

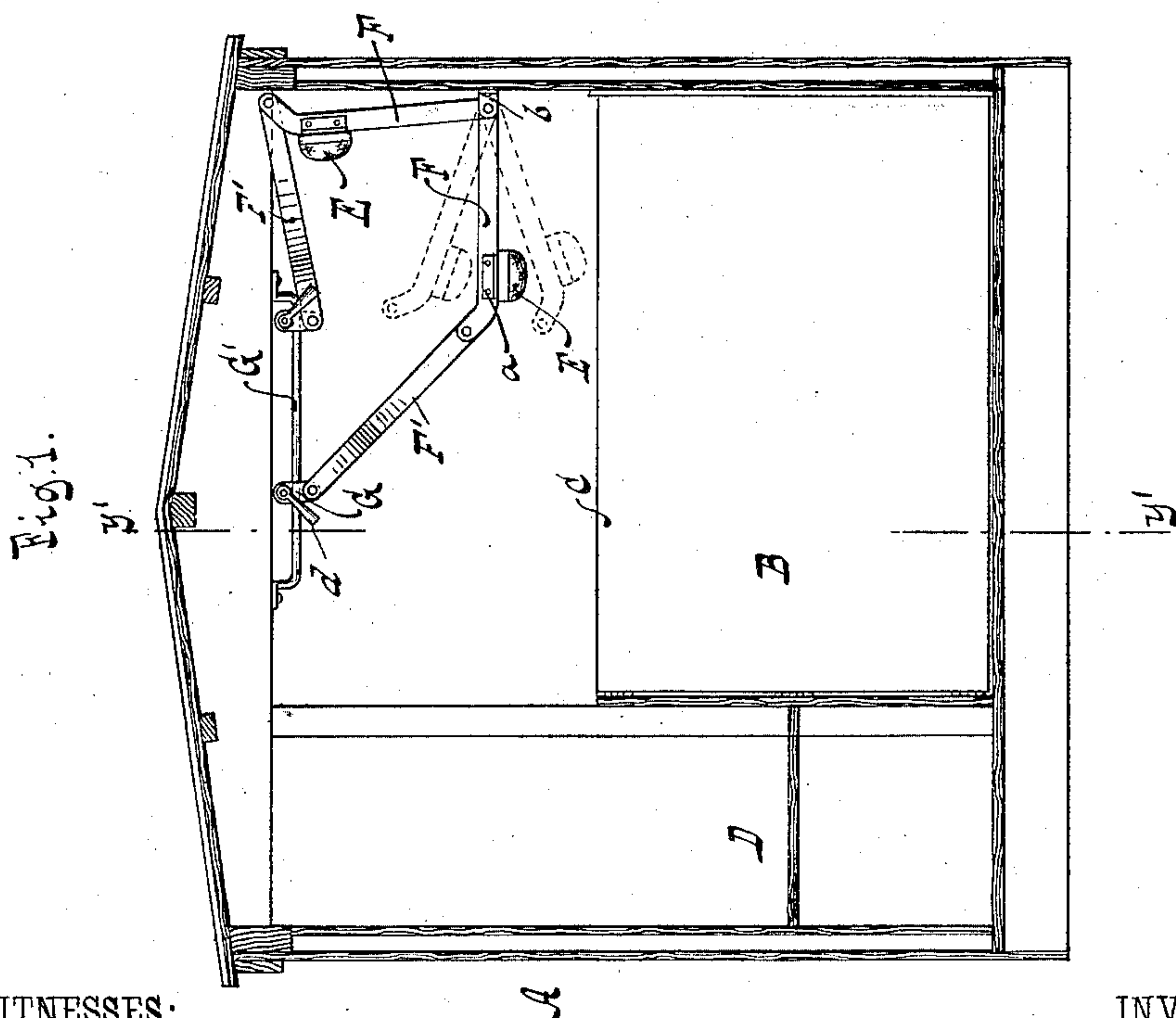
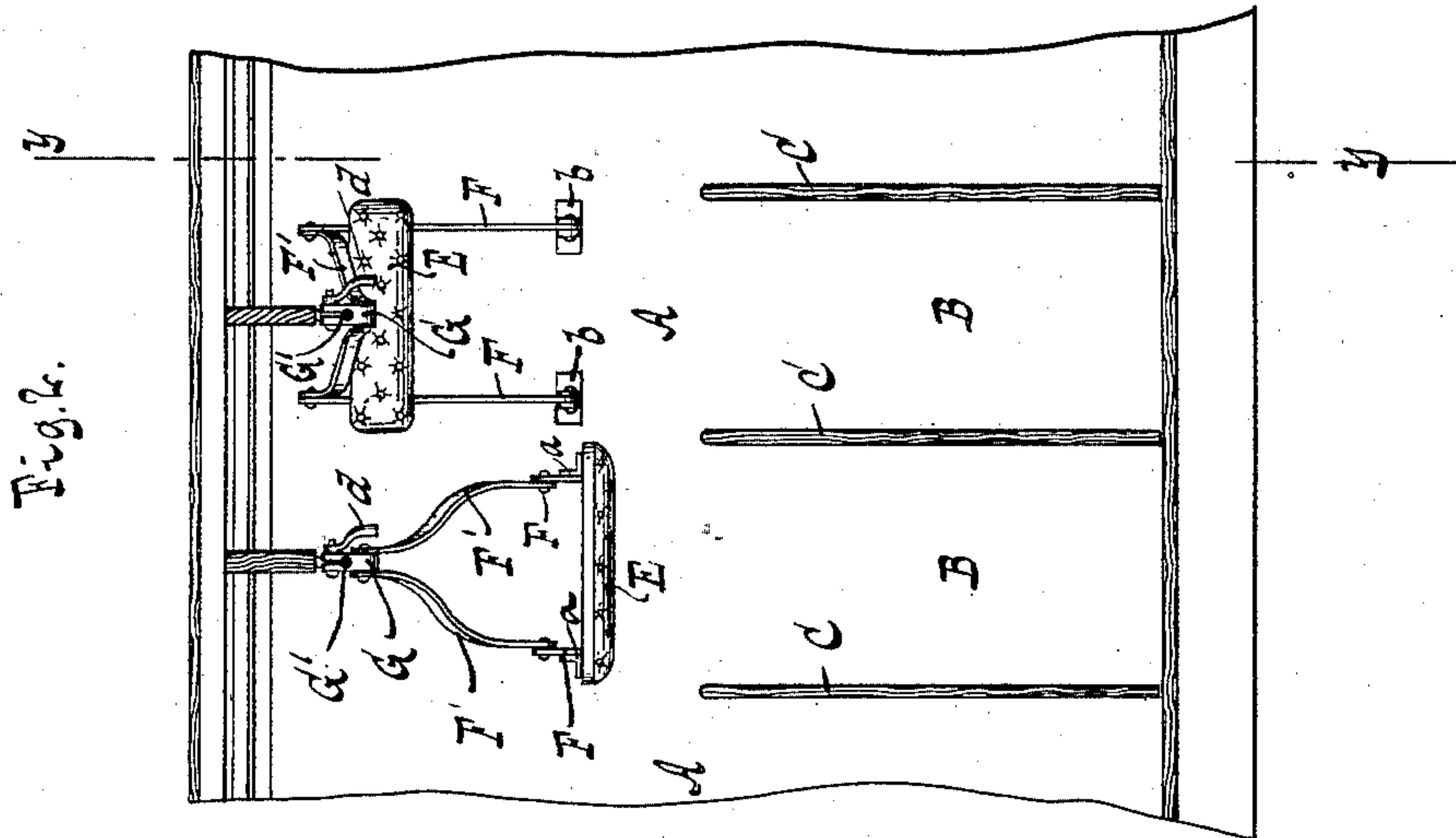
(No Model.)

J. H. WICKES.

STOCK CAR.

No. 324,624.

Patented Aug. 18, 1885.



WITNESSES:

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JAMES H. WICKES, OF NEW YORK, N. Y.

STOCK-CAR.

SPECIFICATION forming part of Letters Patent No. 324,624, dated August 18, 1885.

Application filed June 25, 1885. (No model.)

To all whom it may concern:

Be it known that I, JAMES H. WICKES, a citizen of the United States, residing at New York, in the county and State of New York, have invented new and useful Improvements in Stock-Cars, of which the following is a specification.

My invention relates to improvements in stock-cars, and especially to improvements in what are known as kicking-beams, which are beams placed over the rumps of the horses to prevent kicking; and it consists in a series of stalls each of which is provided with an independent kicking-beam arranged above the stalls, and each connected with a lever mechanism for raising and lowering the beams, and also in the combination, with a stall, of a kicking-beam extending transversely across the same and attached to one of a system of toggle-levers, one of which is permanently hinged, while the end of the other lever is free to be shifted and provided with means to be retained in any position, all of which is more fully pointed out in the following specification and claims and illustrated in the accompanying drawings, in which—

Figure 1 is a transverse vertical section in the plane *y y*, Fig. 2, of a stock-car provided with my improved kicking-beams. Figure 2 is a longitudinal vertical section thereof in the plane *y' y'*, Fig. 1.

Similar letters indicate corresponding parts.

In the drawings, the letter A designates the frame-work of a car, which may be of any well-known construction, and which is divided into a convenient number of stalls, B, by partitions C, which are hinged at one end and adapted to be secured at the other end, while in height they extend so as to clear the hips of the horses. D is a trough or manger located along one side of the car, and the car may also be provided with suitable tanks and the like and ventilated in the usual manner, or modified in any way, the specific arrangement and construction of the frame-work of the car having no direct bearing on my present invention.

Each of the stalls previously described is provided with a separate independent kicking-beam, E, which extends transversely across the stall over the rump of the animal therein, and is somewhat shorter than the width of the

same, in order that there may be no interference of the beams.

The kicking-beam, which is best cushioned or upholstered to prevent the animals from injuring themselves, is raised or lowered to correspond to the height of the horse by means of a system of two pairs of toggle-levers, F F', to one pair, F, of which it is secured at *a*, and the levers F are pivoted to suitable angle-plates, *b b*, on the frame of the car, while the levers F', which are properly curved to form a yoke, are hinged to an ordinary split clamp, G, which works on a suitable guide-bar, G', suspended from the roof of the car, said bar extending transversely across the same and about central with the stall. The clamp can be shifted in its position on the guide-bar G', and can also be clamped in any desired position by means of the screw and handle *d* thereof.

When the kicking-beam is to be lowered or raised, the split clamp is moved in the proper direction and then secured on the bar, and when it is desired to throw the same entirely out of the way it is only necessary to grasp the beam and force it upward into the position shown in the drawings, whence, owing to the properties of the levers and also to a bend in the levers F F', it will remain in such a position.

I am aware that kicking-beams have been used in stock-cars, but only one beam was employed for each car, which extended transversely across all of the stalls, and consequently could not be adjusted for each separate animal, while in the invention herein described I use a separate and independent kicking-beam for each stall, which is consequently independently adjustable to the height of the animal in the respective stalls, the advantage of employing such separate beams being evident.

What I claim as new, and desire to secure by Letters Patent, is—

1. In a stock-car, the combination, with a series of stalls, of a series of independent kicking-beams, and a lever mechanism for each kicking-beam for independently raising and lowering said beams, substantially as described.

2. The combination, with a stall, of a kicking-beam extending transversely across the same, the toggle-levers and guide-bar for rais-

ing and lowering and means for securing the same in position, substantially as shown and described.

3. The combination of kicking-beams E, extending transversely across the stall and attached to the levers F F, fulcrumed at one end to the car-frame, the guide-bar G, extending longitudinally over the stall, the split clamp thereof, and the levers F' F' for connecting the

split clamp G with the levers F F, substantially as shown and described. 10

In testimony whereof I have hereunto set my hand and seal in the presence of two subscribing witnesses.

JAMES H. WICKES. [L. s.]

Witnesses:

W. HAUFF,

E. F. KASTENHUBER.