(No Model.)

J. KAY.

Stock Car.

No. 233,936. Patented Nov. 2, 1880.

Fig. 1.

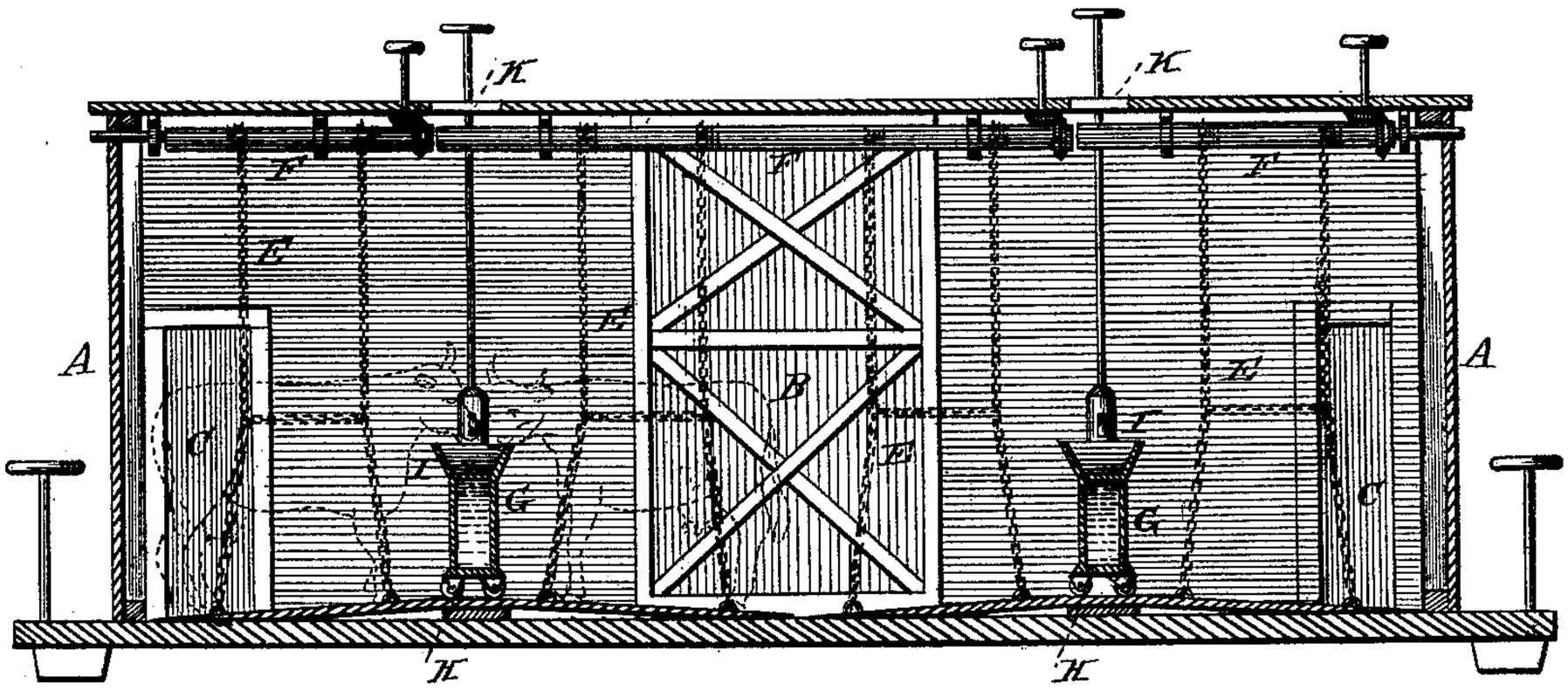


Fig. 2.

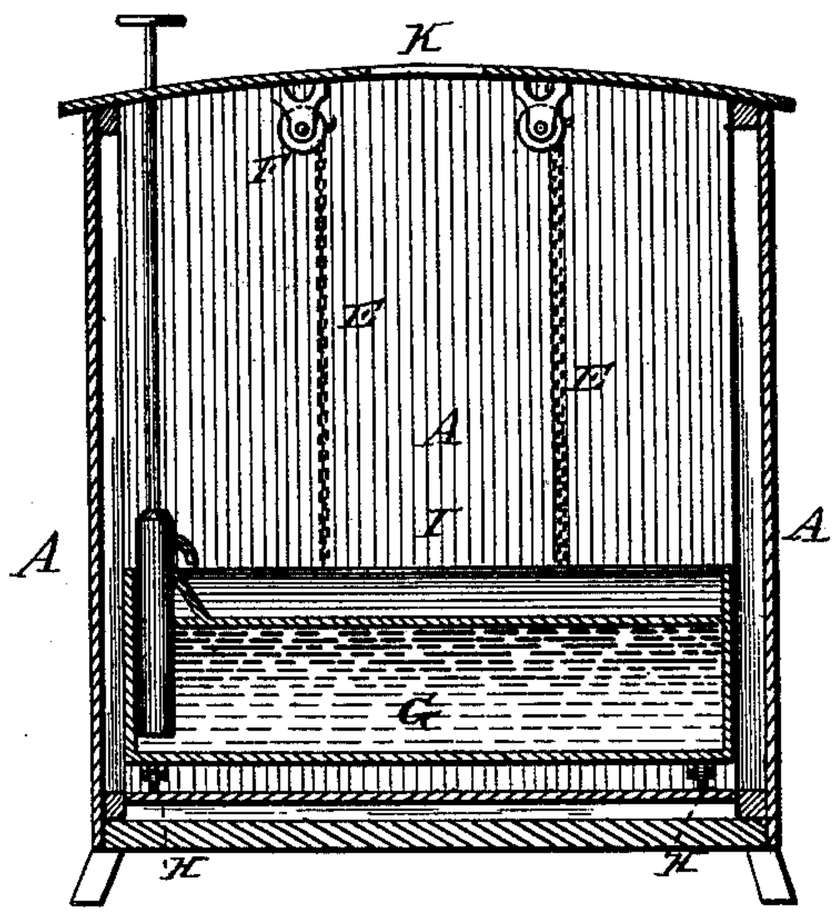
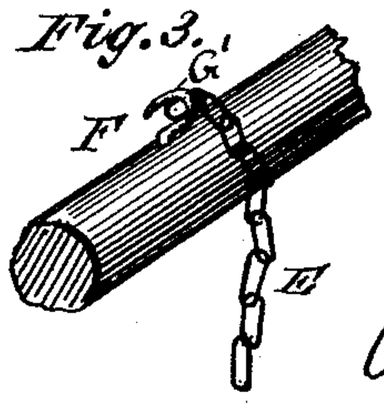


Fig. 3.



Witnesses:

P. C. Dieterich.

Fred. G. Dieterich

Inventor:

John Kay,

by C. A. Snow & Co.

Attorneys.

UNITED STATES PATENT OFFICE.

JOHN KAY, OF ST. LOUIS, MISSOURI.

STOCK-CAR.

SPECIFICATION forming part of Letters Patent No. 233,936, dated November 2, 1880.

Application filed March 5, 1880. (No model.)

To all whom it may concern:

Be it known that I, JOHN KAY, of St. Louis, in the county of St. Louis and State of Missouri, have invented certain new and useful Improvements in Cattle-Transportation Cars; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification.

This invention relates to railroad-cars for transporting cattle; and it consists in certain improvements in the construction of the same, which I shall now proceed more fully to describe with reference to the drawings, in which—

Figure 1 represents a longitudinal vertical section of my improved railroad stock-car. Fig. 2 is a vertical cross-section of the same; and Fig. 3 is a detail view, showing the method of connecting the chains to the longitudinal shafts.

Similar letters of reference indicate corresponding parts in all the figures.

In the annexed drawings, A represents the body of a box or stock car, which should be provided, preferably, with a central door, B, and end doors, C C, on each side, as shown, so as to provide for the ready admission of cattle into the car.

Stalls for the cattle are formed by a series of chains, E E, depending from shafts F F, which are journaled in suitable bearings longitudinally under the roof of the car, one or more sets of chains being provided, according to the number of cattle to be transported in the car.

Transversely the car is divided by tanks or reservoirs G G, extending through the width of the car and mounted upon rollers H H, which enable them to be easily moved to the ends of the car when it is desired to transport other freight than cattle.

The tops of the tanks G G form troughs I I, which are adapted to receive either the water from the tanks, which may be raised into the said troughs by means of suitably constructed and arranged pumps, or any feed which may be dropped therein by the attendants through man-holes K in the top of the car.

From the drawings it will be seen that the floor of the car is inclined downwardly from the water tanks or reservoirs, the object of this construction being to provide sufficient and proper drainage.

It will also be seen that the vertical chains are separated or spaced by means of horizontal chains O, which prevent the cattle in adjoining stalls from moving or interfering with each other.

To operate the longitudinal shafts F F suitable cranks or other mechanism may be provided.

The chains E E are provided at their lower ends with hooks adjusted to the bottom of the car, so as to be easily detached when the chains are to be wound upon the shafts F F.

The upper ends of the chains E E are adjusted upon hooks G′ upon the shafts F, so that when the said shafts are turned in a reverse direction the chains shall become detached and drop down upon the floor of the car, thus dispensing with the necessity of going between the cattle for the purpose of unhooking the chains when the cattle are to be removed from the car.

Owing to the arrangement of the water-tanks, as herein described, the contents of said tanks are constantly exposed to the heat emanating from the animals adjoining the said tanks. As a consequence the water will not freeze under any ordinary circumstances.

Having thus described my invention, I claim and desire to secure by Letters Patent of the United States—

The combination, in a railroad stock-car, with one or more longitudinal shafts, of chains adapted to form partitions in the car, the said chains being connected to the said shafts by hooks, from which they shall become detached by turning the shafts in a reverse direction, as set forth.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

JOHN KAY.

Witnesses:

J. P. LITTELL,

GEO. F. GRAHAM.