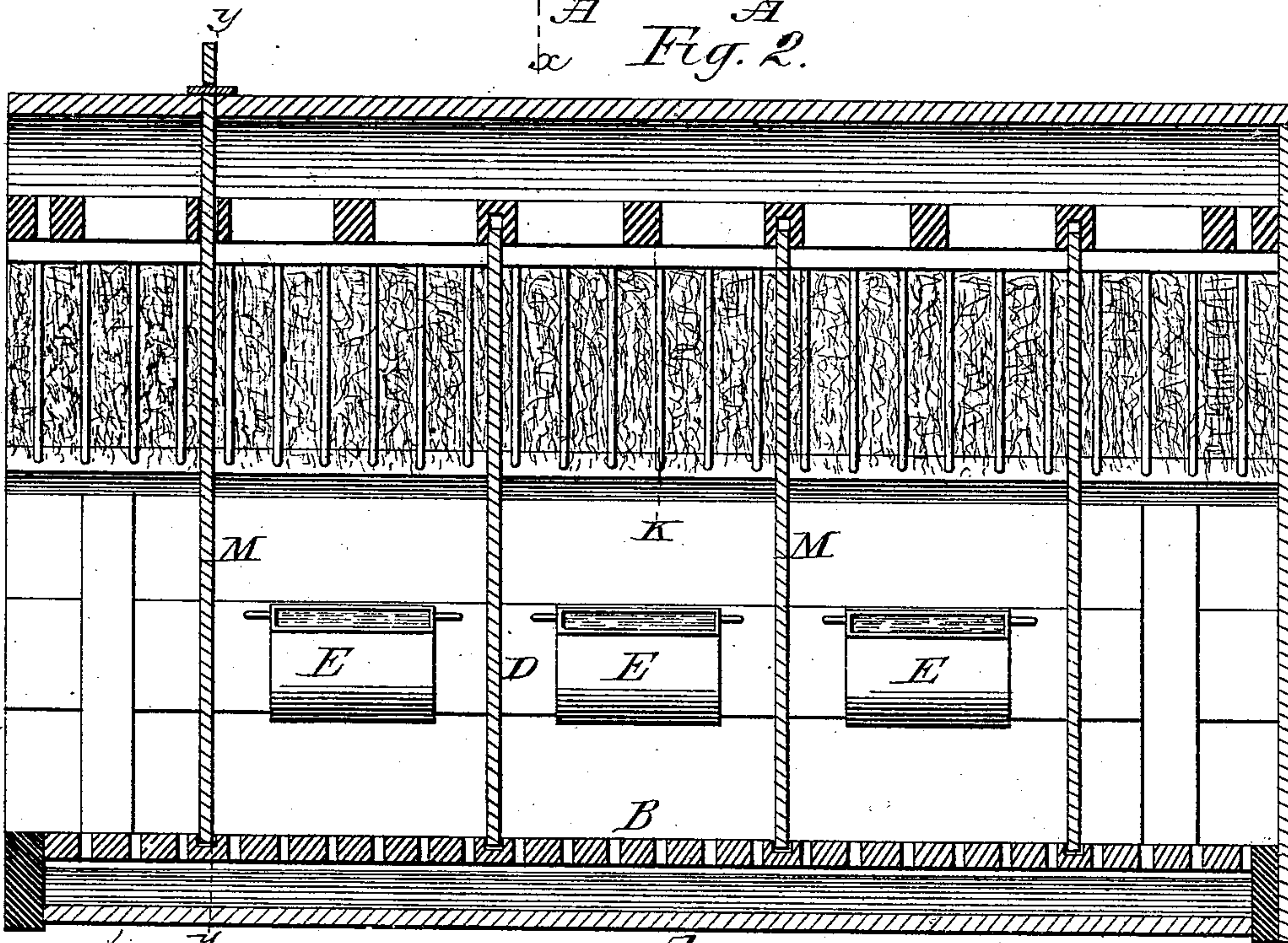
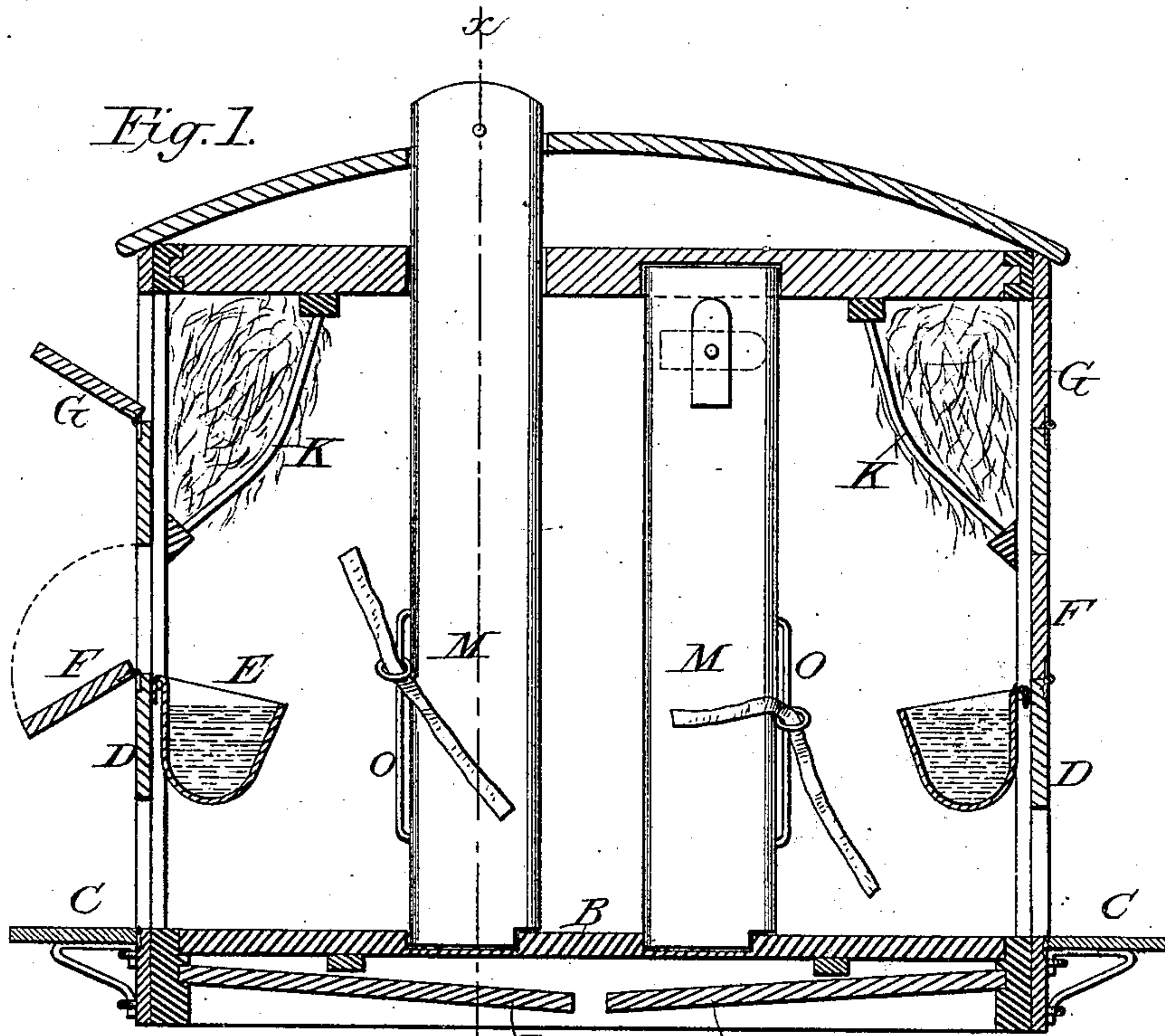


J. WOOD.
Stock-Car.

No. 226,897.

Patented April 27, 1880.



Witnesses:
E. H. Clark,
Samuel Harper

Inventor:
John Wood

UNITED STATES PATENT OFFICE.

JOHN WOOD, OF COOPERSTOWN, NEW YORK.

STOCK-CAR.

SPECIFICATION forming part of Letters Patent No. 226,897, dated April 27, 1880.

Application filed February 16, 1880.

To all whom it may concern:

Be it known that I, JOHN WOOD, of Cooperstown, in the county of Otsego and State of New York, have invented certain new Improvements on Railroad-Cars for Carrying Cattle; and I do hereby declare that the following is a full and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon, making a part of this specification—

Figure 1 being a cross-section, and Fig. 2 a longitudinal section on the line *xx* of Fig. 1.

To enable others skilled in the art to make and use my invention, I will describe its construction.

I construct the car with two bottoms a small distance apart, the lower bottom, A A, tight and inclined each way toward the center, where there is an opening to let out all the wet and prevent its getting onto the trucks or rails. B B is the upper bottom, which supports the weight of the cattle. It is made of scantling or small timbers, placed about one inch apart to let the wet pass through onto the lower bottom, so the animals can stand dry. These floor-scantlings can be framed into the timbers on each side of the car by cutting gains in said timbers for the end of the floor-scantling to fit in in such a way that they can be lifted out at any time to clean the tight floor under them, or for any other purpose.

C is a door about one foot wide, extending the whole length of the car on each side. It can be made in as many sections as desired. Said doors are attached to the car by hinges at the lower edge, so as to let down for the purpose of cleaning out the car, which can be washed out with a hose while the cattle are in it before going into market. There are swing-brackets attached to the sides of the car, which are turned out to support the doors C in a horizontal position when they are open, and said doors form a platform to stand or walk on to feed or water the cattle. Said doors when open must be about even with the upper side of the scantling-floor.

D is a portion of the side of the car over the doors C, and is about one foot wide.

E are boxes for feed and water, attached to the side of the car on the part D. I prefer

iron as being the best material to make them of, with hooks or some other device at the top to connect them to the car in such a manner that said hooks act the part of hinges and permit said boxes E to be turned up and emptied of water or anything they may contain.

F is a door on the sides and extending the length of the car, about one foot wide, for the purpose of being opened to give the cattle fresh air, feed, or water, and also for emptying anything that may be left in the boxes E on the outside of the cars.

G is a door about one foot wide, extending the whole length of the car, about six inches from the top. It lets down for the purpose of ventilation, and also to put hay or fodder into the rack K. Said rack may be constructed of iron or wood and placed sufficiently high to prevent the cattle (which stand with their hind parts toward it) from discharging their manure upon it.

M are stanchions, placed about two feet from each other and about two feet from the side of the car. I believe bass-wood or some other similar light wood the best material to make them of; but they might be made of iron. They are twelve to fifteen inches wide and from one and a half to two inches thick, with the edges planed and the corners taken off to prevent the cattle being hurt on them. These stanchions are placed alternately in such a manner that the cattle stand heads and tails. Said stanchions are loose and secured in their places as the cattle are put in the cars. These stanchions are attached to the car by mortises in the floor-scantling, and also in the top of the car, the mortise in the top of the car to be the deepest to permit the top end of the stanchion to be put into it first sufficiently far to permit the bottom end to go into the mortise in the floor, the mortise in the floor being so much shallower than the top mortise that it will not permit the stanchion to come out of the top mortise when it is put into the floor-mortise, and when said stanchion is in its place there is a button on each side of it at the top end, which, being turned with the ends against the top of the car, forms a shoulder and prevents the said stanchions being lifted

out of the bottom mortise, and thus secures it in its proper place; but other devices may be used to connect them to the car.

5 Mortises may be made a few inches apart for the purpose of contracting or expanding the space between the stanchions to correspond with the size of cattle.

For wild and dangerous cattle, mortises may be made through the top of the car and the
10 stanchions put through from the top and secured in their place by a pin or some other suitable device, and when these wide stanchions are fastened in place said cattle cannot turn around or get away, whether they are tied
15 and fastened or not. These broad stanchions can be connected with and used on cattle-cars now in use.

O is an iron rod about three feet long, firmly secured to the front edge of the stanchion,
20 with a ring and strap, rope, or chain upon it

for the purpose of tying the cattle. I think a strap preferable to a chain, because in case of accident it can be cut and the cattle liberated; but if a chain were used it might be an impossibility to loose them.

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

1. In a stock-car, the broad stanchions M, provided with attaching-rods O and suitable straps and rings for the purpose of separating
30 and securing the animals in a car, substantially as specified.

2. The tight inclined bottom with an opening in the center, the open scantling bottom B B, and the door C, combined and arranged
35 as and for the purpose specified.

JOHN WOOD.

Witnesses:

SAMUEL HARPER,
EDGAR H. LAKE.