

(No Model.)

2 Sheets—Sheet 1.

J. A. PARKER.
STOCK CAR.

No. 327,305.

Patented Sept. 29, 1885.

Fig. 1.

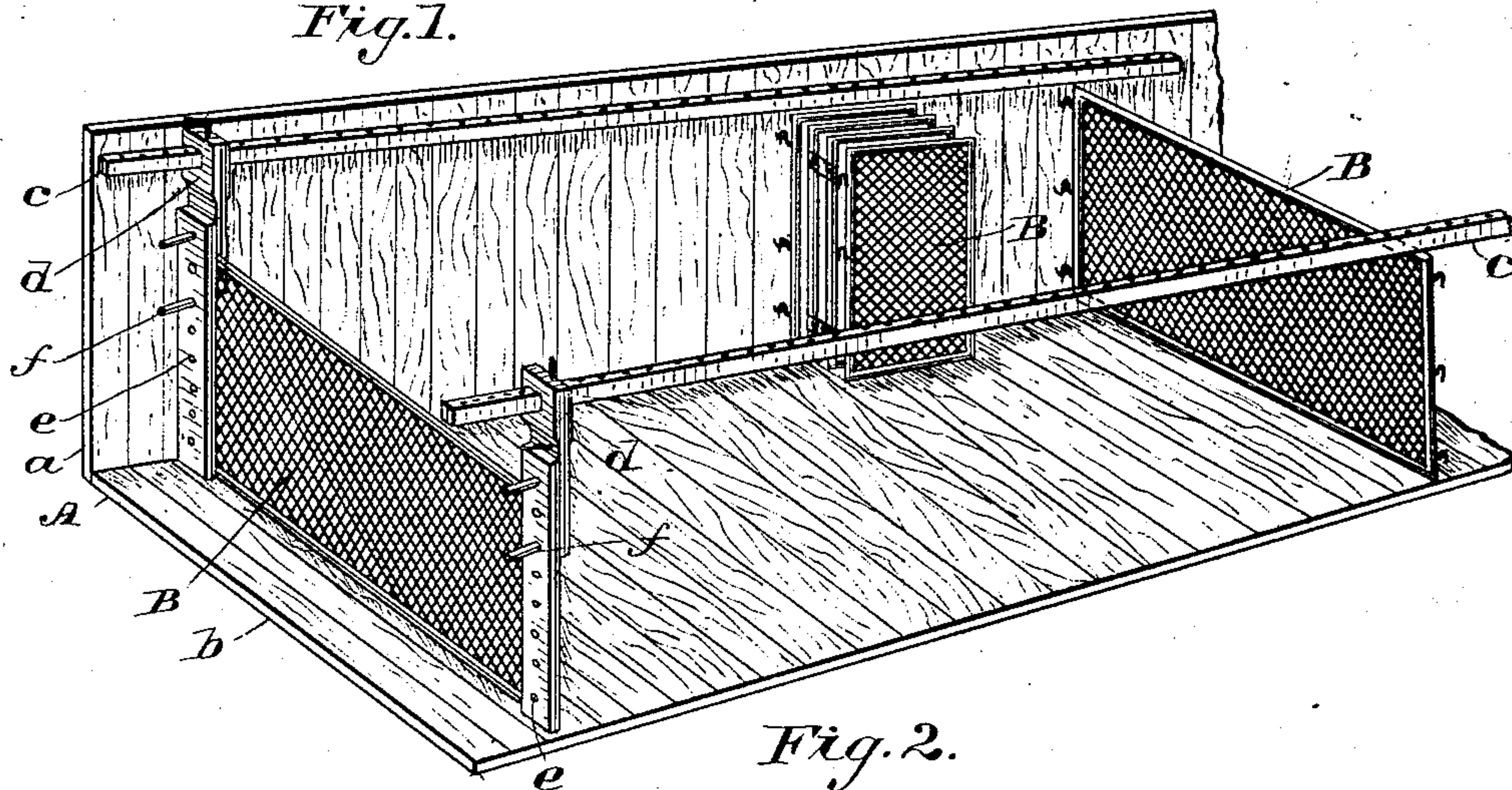


Fig. 2.

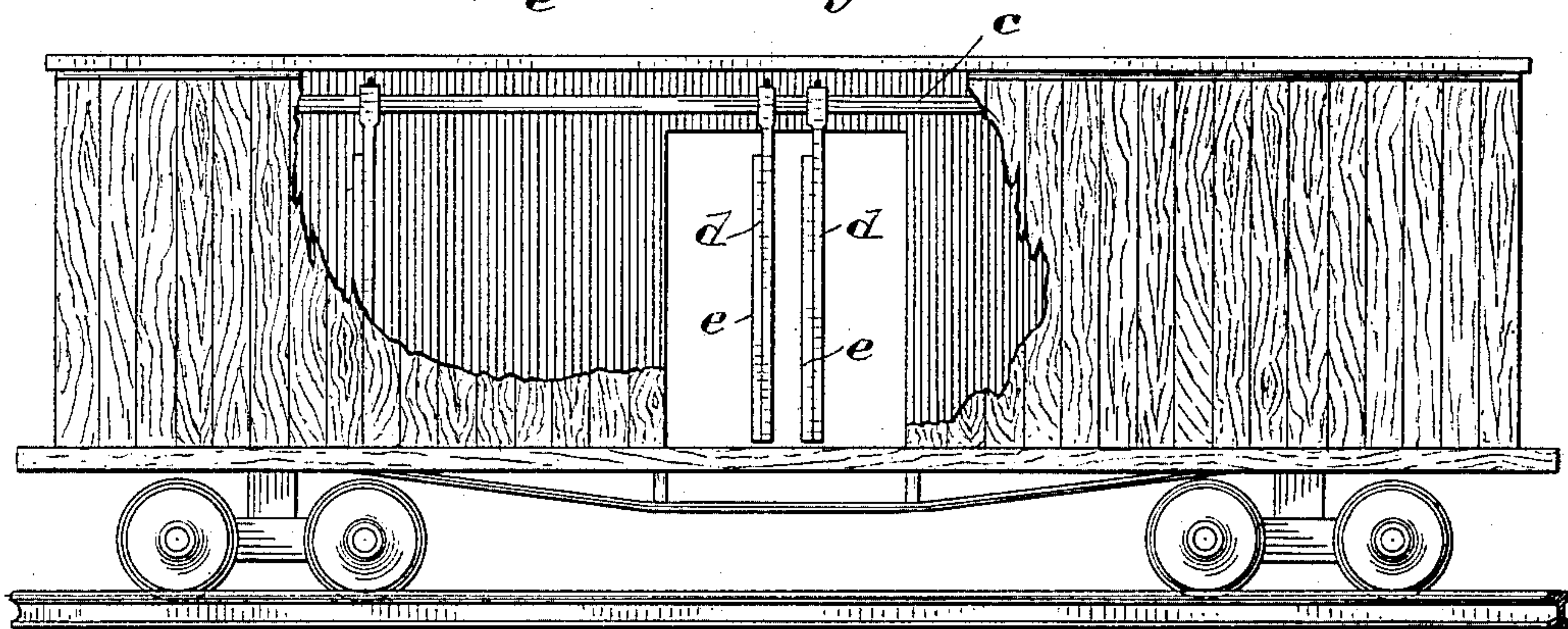


Fig. 3.

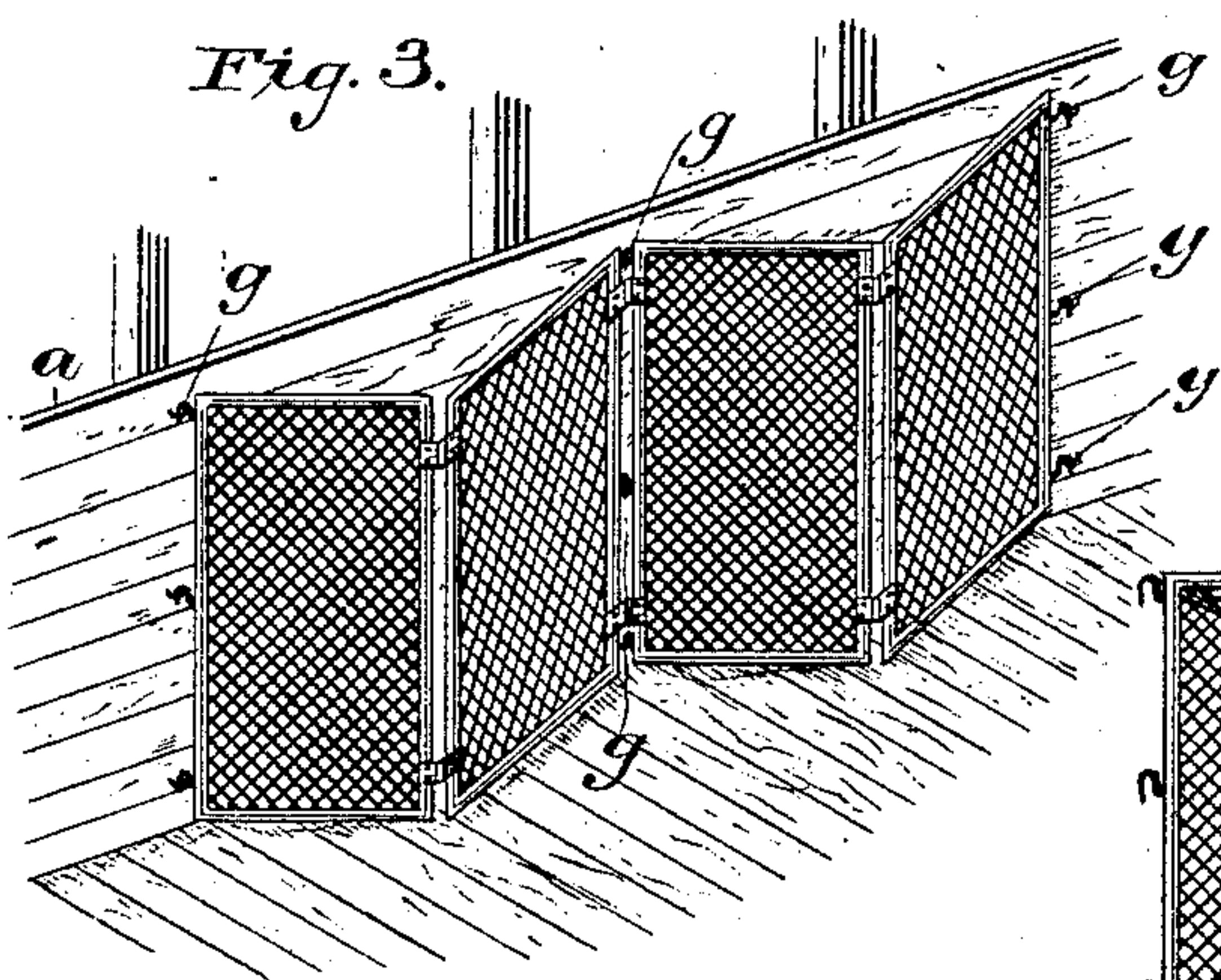


Fig. 4.

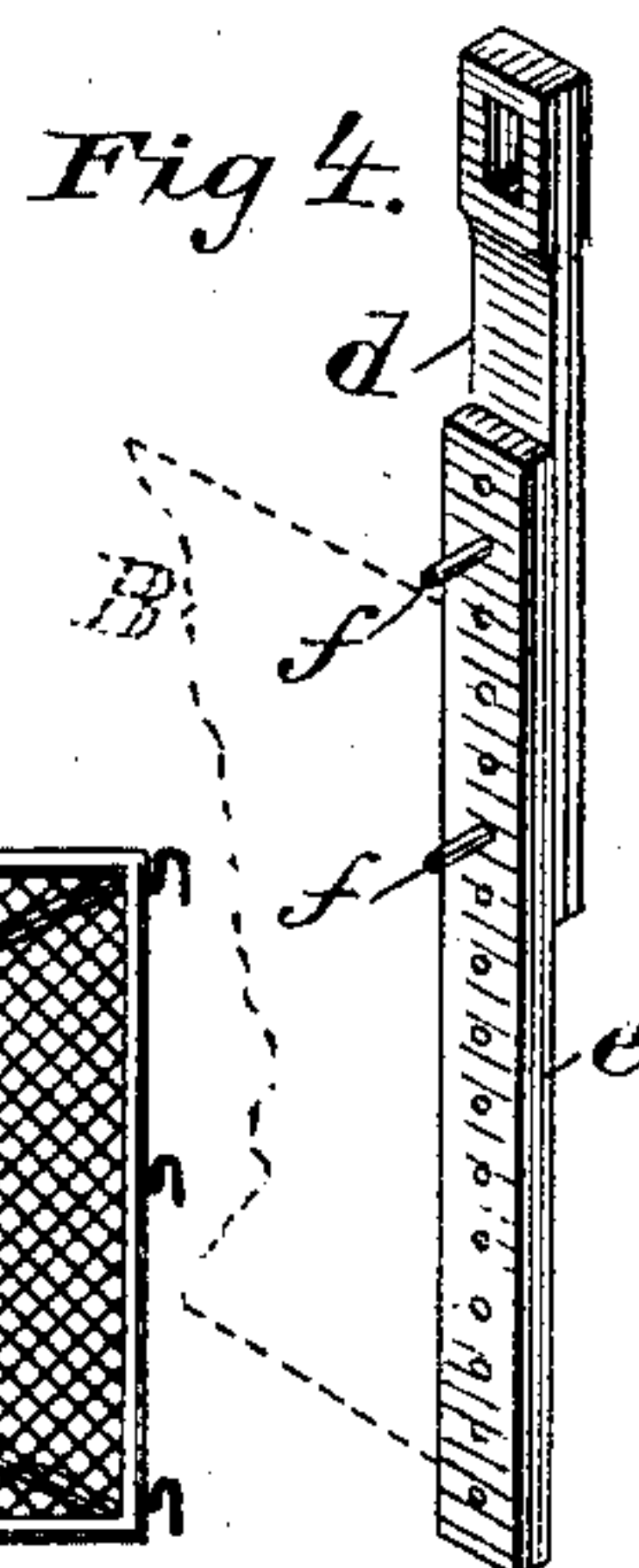
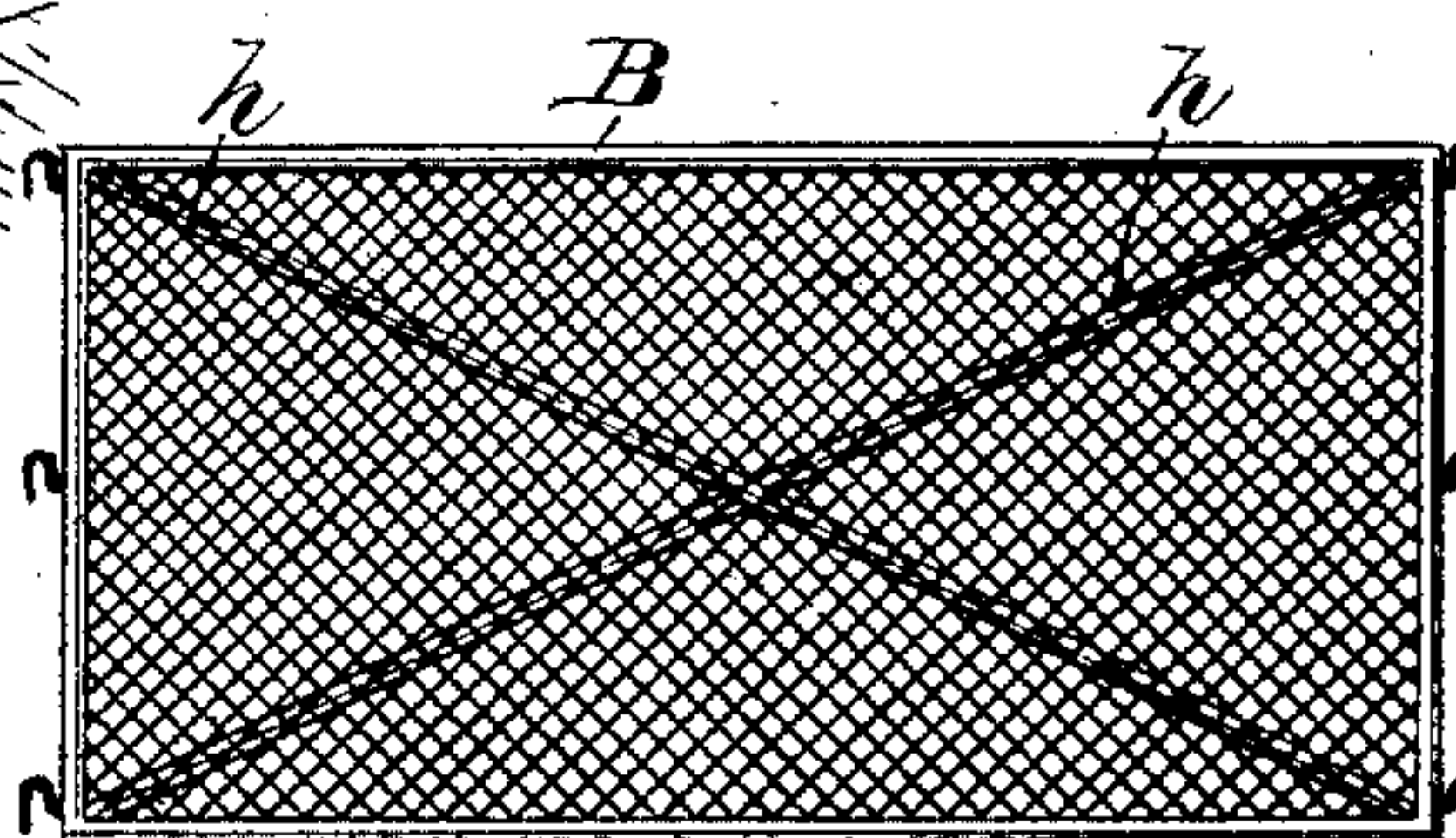


Fig. 5.



WITNESSES

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(No Model.)

2 Sheets—Sheet 2.

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Fig. 6.

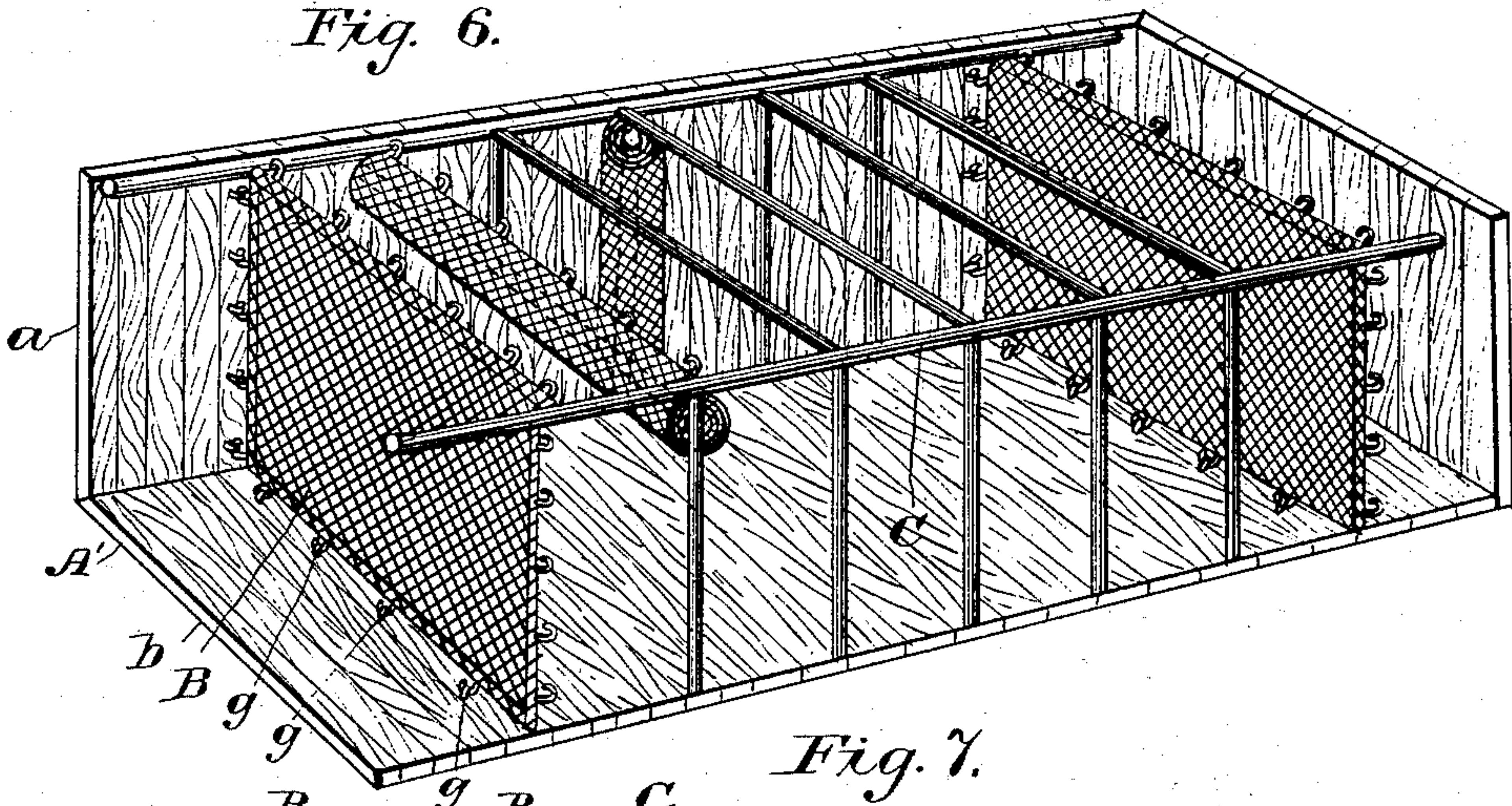


Fig. 7.

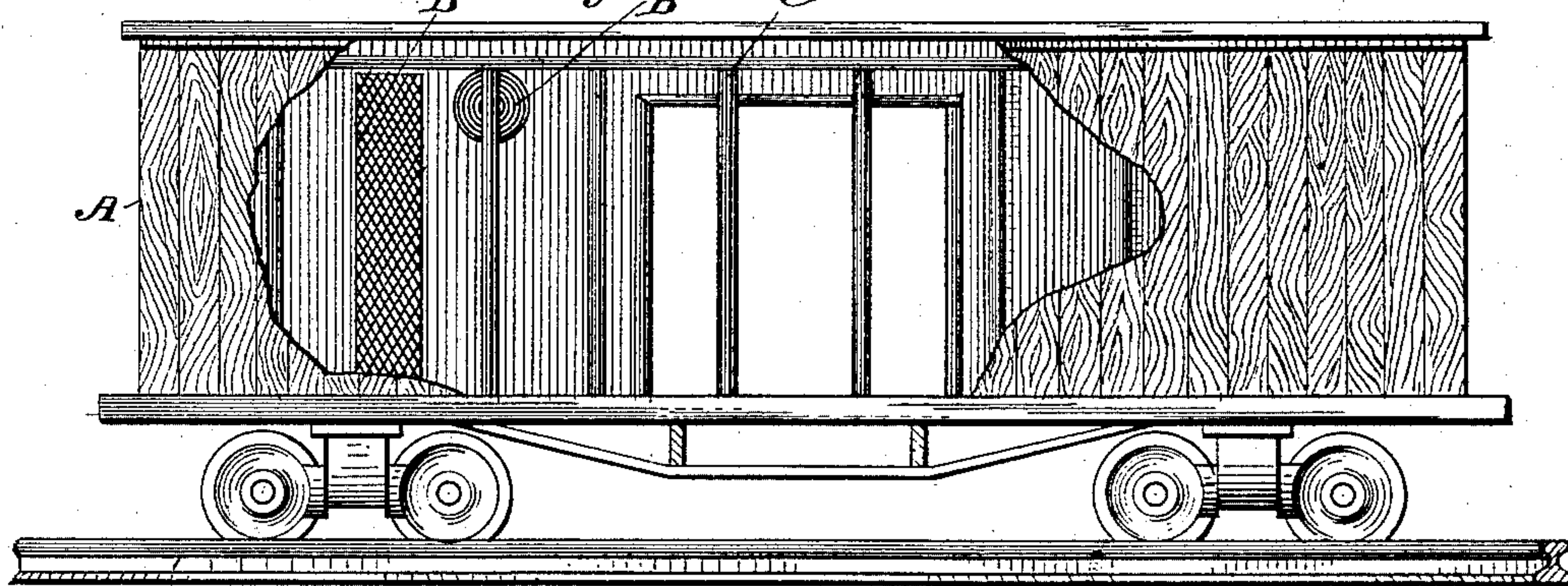


Fig. 8.

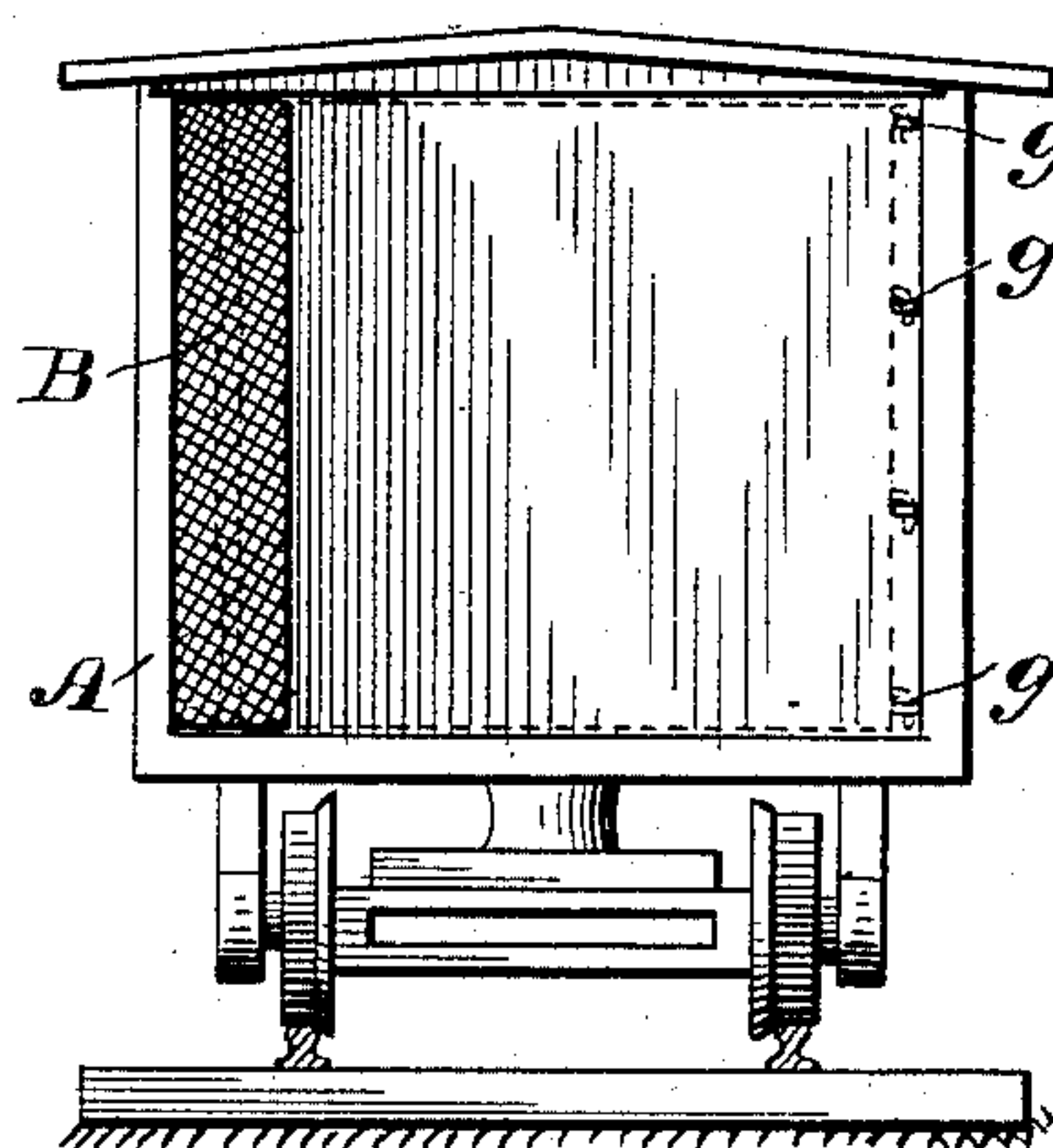


Fig. 10.

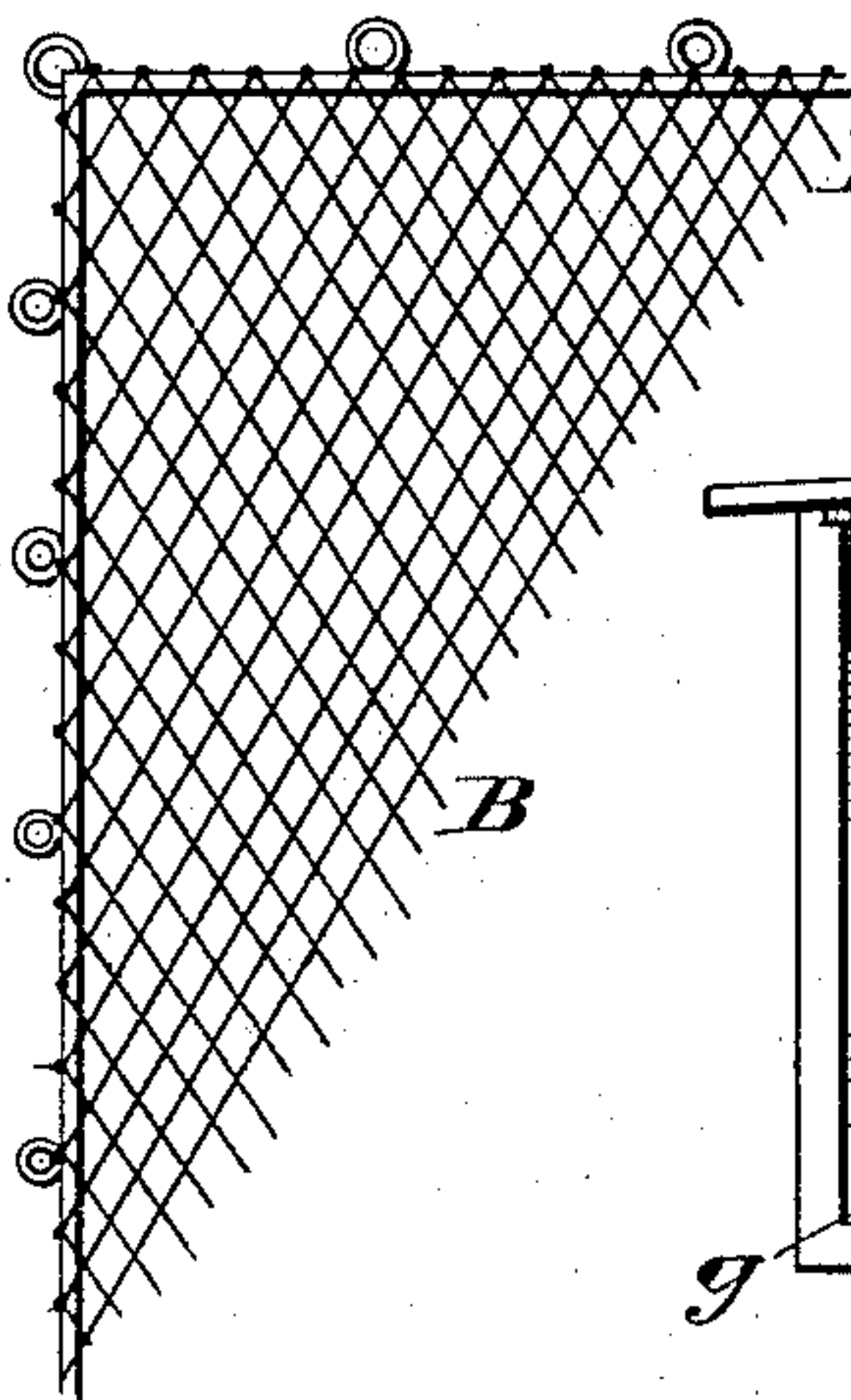
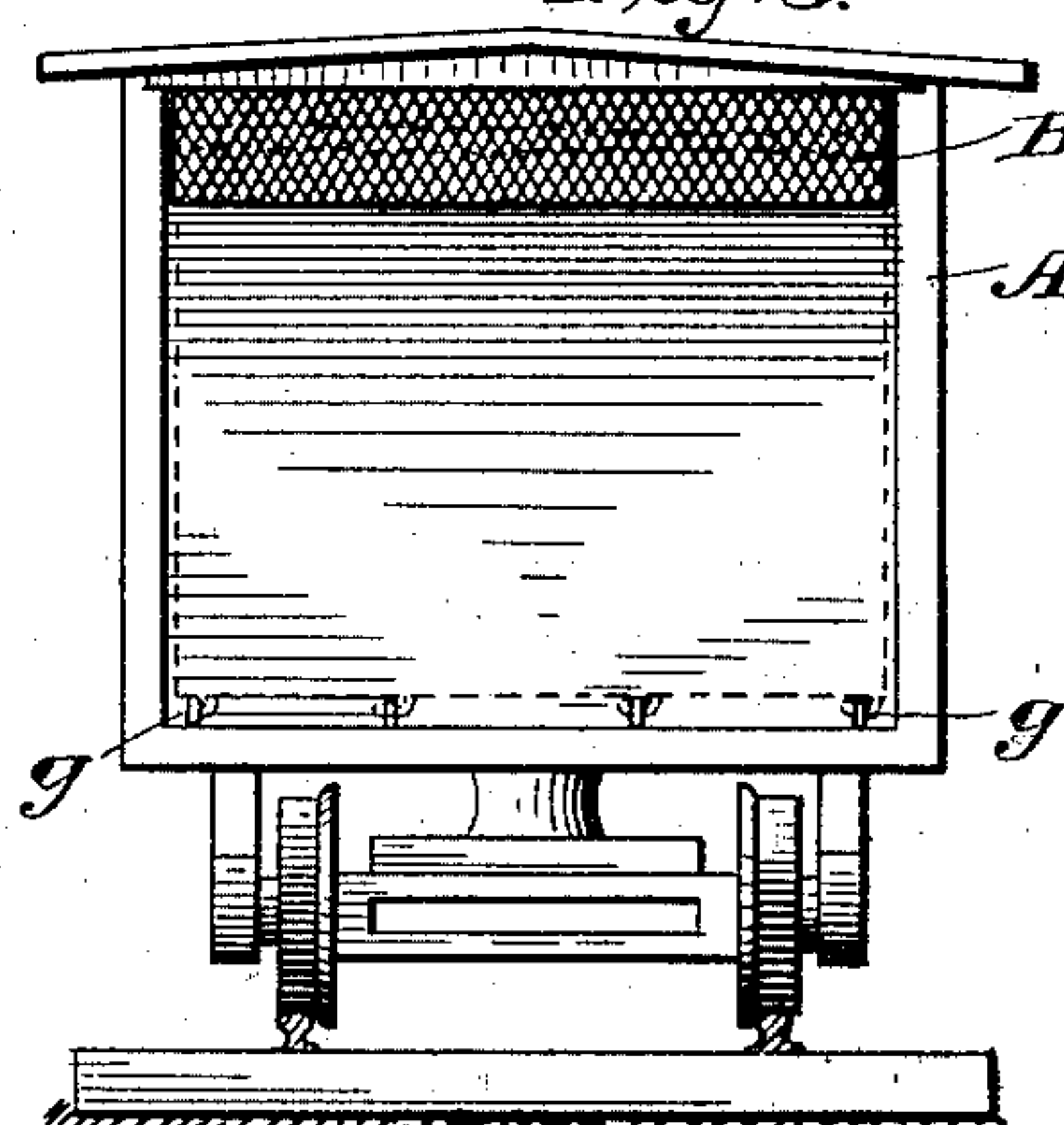


Fig. 9.



WITNESSES.
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Jacob A. Parker, INVENTOR.
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UNITED STATES PATENT OFFICE.

JACOB A. PARKER, OF TERRE HAUTE, INDIANA.

STOCK-CAR.

SPECIFICATION forming part of Letters Patent No. 327,305, dated September 29, 1885.

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

To all whom it may concern:

Be it known that I, JACOB A. PARKER, a citizen of the United States, residing at Terre Haute, in the county of Vigo and State of Indiana, have invented certain new and useful Improvements in Stock-Cars; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as it appertains to make and use the same.

This invention relates to the interior construction of a stock-car; and it consists substantially in the same as constructed, and in the particular combinations of parts, to be hereinafter distinctly described, and pointed out in the claims.

The object of my invention is to supply suitable means whereby stock-cars, steamboats, or the like may be divided up into large or small compartments or stalls for the separate accommodation of large or small stock in transportation, and at the same time permitting a free circulation of air throughout the interior of the car, by which the health of the stock is insured, and no contaminating effect produced upon the attendant from constant necessary entrance thereto. For the accomplishment of this I have devised sets of reticulated screens of wire-cloth or other netting, which, accordingly as they are arranged, are capable either of vertical, horizontal, sidewise, or angular adjustment, and when not required may be folded or rolled up out of the way, that the car may be utilized for other uses than for the transportation of stock.

Referring to the accompanying drawings, Figure 1 represents in perspective the interior of a stock-car embodying my invention, and Fig. 2 represents a side elevation of a car broken away to show the interior. Fig. 3 is a perspective view showing the manner in which the folding screens are secured to the side of the car, by which stalls or compartments are formed for the accommodation of small stock. Figs. 4 and 5 are detail views. Fig. 6 represents in perspective the interior of a car embodying my improvements, the same being arranged somewhat differently from that shown in Fig. 1. Fig. 7 is a side elevation of a car partly broken away, showing interior ar-

range ment of adjustable screens. Figs. 8 and 9 are end views of car, and Fig. 10 is a detail view of screen.

Referring to the several parts by letters marked thereon, A represents the frame-work constituting the car-body, and the letters *a* and *b* indicate the side and bottom thereof, respectively.

Longitudinally of the car within, at a suitable elevation, I arrange rods *c c*, which may be supported in any suitable manner, and upon these rods are arranged sliding or adjustable arms or sleeves *d d*, said sleeves being provided with bolts or pins that fit into perforations in the longitudinal rods, as shown, by which they will be secured at any point of adjustment thereon to which they may be brought.

Attached to the depending portion of the sleeves *d d* are perforated posts *e e*, between which the screen B is secured, said screen being slightly vertically adjustable by means of pins *f* entering the perforations in the posts, as shown.

By the construction thus far explained it will be apparent that the screen may be adjusted to any position on the rods or bars *c c* and secured thereat, and when a number of screens are employed the car can be divided up into stalls or compartments of almost any desired width.

In addition to the above construction, however, I may provide the interior of the car with a skeleton frame, C, constructed of a number of longitudinal, transverse, and vertical rods bars, and to either the transverse or vertical ones I secure the screen B, in the manner represented at Fig. 6, and, when not required, to be rolled up out of the way, as indicated. In this instance the screens are capable of vertical or sidewise adjustment, and for the purpose of securing the same against any force or strain to which they might be subjected by the stock or animals, I have provided a staple-and-hook fastening, as represented by the letter *g*. It is evident, however, that any equivalent form of fastening may be employed.

Attention being directed to Figs. 1 and 3, it will be seen that by forming the screen of a

number of sections, hinged or otherwise joined together, a series of small bins or stalls may be formed alongside the walls of the car by simply unfolding or arranging the screens outward in a zigzag manner and securing them at the proper points, as seen at *g*. For a screen not designed to be folded or rolled up I sometimes employ strengthening-braces therefor, as seen at *h*, Fig. 5.

It is thought that the nature of my improvement will be thoroughly understood from the foregoing, and it may be stated that while I have set forth certain means for carrying my invention into effect, I do not wish to be limited thereto in precise form, as various means could be adopted in their stead that would come within the scope of my invention.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. The combination, with a stock-car having longitudinal rods supported therein, of sleeves horizontally adjustable on said rods, and screens of wire cloth or netting depending from the sleeves, the same being adjustable vertically with respect thereto, substantially as described.

2. The combination, with a stock-car having longitudinal rods supported therein, of sleeves horizontally adjustable on said rods, and screens of wire cloth or netting depending from the sleeves between posts that are

adjustable vertically on and with respect to said sleeves, substantially as described.

3. The combination, with a stock-car, of screens of wire cloth or netting constructed of a number of folding sections hinged together, and fastening devices therefor, whereby the same may be arranged alongside a single wall of the car in a zigzag manner, and secured at each alternate fold or joint, substantially as shown, and for the purpose set forth.

4. The combination, with a stock-car, of one or more screens of wire cloth or netting extending between the walls thereof, and hook and staple or equivalent fastening for said screens, substantially as described.

5. The combination, with a stock-car, of one or more screens for dividing the same into a number of compartments, said screens having diagonal strengthening rods or braces, and a hook-and-ring fastening, substantially as described.

6. The combination, with a stock-car, of the perforated rods *c*, perforated sleeves *d*, and posts *e*, and fastening-pins, and the screen *B* of wire cloth or netting, secured between the posts, substantially as shown and described.

In testimony whereof I affix my signature in presence of two witnesses.

JACOB A. PARKER.

Witnesses:

JNO. C. WARREN,

T. W. PARKER.