

James B. Calkins. Stock and Freight Car.

116804

PATENTED JUL 11 1871

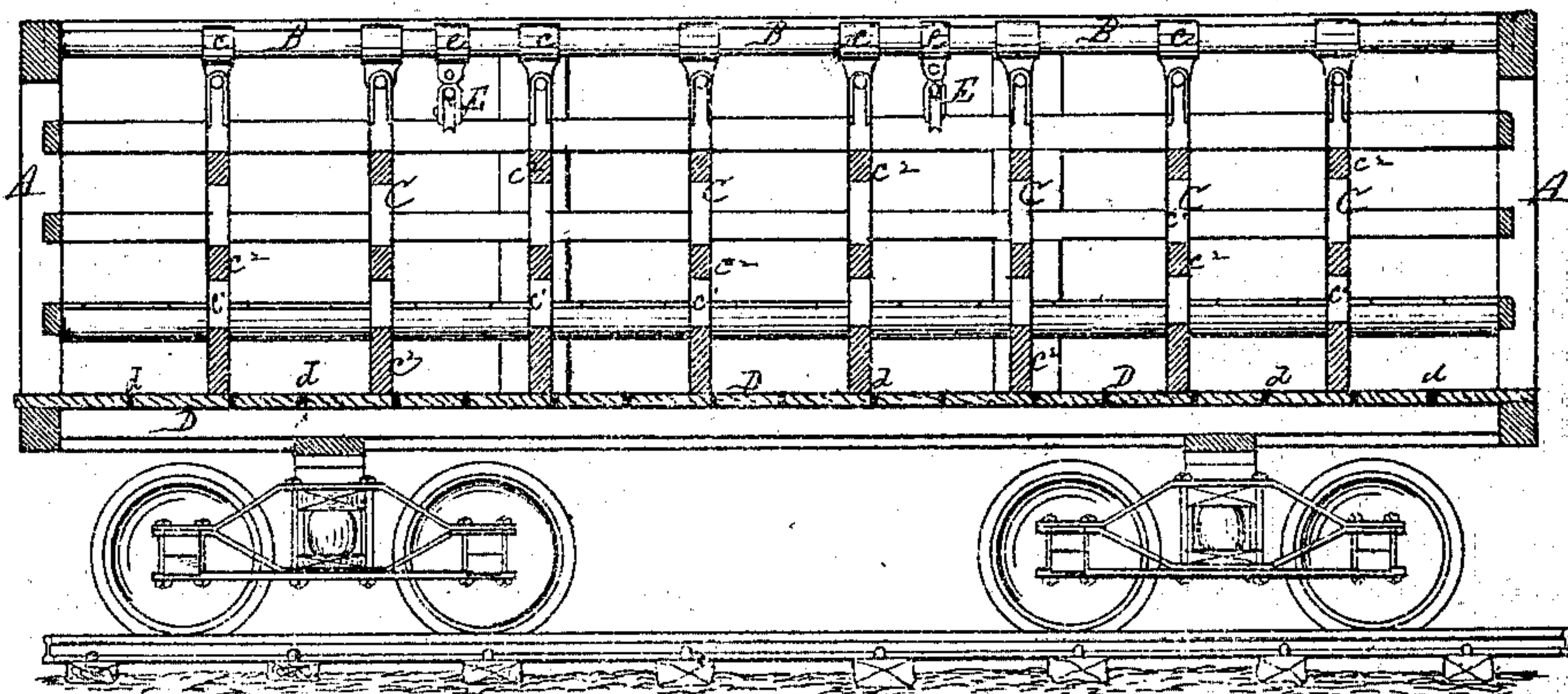


Fig. 1.

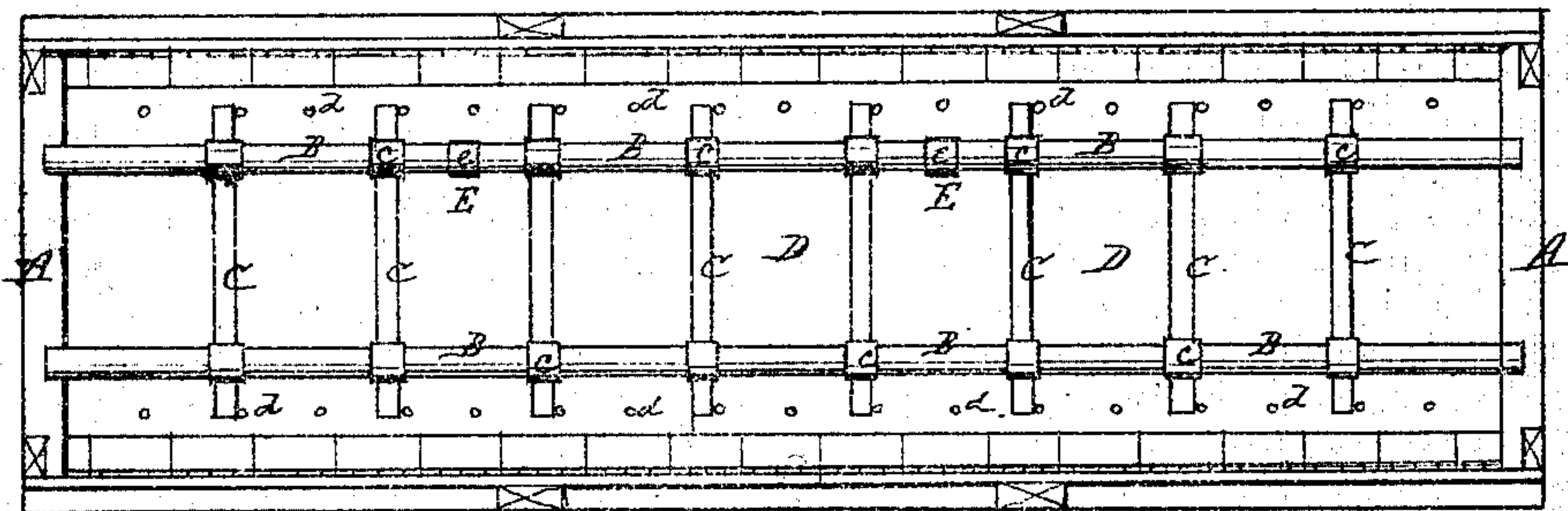


Fig. 2.

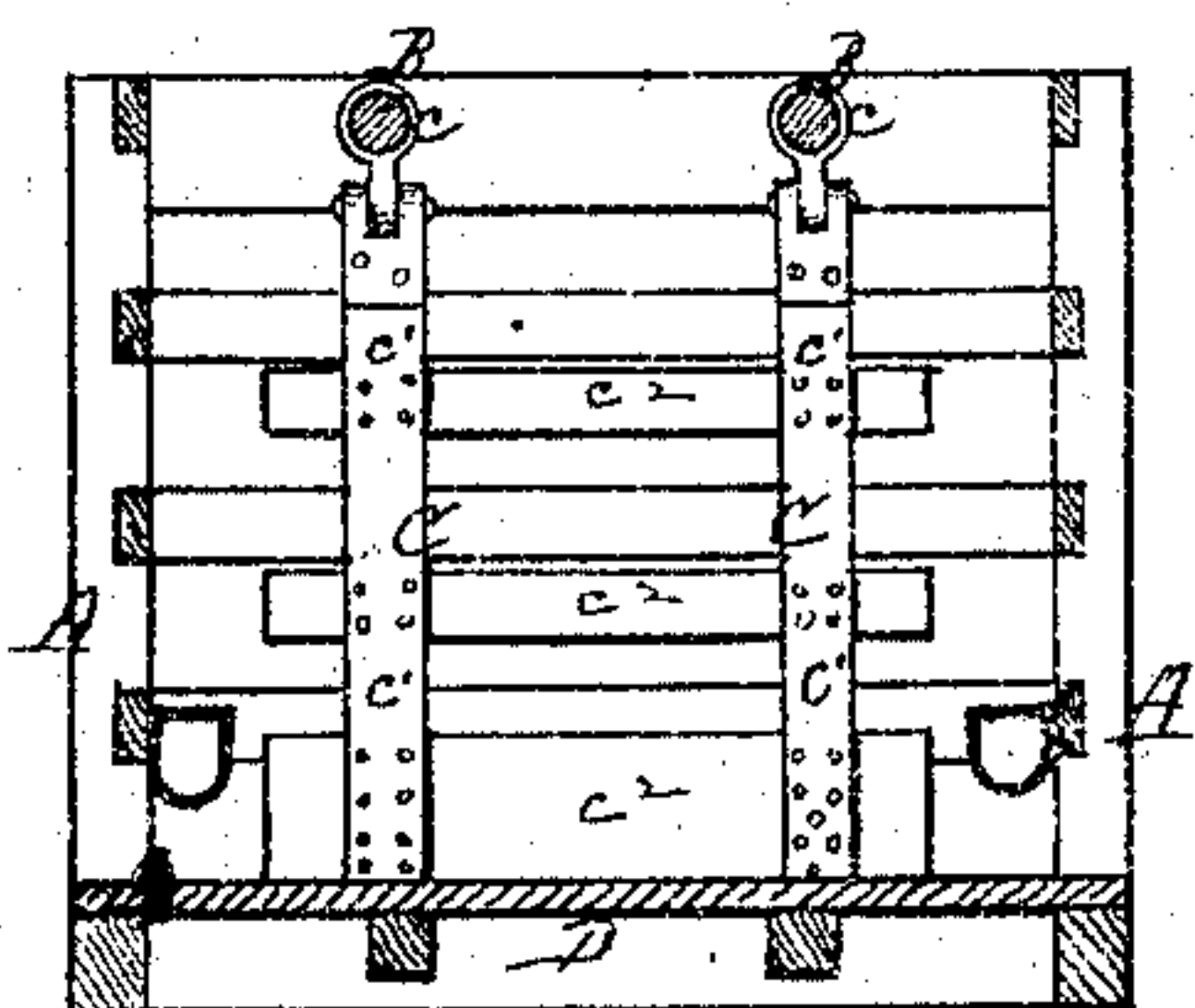


Figure 3.

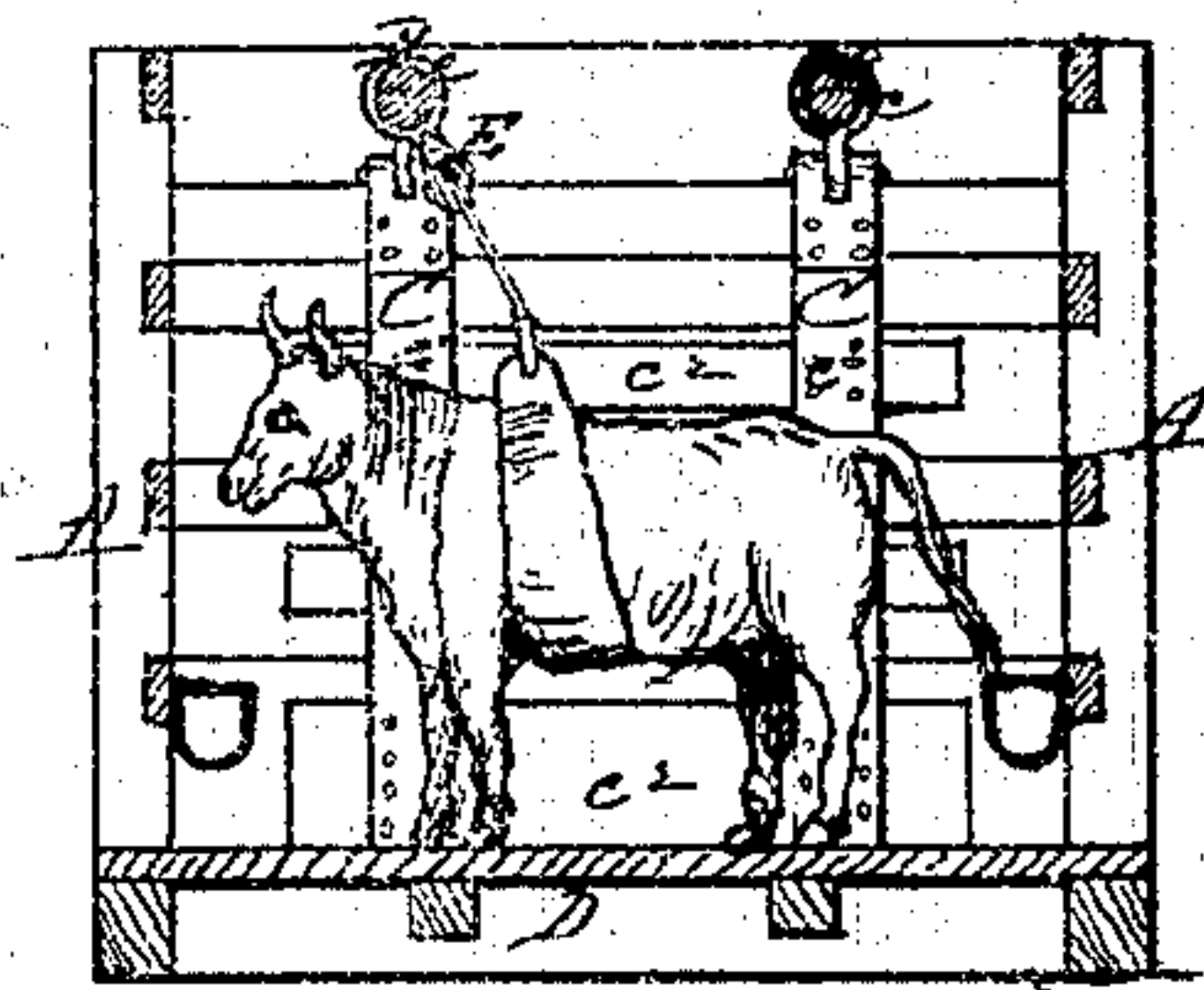


Figure 4.

Witnesses:

Robert Burns.

J. W. Fether.

Inventor:

James B. Calkins
By his Attys
Fether & Co

UNITED STATES PATENT OFFICE.

JAMES B. CALKINS, OF PACIFIC, MISSOURI.

IMPROVEMENT IN STOCK-AND-FREIGHT CARS.

Specification forming part of Letters Patent No. 116,804, dated July 11, 1871.

To all whom it may concern:

Be it known that I, JAMES B. CALKINS, of Pacific, in the county of Franklin and State of Missouri, have invented certain new and useful Improvements in Railroad Stock-and-Freight Cars; and I do hereby declare that the following is a full and true description thereof, reference being had to the accompanying drawing and to the letters of reference marked thereon.

The nature of this invention consists in providing railroad stock-cars with horizontal top rods or slides, on which partitions are hung, said partitions being movable, and forming separate stalls for the transportation of live stock; also, said invention relates to the use and arrangement of a sheave or pulley device, suspended from said horizontal rods, for partially sustaining the animals or stock by removing their weight from feet, all of which will now more fully be described.

To enable those herein skilled to make and use my said improvements, I will now more fully describe the same, referring to the accompanying—

Figure 1 as a longitudinal sectional elevation, to Fig. 2 as a top plan, and to Figs. 3 and 4 as transverse sectional elevations.

The car A is constructed as usual. To the top of the said car A is secured, in any proper manner, the horizontal metal rods B. To said rods B the partitions C are hung by means of a sleeve, *c*, in the hinged manner shown in Figs. 1 and 3. The partitions C consist of two or more vertical slats or bars, *c*¹, to which the cross-slats *c*² are secured. In the bottom D of the car is a series

of holes, *d*, both sides, for securing the partitions C, by means of pins or ordinary bolts. On the sides of the car, secured to the slats, may be arranged troughs for feed or water-supply. To remove the weight of the animals from off their feet a broad girdle or girth is passed under the body of the animal and secured by rope attachments to a sheave, E, suspended on the horizontal bars or rods B by a sleeve, *e*, in manner clearly indicated in Fig. 4. The animals or stock thus partially suspended are greatly protected from exhaustion. By means of the sleeve *e* the partitions can be somewhat obliquely adjusted and secured, thus allowing the live stock to be stalled in alternate or opposite-facing directions; also, as said partitions C form independent stalls, the storage of live stock can readily be effected without danger and with great dispatch. By sliding the said partitions to one end of the car the same can be used for the transportation of freight.

Having thus fully described my said invention, what I claim is—

1. The partitions C, sleeve *c*, horizontal rods B, when arranged within a stock-car, substantially as set forth.

2. The arrangement of a sheave, E, in combination with horizontal rods B, substantially as and for the purpose set forth.

In testimony of said invention I have hereunto set my hand.

Witnesses:

JAMES B. CALKINS.

ROBERT BURNS,

WILLIAM W. HERTHEL.