

(No Model.)

2 Sheets—Sheet 1.

J. J. KOENIG & A. M. LEE.

STOCK CAR.

No. 329,841.

Patented Nov. 3, 1885.

Fig. 1

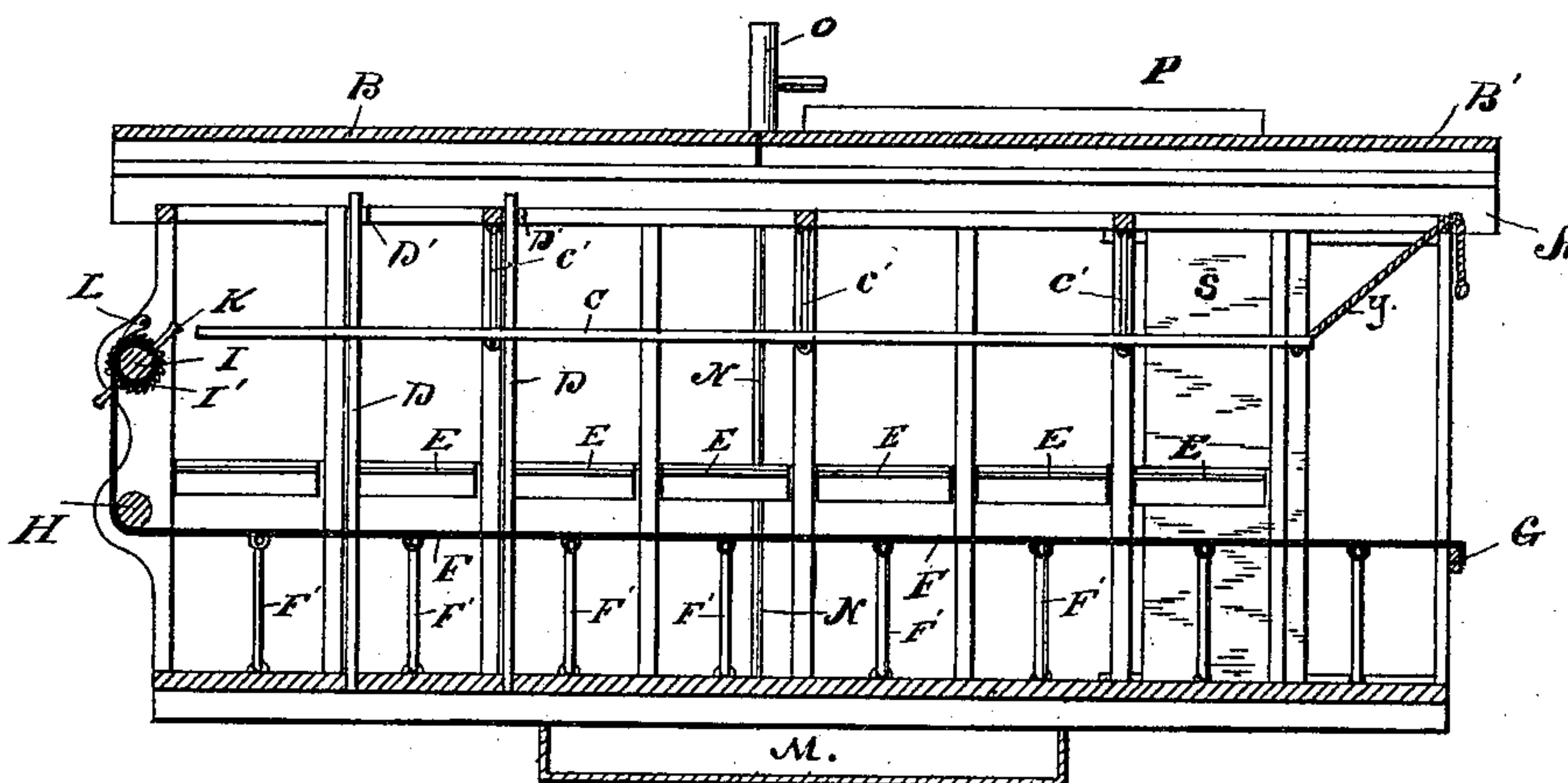
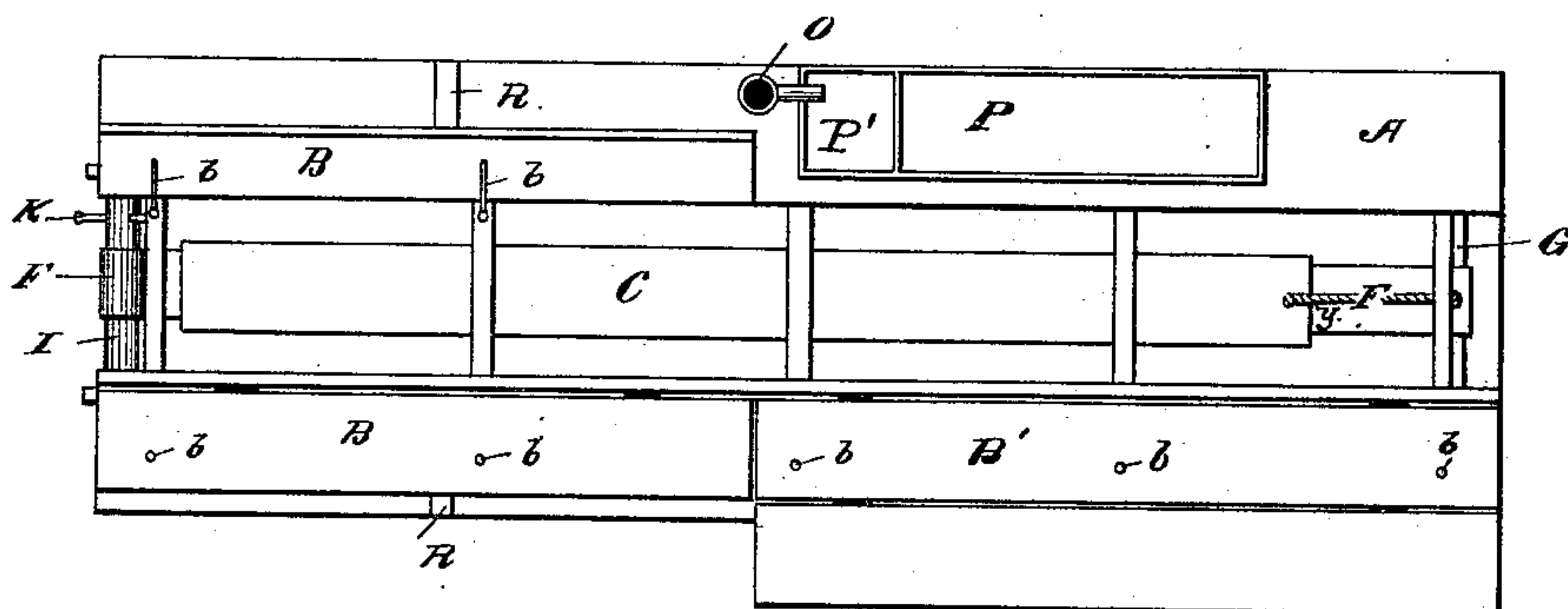


Fig. 2.



WITNESSES

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(No Model.)

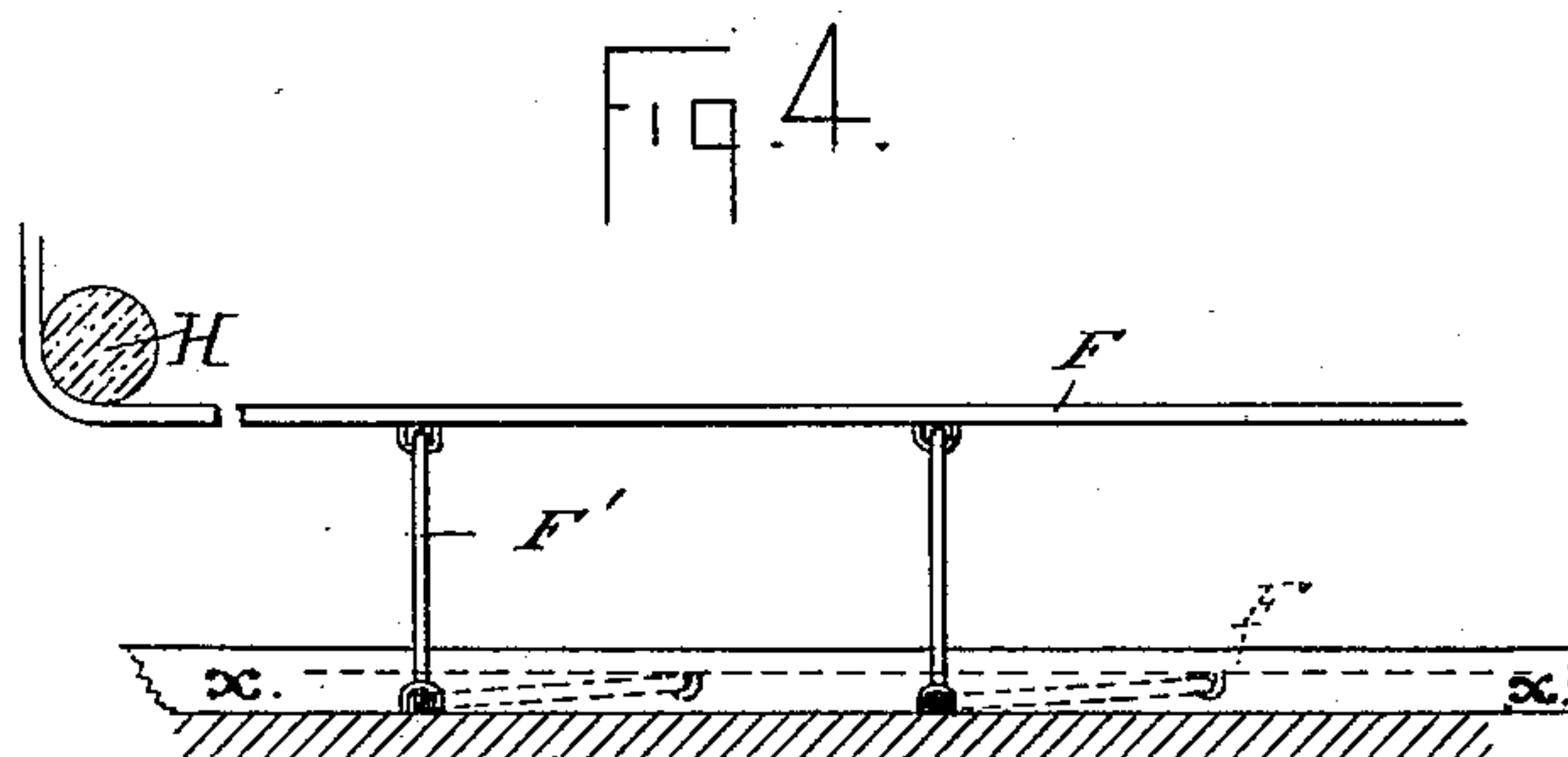
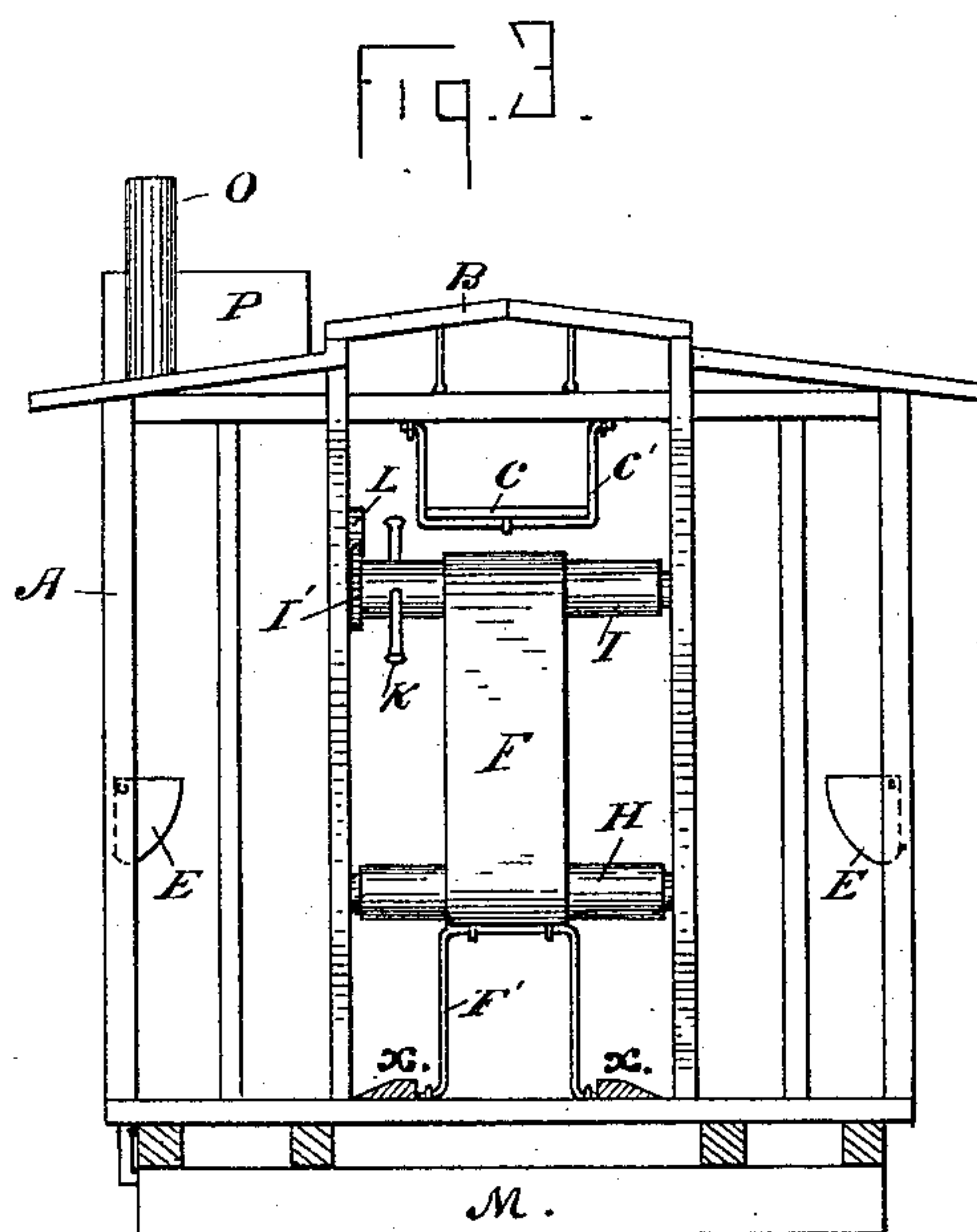
2 Sheets—Sheet 2.

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WITNESSES

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UNITED STATES PATENT OFFICE.

JULIAN J. KOENIG AND ARTHUR M. LEE, OF POMONA, ILLINOIS.

STOCK-CAR.

SPECIFICATION forming part of Letters Patent No. 329,841, dated November 3, 1885.

Application filed August 24, 1885. Serial No. 175,244. (No model.)

To all whom it may concern:

Be it known that we, JULIAN J. KOENIG and ARTHUR M. LEE, of Pomona, in the county of Jackson and State of Illinois, have
5 invented certain new and useful Improvements in Stock-Cars; and we do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the let-
10 ters of reference marked thereon, which form part of this specification.

Our invention relates to stock-cars; and its objects are, first, to effect the transportation of stock safely; second, to utilize the space eco-
15 nomically; third, to provide readily-adjustable safeguards and aids to the stock during transit; fourth, to convey the maximum number of stock in a given space without injury due to violent or sudden contact; fifth, to per-
20 mit easy access to the stock without passage between them; sixth, to support the stock in a common variable plane during transit; seventh, to attain these purposes with simplicity of structure; and, finally, to use the car for
25 other freight when not loaded with stock. We accomplish these ends by the means shown in the accompanying drawings, in which—

Figure 1 represents a longitudinal section of a stock-car embodying our invention. Fig.
30 2 is a top plan view of the same, showing the adjustable roof. Fig. 3 is an end view thereof, and Fig. 4 is a detail view of the stock-supporting belt, illustrating the manner of its manipulation.

35 The same designations indicate corresponding parts in the views.

The car A is provided with single doors B B and double door B', the arrangement of these doors differing because of the location
40 of the tank P.

C is a loose board secured in pivoted saddles C' C', in order readily to assume different horizontal planes, (by means of rope or chain Y,) for the purpose of access to the stock from
45 above.

D D are adjustable partitions to segregate each pair of stock from the adjoining pair. To this end slots in the floor and slotted frames D' D' above project from the sides of
50 the car.

E E are troughs pivoted in the sides of the car, to swing into and out of utility.

F is a flexible strip of leather or other material attached at one end to the pulley I, at the other end to the cross-bar G, and inter-
55 mediately to the pivoted saddles F' F'. When not in use, it lies on the floor, and is protected from injury by boards X X, as shown in dotted lines, Fig. 4, or is sunk in the floor flush with top of floor; but when the animals
60 are stationed in their respective positions the lever K is rotated until the belt is raised, and thus prevents the stock being thrown down, or supports them when too weak to stand up; and this relative location is maintained by
65 pawl L and ratchet I'.

H is a pulley serving to change the direction of the belt F.

M is a water-tank connected by a pipe, N, with pump O, which delivers the water into
70 the compartment P' of the food-receptacle P, whence it is distributed to the troughs E E by rubber hose.

R R are ribs on the fixed roof of the car, supporting the doors B B B' when open.
75

S is the car-door, which may be placed as well in the center as on the end of the car.

The operation and purposes of our invention will be plain by reference to the drawings and foregoing description.
80

What we claim, and desire to secure by Letters Patent of the United States, is—

1. The belt F, secured at one end to the ratcheted pulley I, at the other end to the stationary cross-bar G, and intermediately to
85 the pivoted saddles F' F', in combination with pulley H, lever K, and pawl L.

2. The tank M, in combination with the pipe N, pump O, food-receptacle P, having water-compartment P', and swinging troughs
90 E E, connected suitably with said compartment.

In testimony that we claim the foregoing as our own we affix our signatures in presence of two witnesses.

JULIAN J. KOENIG.
ARTHUR M. LEE.

Witnesses:

JAMES M. ETHERTON,
BEN. A. WARD,