

(No Model.)

F. G. KENT.

STOCK CAR.

No. 368,593.

Patented Aug. 23, 1887.

Fig. 1.

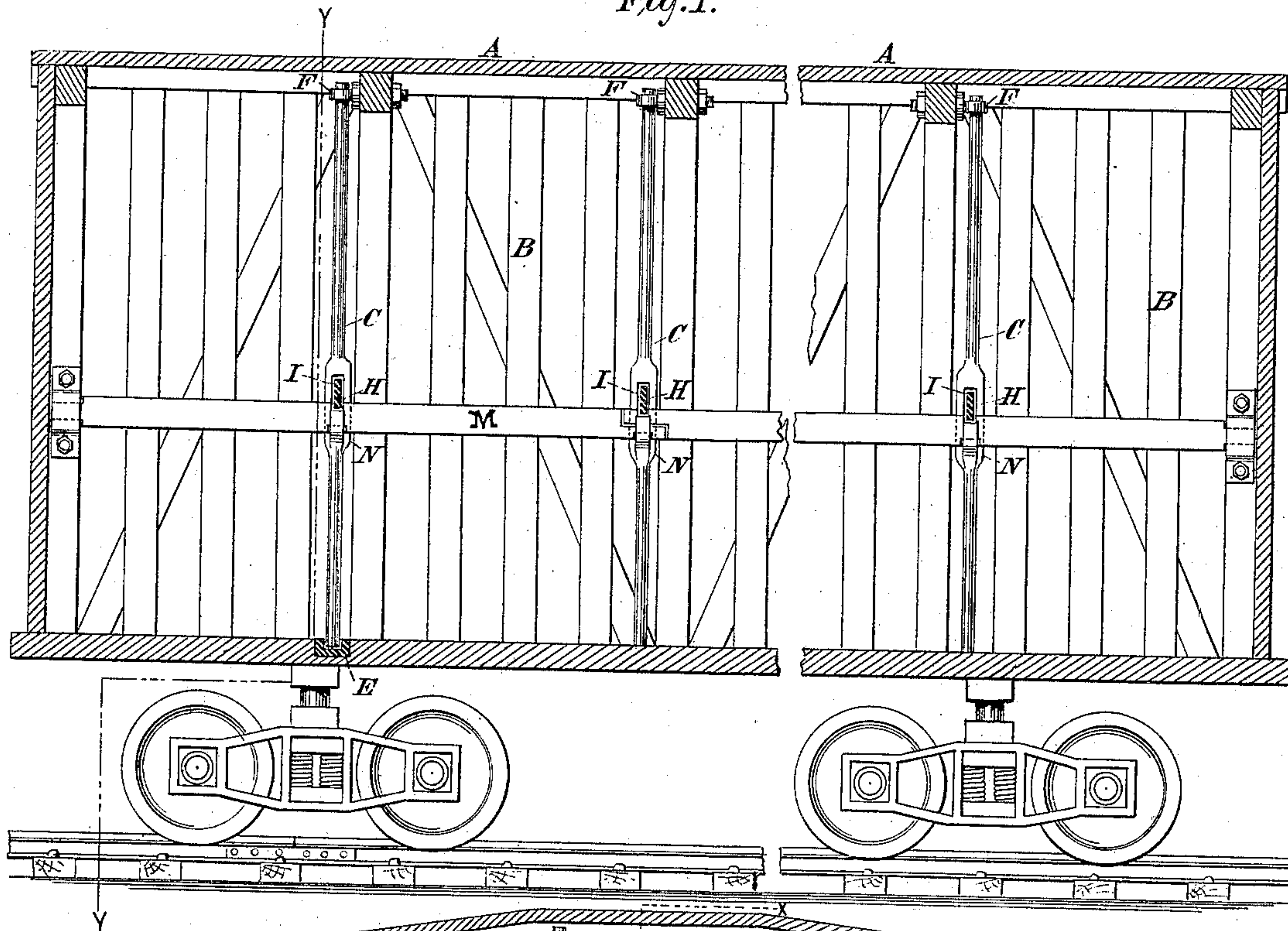


Fig. 2.

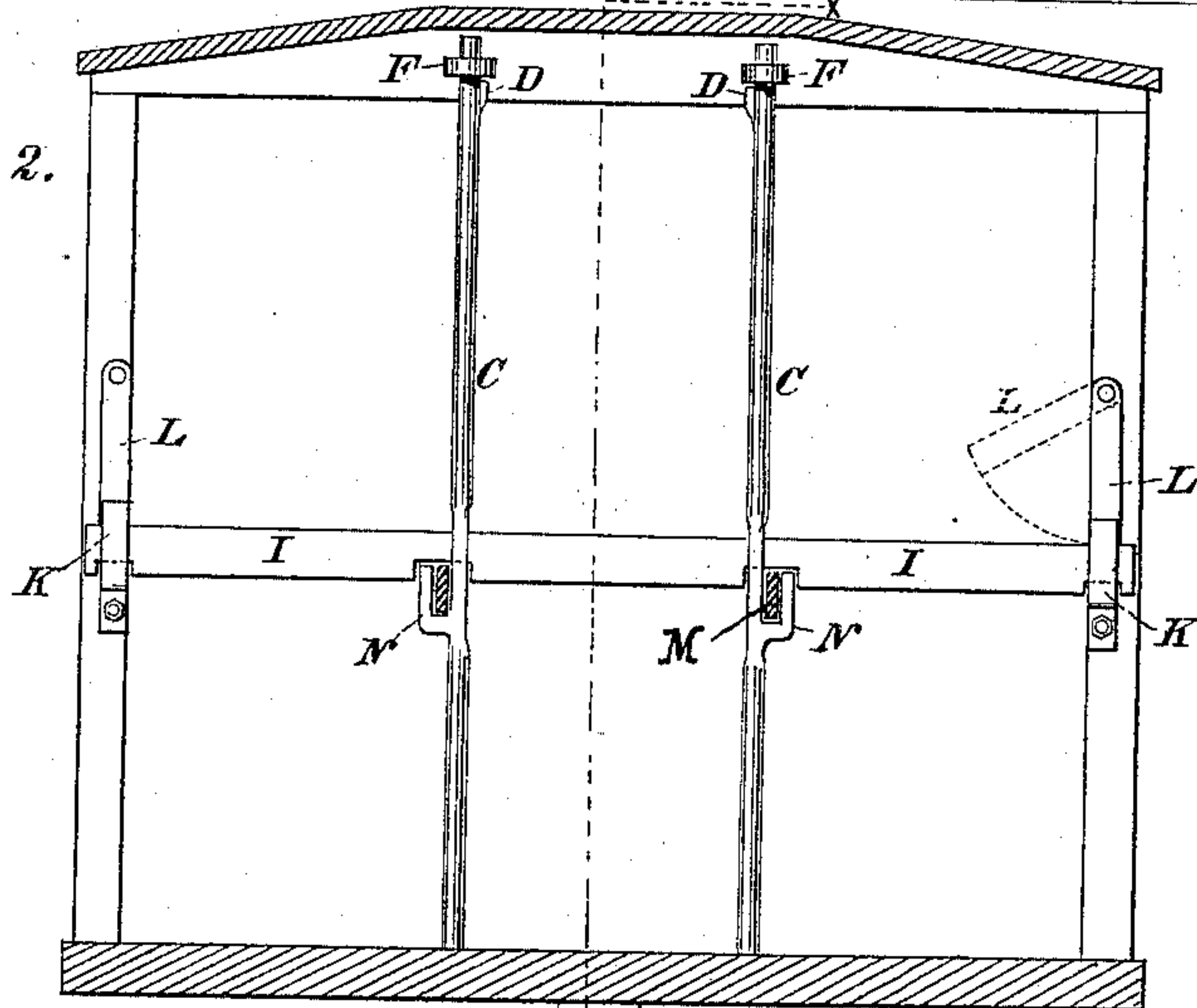
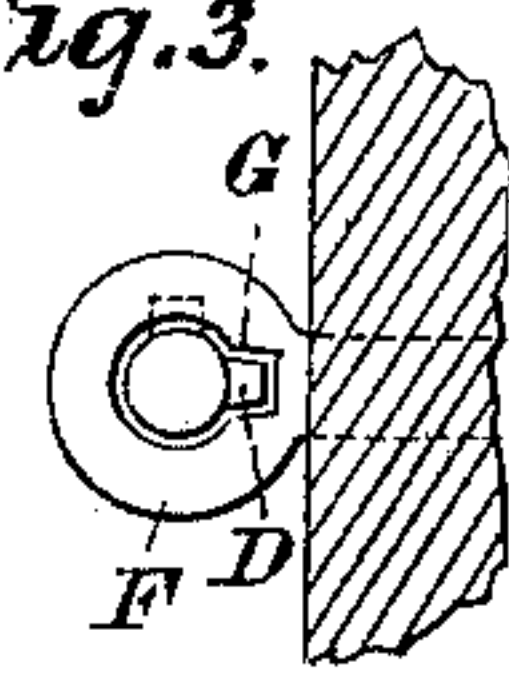
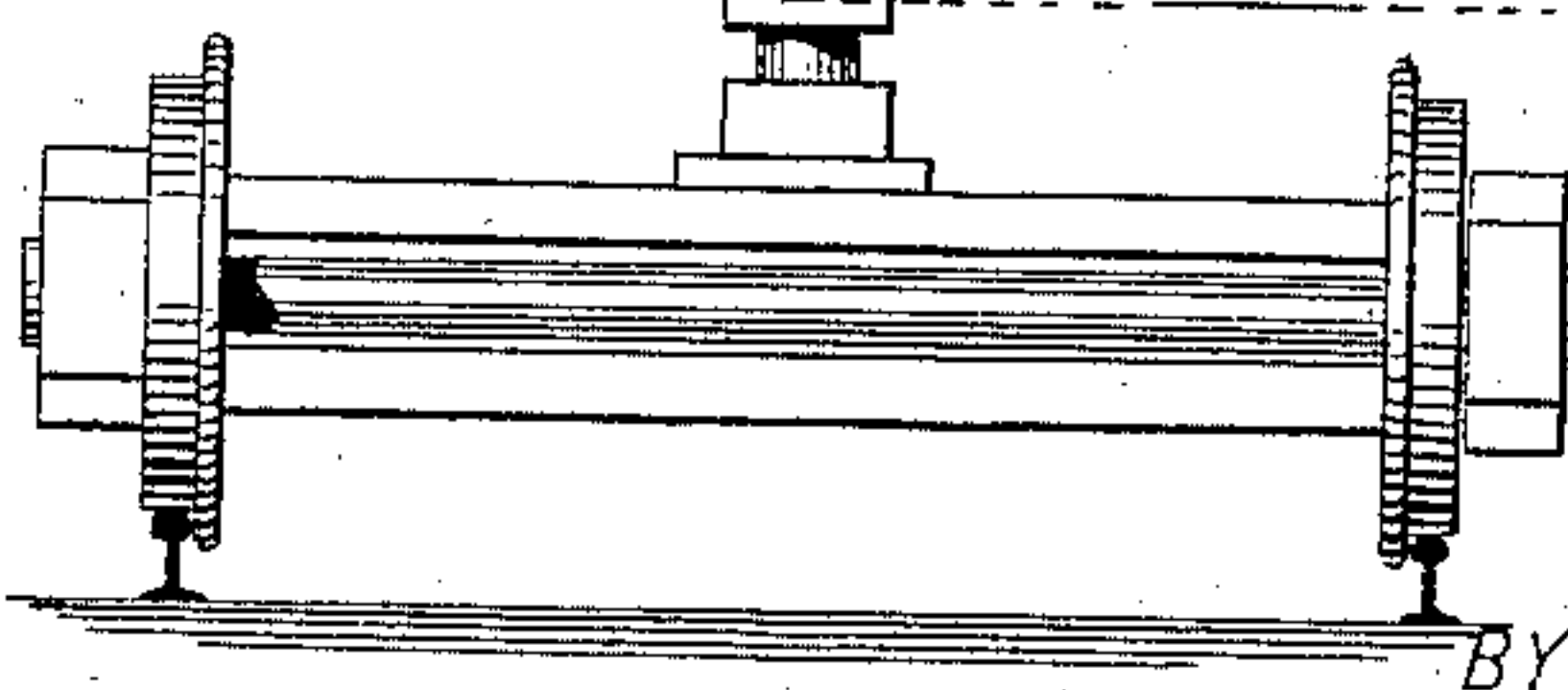


Fig. 3.



WITNESSES:

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STOCK-CAR.

SPECIFICATION forming part of Letters Patent No. 368,593, dated August 23, 1887.

Application filed April 28, 1887. Serial No. 236,411. (No model.)

To all whom it may concern:

Be it known that I, FREDERICK G. KENT, a citizen of the United States, residing at Wadsworth, in the county of Lake and State of Illinois, have invented certain new and useful Improvements in Stock-Cars, of which the following is a specification.

My invention relates, generally, to a railway-car, preferably more or less open at the sides and ends for the better ventilation of the same, and provided with dividing posts and bars for separating the car into divisions or stalls, the said posts and bars being made removable, so that it can be changed from a stock-car for live stock to a plain freight-car for ordinary merchandise by simply removing and temporarily storing the said interior-dividing parts.

The object of my invention is apparent, and is to provide a car which is adapted to carry live stock without damage thereto during transportation, and also to utilize the same car for other purposes on a return trip, or where it is not needed or desired as a stock-car.

To these ends my invention consists in taking an ordinary stock-car provided with vertical posts or standards, made removable, as will be hereinafter described, in combination with transverse bars, which extend across the car for subdividing the same transversely and also for locking the vertical posts, and longitudinal bars, which complete the subdivision of the car into stalls, all of which will be fully described relative to the drawings.

In the accompanying drawings, which form a part of this specification, Figure 1 is a longitudinal sectional view on the line X X, Fig. 2, and Fig. 2 is a transverse sectional view on the line Y Y, Fig. 1. Fig. 3 is a detail view.

In the drawings, A is an ordinary stock-car, preferably open at the sides and ends, as shown, and provided with the ordinary framework, B, forming the sides and ends of the car.

C C are vertical posts or standards, rounded at both ends, as shown, and provided with shoulders D near their upper ends. These vertical standards are inserted into circular receptacles E upon the floor of the car-body, and also into the circular openings of the bolts F in the upper part of the car. In the position shown the said upright posts are locked in; but by turning them quarter-way round the shoulders D will come opposite the slots G,

opening out from the circular receptacles E of the bolts F. When they reach this position they can be removed. These vertical posts or standards C C are provided with mortised slots or recesses H, through which extend the transverse arms or bars I, having notches J upon their upper or lower edges, and adapted to be retained by the catches or hooks K, formed upon the sides of the car-frame. Above the ends of these transverse bars are swinging locking arms or latches L, which drop down and retain the said bars in position. Extending longitudinally of the car-body are bars or beams M, which drop into catches or hooks N upon the standards or posts C, and are provided with suitable retaining devices at the ends of the car. These bars, which extend longitudinally of the car, may be of a size to reach from stall to stall, or they may be long enough to extend over two stalls, or even more, as may be desired. Suitable notches are shown in the longitudinal bars for dropping over the catches in the vertical posts C and under the transverse bars I. These longitudinal bars are so constructed as to overlap each other, as shown in Fig. 1.

The advantages of the construction hereinbefore shown and described are as follows: The loss of animals by death caused by trampling on each other will be prevented, as each animal is provided with a stall, rendering it impossible for them to tread on each other. I have placed the dividing-bars low enough down to be out of the way of the animal at its widest part, and another advantage is that the stalls are arranged lengthwise of the car, and thus preventing the shock to the cattle or other stock.

I do not limit myself to the exact construction shown, but may increase the number of transverse and longitudinal bars, thus increasing the number of stalls, and also vary the construction of other parts of the stock-car without departing from the spirit of my invention.

I may also place the dividing-bars lower down, so as to adapt the improved car for small live stock.

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

1. In a car for the transportation of cattle

and other stock, the combination of posts C, having slots H and hooks N, sockets in the car floor and roof to receive the ends of said posts, cross-bars I, held at the sides of the car and occupying said slots, and longitudinal bars M, held at the ends of the car and occupying said hooks, substantially as set forth.

2. The combination of a car-floor having sockets E, bolts F, having notched eye or socket, posts C, having teeth or shoulders D, and cross and longitudinal bars supported on said posts, substantially as described.

3. The combination of posts C, having teeth or shoulder D, sockets for said posts having notches to receive said shoulders, and means,

substantially as shown, for preventing said posts from turning.

4. In a railway-car for carrying and transporting cattle or other live stock, the combination of the vertical dividing-bars having perforations, the transverse dividing-bars extending through said perforations and having means for retaining and locking on the sides of the car, and the longitudinal dividing-bars made in sections, all arranged substantially as and for the purposes set forth.

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Witnesses:

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