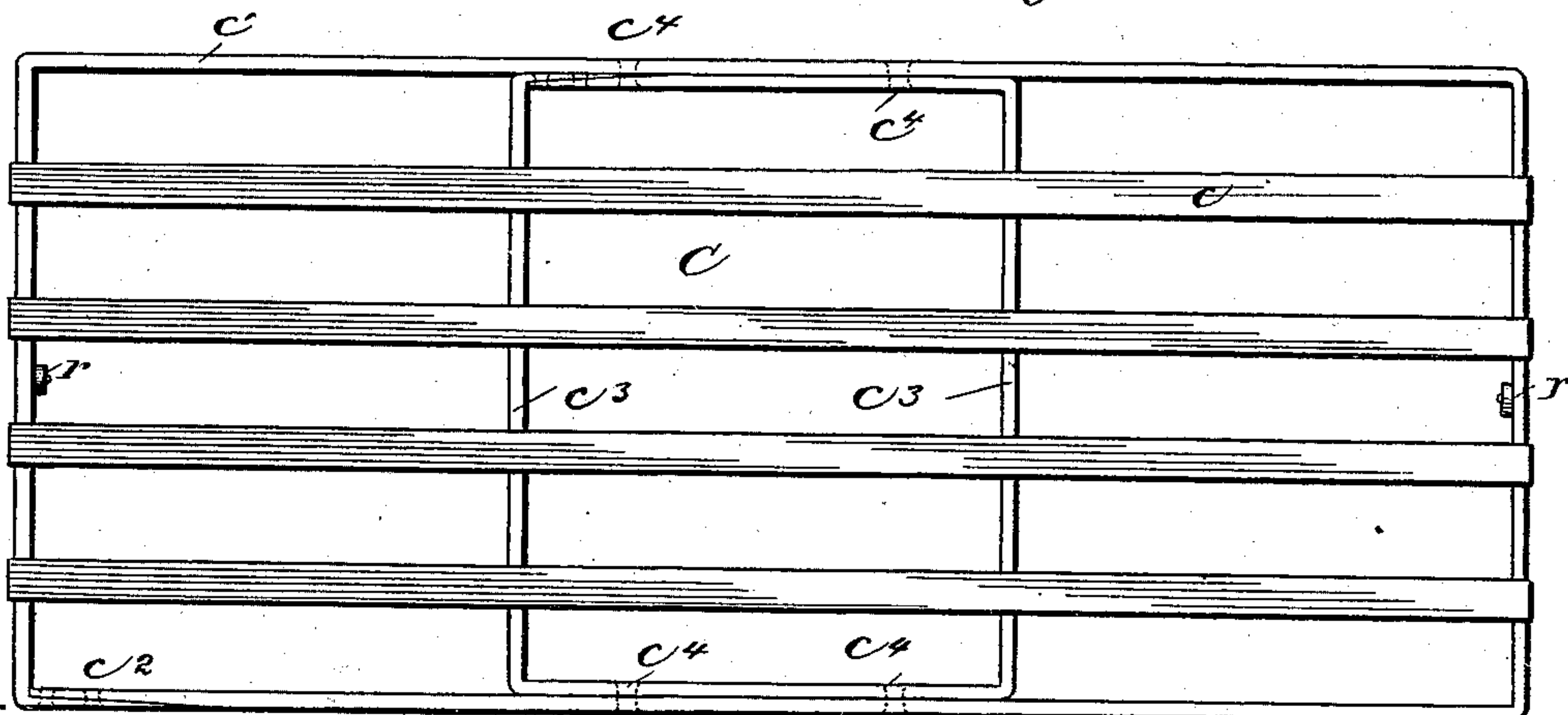
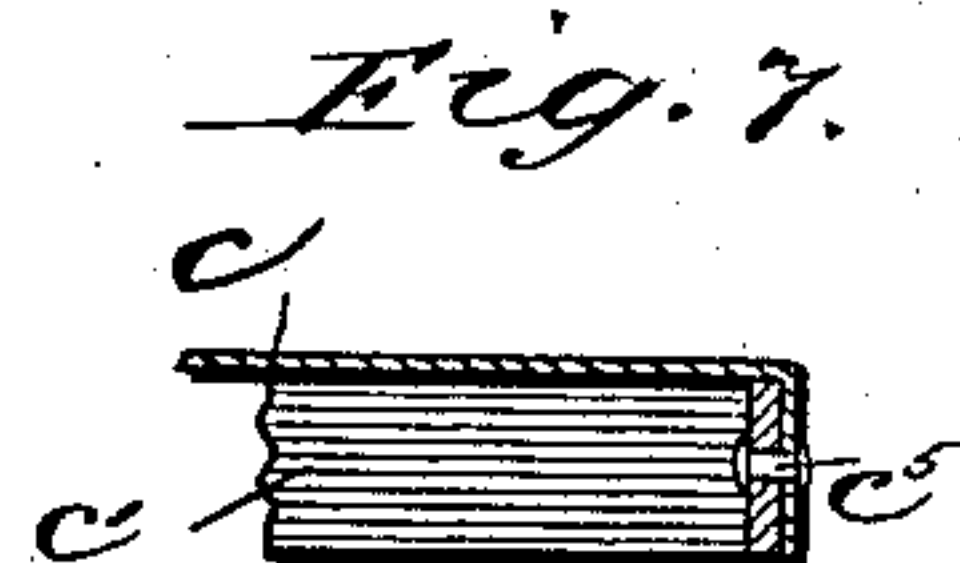
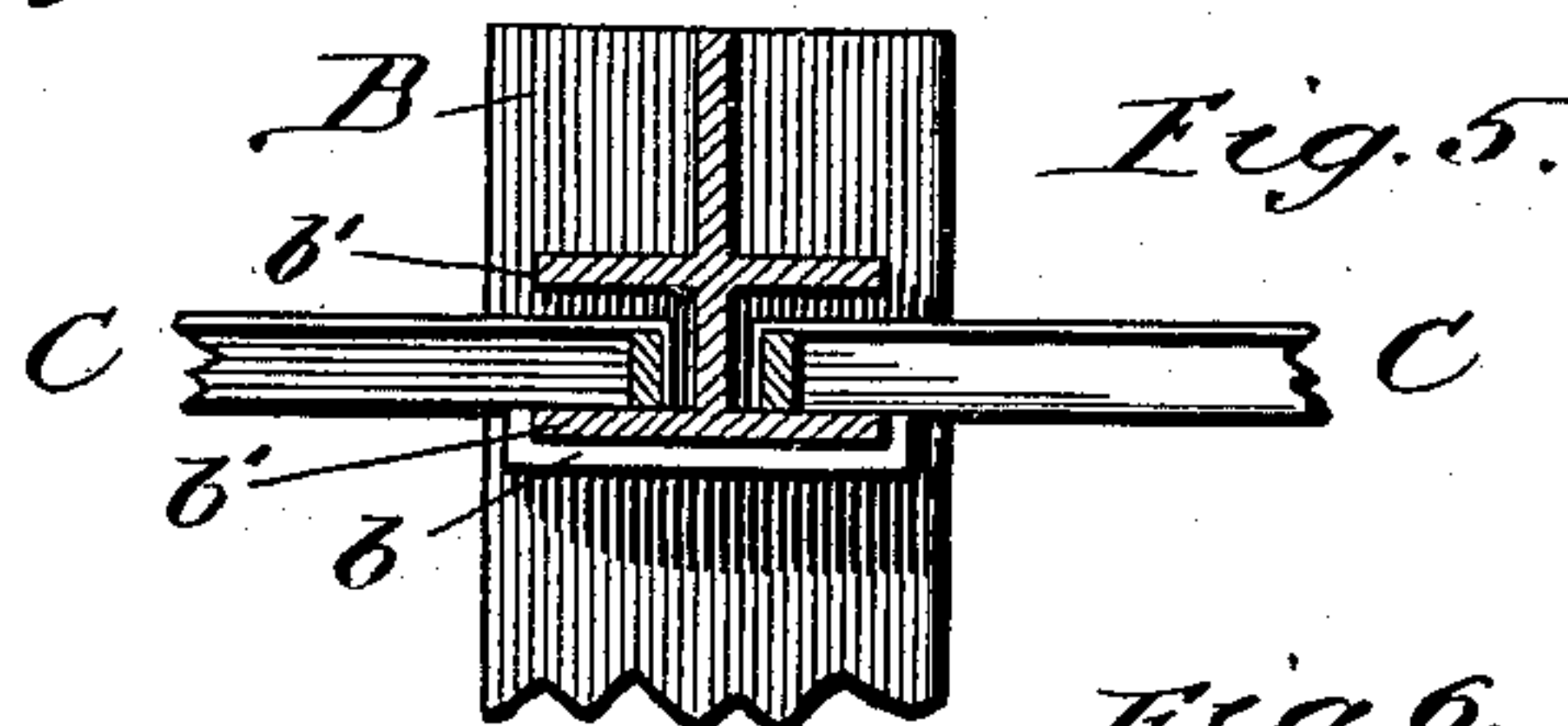
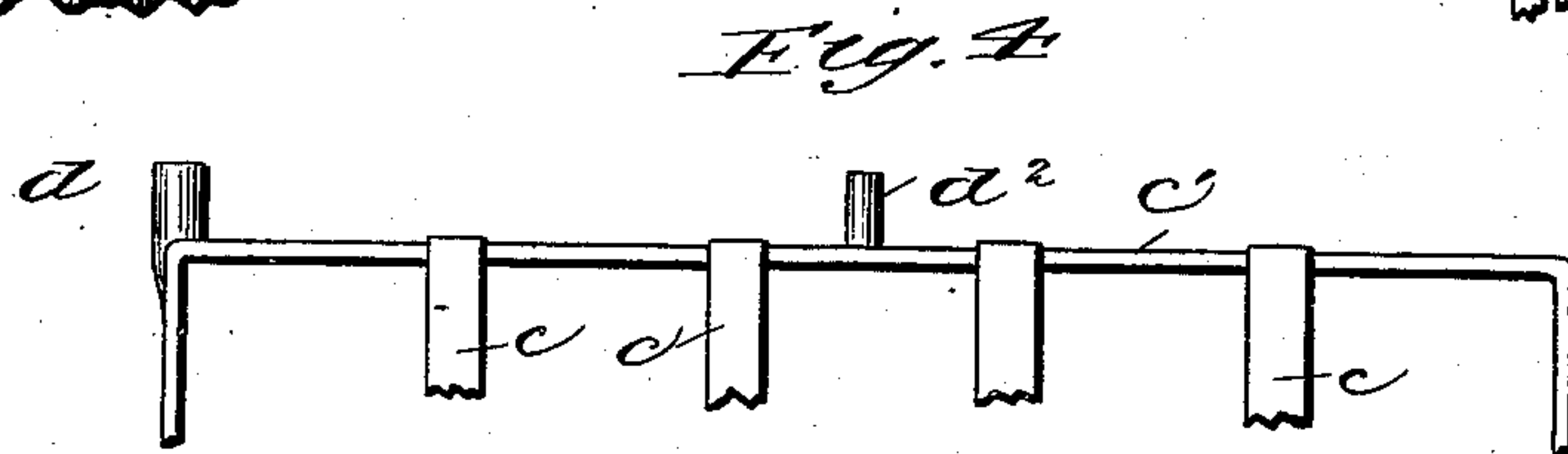
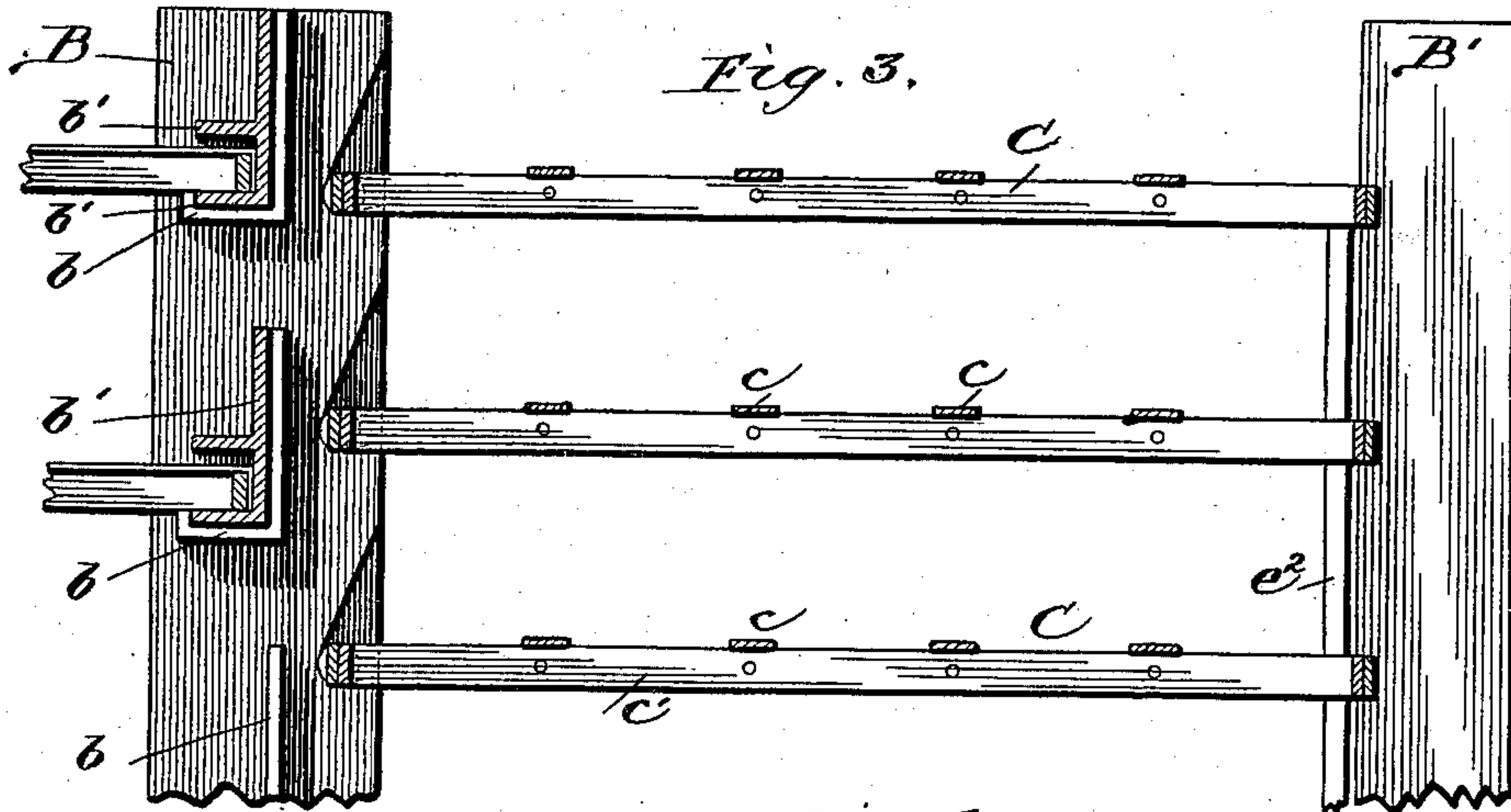
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2 Sheets—Sheet 2.

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FREIGHT CAR.

No. 369,088.

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Witnesses.

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UNITED STATES PATENT OFFICE.

JOHN W. AREGOOD AND GEORGE H. AREGOOD, OF CHICAGO, ILLINOIS.

FREIGHT-CAR.

SPECIFICATION forming part of Letters Patent No. 369,088, dated August 30, 1887.

Application filed January 14, 1887. Serial No. 224,325. (No model.)

To all whom it may concern:

Be it known that we, JOHN W. AREGOOD and GEORGE H. AREGOOD, of Chicago, Illinois, have invented certain new and useful
5 Improvements in Cars or Carriers, of which the following is a specification.

Our invention relates to improvements in cars for carrying small articles or packages which cannot be stowed together in bulk because the under layers cannot sustain the
10 weight of those above; and the object of our improvements is to provide a car with adjustable shelves or pallets so arranged and supported as to support the layers separately and
15 be conveniently manipulated in loading and unloading the car. We attain this object by arranging and supporting the shelves or pallets in the manner shown in the accompanying drawings, of which—

20 Figure 1 is a side elevation of an open car specially adapted to carry undried bricks or tiles from the place where they are made to the dry-kiln. Fig. 2 is a vertical section on line $x x$ of Fig. 1, looking in the direction of
25 the arrow. Fig. 3 is an enlarged longitudinal vertical section at one end of a car constructed as shown in Fig. 1. Fig. 4 is an enlarged fragmentary plan view of a detail. Fig. 5 is a fragment of an enlarged vertical longitudinal section. Fig. 6 is an enlarged plan of a
30 shelf or pallet made of slats. Fig. 7 is a section on line $x x$ of Fig. 6.

A designates the car-platform of a flat car of the ordinary construction, and supported
35 upon trucks or wheels $A' A'$ in the usual manner. The platform is provided with uprights or standards $B B'$. Upon the inside the standards B are provided with lugs b , which are designed to support way-bars b' , which rest upon
40 the lugs upon each side of the car and extend across the car from side to side, as seen in Fig. 2. The shelves or pallets C have their ends rested upon the way-bars and extend across from one of the standards B to the other.
45 Their width is less than half the width of the car. The way-bars are arranged in pairs, the bars of each pair being spaced so that the two pallets supported on a pair of way-bars will be in parallel planes just far enough apart to
50 allow them to pass each other and be shoved over to either side of the car. The pairs of

way-bars are spaced sufficiently apart to give room between the pairs of pallets for the articles or packages to be carried. With this arrangement of pallets the car can be loaded on
55 both sides from the bottom up by first placing one pallet of the lower pair on each side of the car, and, after filling or covering both, repeating the operation as to each successive pair
60 all the way up to the top, and the unloading is rendered convenient, because when the articles are removed from the upper pallets they can be shoved over onto the other side of the car, so that one will be over the other and the
65 pair will be out of the way while those immediately below are being unloaded. In this way the car is filled with layers of articles each separately supported, so that those at the bottom will not be crushed by the weight of those above. The pallets are preferably made
70 less than half the width of the car, so that a passage-way for ventilation or for an attendant may be afforded through the center of the car when the pairs of pallets are extended on opposite sides of the car, as seen in the lower
75 portion of Fig. 2.

The pallets may be simple shelves of board cut off the desired length and width, or constructed in the form shown in Fig. 6, which represents a pallet made of slats c , secured to
80 a frame, c' .

The frame is made of an outer bar or piece of thin material bent into the rectangular form shown and secured together at c^2 by rivets and strengthened by a smaller frame, c^3 , of similar
85 construction, secured within it by rivets c^4 , so as to support the slats near the center. The slats may be secured by rivets c^5 , as shown in Fig. 7. Wheels or rollers r may be attached for reducing friction.

90 Instead of arranging the pallets so as to be shifted by sliding from one side of the car to the other, they may be hinged to the side of the car or to standards B or B' , as illustrated in Figs. 1 and 3, the shelves or pallets being
95 provided with a pin, d , at two opposite corners adapted to fit an opening or recess, d' , in the standards, to form a hinge-joint which will allow the pallets to be raised up at the opposite end, as shown by the dotted lines, Fig. 1.
100

A pin, d^2 , is provided at one or both ends of the pallets thus hinged to the standards,

which are provided with hooks D, pivoted to the standards at e and provided with bevel-points e' , which come in contact with the pins d^2 in such manner as to raise the hooks and
 5 cause them to be engaged over the pins, so as to hold the pallets up. The opposite end from the hinge may be provided with a leg, e^2 , or be rested on a pin or ledge projecting from the standard B' or in recesses therein, the same as
 10 d^3 , Fig. 3, in the standards B. The pallets thus hinged at one end may be loaded successively, beginning at the bottom and first loading the lowest one, then letting down the next one and loading it, and so on till all are
 15 filled. In unloading, the operation is begun at the top, and as the pallets are unloaded they are turned up out of the way and held up by the hooks.

The car and pallets, when constructed expressly for carrying green bricks or tiles into a dry-kiln and remaining in the kiln until the bricks are dried, are preferably made of metal, that material being better adapted to endure the heat of the kiln than wood.

25 The pallets, though adjustable, as described, for the convenience of loading and unloading, are nevertheless fixtures in the car, so as to be always in place and not liable to be taken out and lost.

30 What we claim is—

1. A car provided with adjustable pallets or shelves supported in the car on way-bars and arranged to slide by each other, so as to be placed upon either side of the car, substan-
 35 tially as specified.

2. A car provided with adjustable pallets or shelves hinged at one end to standards in the car-wall, in combination with automatic hooks adapted to support the respective pallets when the loose end is elevated, substantially as and for the purpose specified. 40

3. In a car, the standards B, provided with brackets b , in combination with pairs of way-bars $b' b'$ and sliding pallets C, arranged in pairs, substantially as and for the purpose 45 specified.

4. In a car, standards B, in combination with a series of pallets, C, hinged thereto and provided with pins d^2 , and a series of pivoted hooks, D, provided with bevel-points e' , as and 50 for the purpose specified.

5. The pallet constructed of a bar, e' , bent at the corners and secured as at e^2 , in combination with the inner frame, e^3 , secured as at e^4 , and the slats e , secured as at e^5 , as and for the 55 purpose specified.

6. In a car provided with adjustable pallets or shelves hinged at one end to standards in the car-wall, the combination of such pallets with supports adapted to the respective pal- 60 lets or shelves, so as to hold up the loose ends when elevated, substantially as specified.

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Witnesses:

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