(No Model.)

W. H. H. SISUM.

STOCK CAR.

No. 399,574. Patented Mar. 12, 1889.

Fig. 1

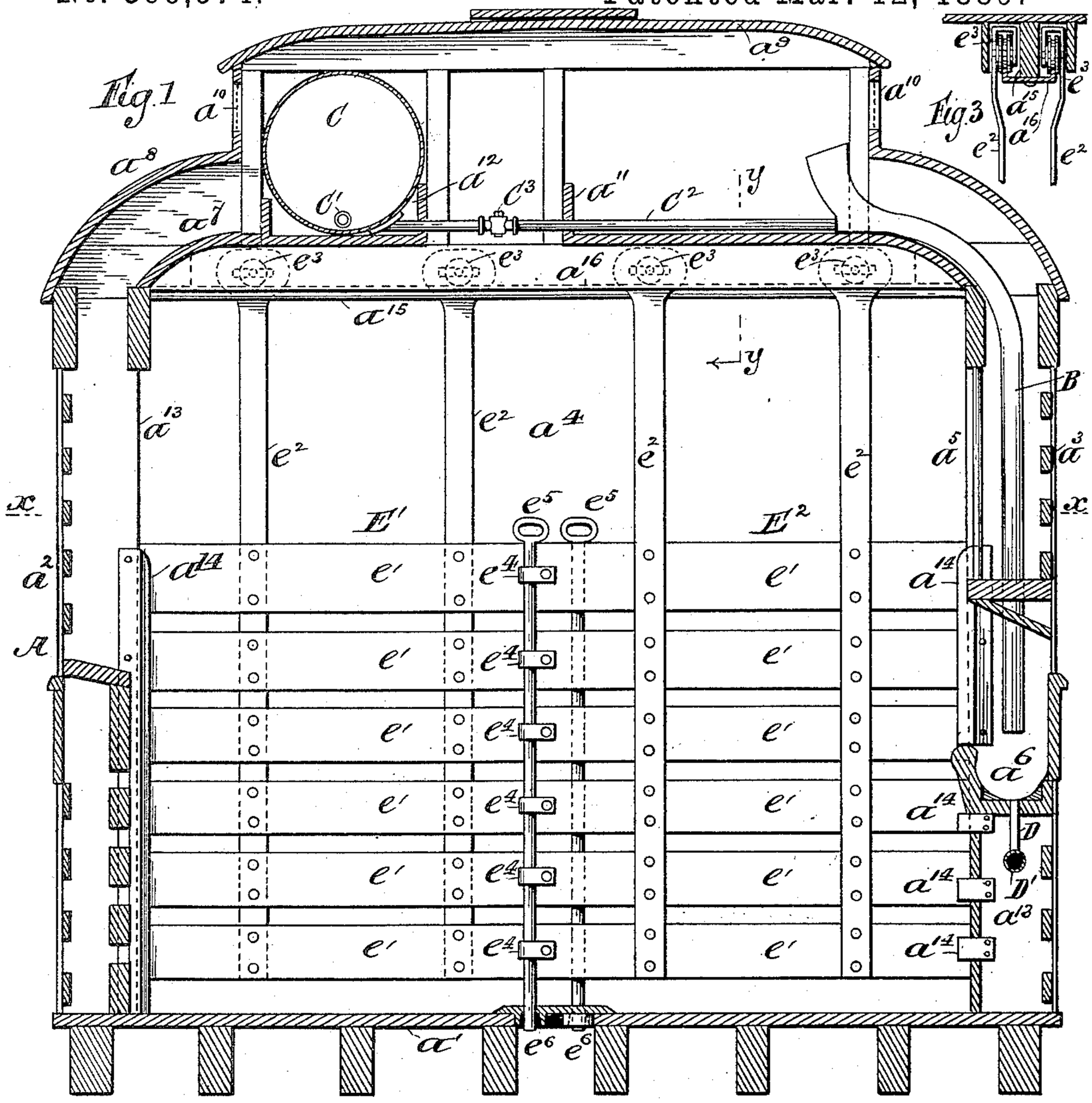


Fig. 3

Fig. 2

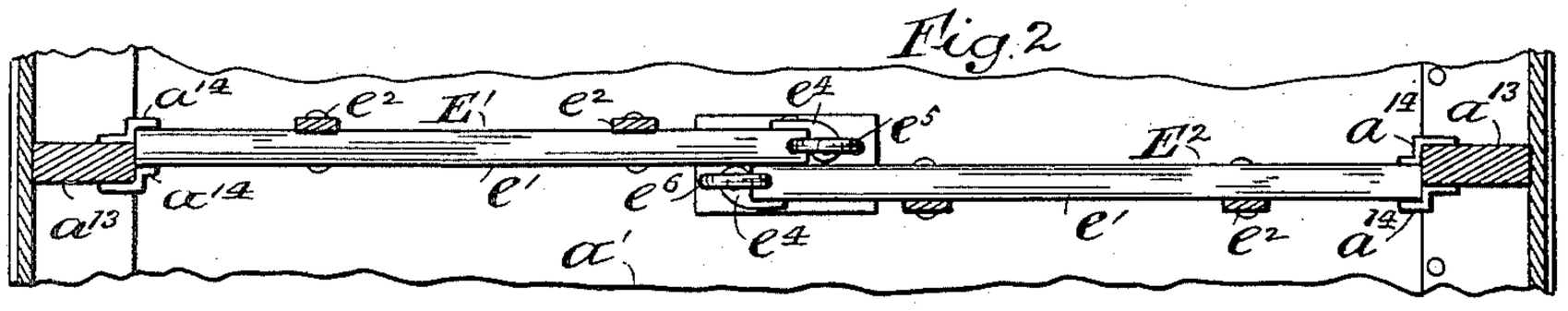
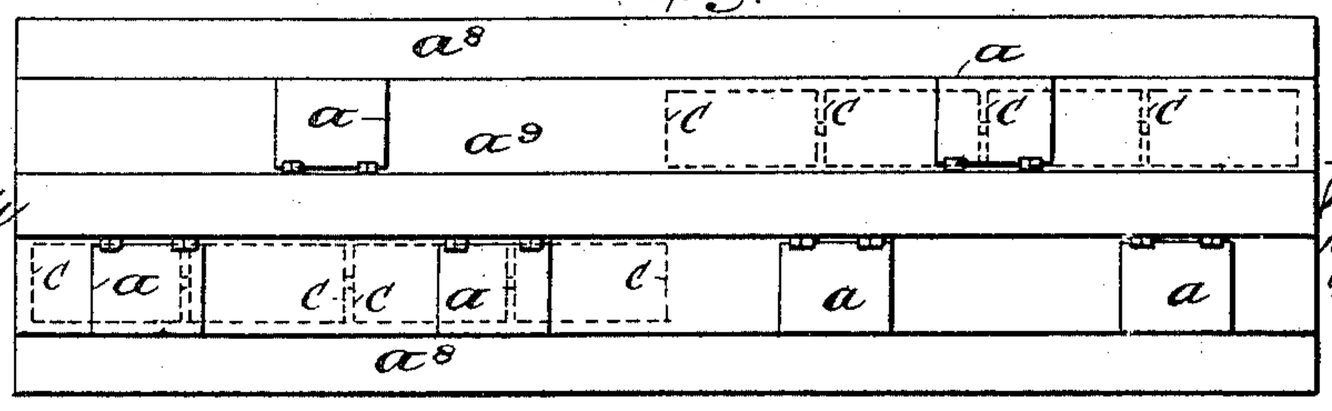


Fig. 4



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STOCK-CAR.

SPECIFICATION forming part of Letters Patent No. 399,574, dated March 12, 1889.

Application filed September 19, 1888. Serial No. 285,800. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM H. H. SISUM, of Brooklyn, in Kings county, and State of New York, have invented a certain new and useful Improvement in Stock-Cars, of which the following is a specification.

I will describe a stock-car embodying my improvement, and point out the novel features in claims.

In the accompanying drawings, Figure 1 is a transverse vertical section of a car-body embodying my improvement. Fig. 2 is a horizontal section of a portion thereof, the section being taken as indicated by the dotted line $x\ x$, Fig. 1. Fig. 3 is a vertical section taken lengthwise of the car, as indicated by the dotted line $y\ y$, Fig. 1, the view being taken looking in the direction indicated by the arrow which is at one end of this line. Fig. 4 is a plan of the car-body.

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

A designates the car-body. It is shown as having a floor, a', slatted side walls, $a^2\ a^3$, and closed ends a^4. As represented, it is also provided with mangers a^5 and troughs a^6, into which feed or water may be supplied by means of a pipe, B. The car-body is shown as having a double roof, $a^7\ a^8$, and a dome or box, a^9, which extends from the upper roof. The box a^9 has openings a^{10} in the side for ventilation. It is divided into compartments extending lengthwise of it. In one series of compartments, a^{11}, feed of various kinds may be carried. In the other series of compartments, a^{12}, water-tanks C are arranged.

The compartment a^{11} extends lengthwise of the box and car-body for about one-half the length of the car-body, and in line with it and occupying the remainder of that side of the box is a compartment, a^{12}. The compartment a^{12} is arranged parallel with a compartment a^{11} on the opposite side of the box. Each compartment a^{11} is opposite a compartment a^{12}, owing to the fact that one compartment a^{11} begins at one end of the car-body and the other compartment a^{11} begins at the other end of the car-body, and owing to the fact that one of the compartments a^{12} begins at one end of the car-body and the other at the opposite end of the car-body. There is a space between the opposite compartments, through which an attendant may pass down into the body of the car.

There are a number of tanks, C, in each compartment a^{12}, which is preferable to a single long tank, for the reason that should one of the short tanks become broken the others may still be continued in use by plugging the nipple-opening which enters the damaged tank, and, further, in long single tanks the stopping and starting of the car forces the water in a body with great power against the ends of the tank often causing them to burst or tear loose. The tanks C are severally of cylindrical form. Those which are in line are connected by nipples or intermediate pipes, C′, as shown in Fig. 4.

Pipes C^2 extend from the water-tanks to the pipes B. The pipes C^2 have combined with them stop-cocks C^3, controlling the passage of water from the tanks through the pipes. The pipes B extend from the compartments a^{11} down to a point where they discharge into the troughs a^6. They have funnel-shaped upper ends, and are so large that feed—such as oats—may be passed downwardly through them to supply the troughs. The water from the tanks C may be supplied to the troughs through these pipes B when, as in the present example of my improvement, the pipes C^2 discharge into the pipes B. The troughs a^6 may be emptied of water by means of pipes D, communicating with pipes D′, extending lengthwise of the car-body.

The compartments $a^{11}\ a^{12}$ are provided with covers a, shown as connected by hinges to the roof of the box a^9 adjacent to openings with which the same are provided.

I will now describe partitions which are combined with the car-body to enable it to be divided up into stalls when this is desirable. Each of these partitions is composed of two sections, E′ E^2. Each section is a little longer than one-half the width of the car-body. Each pair of sections forming a partition are slightly out of line, so that one may lap over and slide past the other. They are substantially in line with opposite stanchions, a^{13}, which are comprised in the sides of the car-body. These stanchions a^{13} are provided with jaws a^{14}, into which the outer side edges of the sections of

the partitions may fit when extended to divide the car-body into stalls. These jaws a^{14} contribute to maintain the partitions in an upright position.

As here shown, the sections of the partitions are of slatted construction, composed of horizontally-extending slats e' and upright pieces or hangers e^2, to which they are secured by rivets or analogous means. The hangers e^2 are suspended from the carlings of the car-body. The hangers e^2 of each partition-section E^2 are hung from a different side of a carling from the hangers e^2 of the other partition-section. This may be best understood by reference to Fig. 3, where it will be seen that a carling, a^{15}, has secured to its under side a metal plate, a^{16}, having its side edges upturned to form tracks, which support grooved wheels e^3, journaled in the upper ends of the hangers.

When it is desired to open the car, one of the sections of each partition may be slid out of its place adjacent to the side of the other. Then a passage-way will be formed along one side of the car; or, if desirable, a zigzag passage-way may be afforded by sliding the section E′ of one partition to the right and the section E^2 of the next partition to the left.

The ends of the partition-sections, which are near the middle of the car-body, are provided with eyes e^4, through which pass vertical bolts e^5, which also extend into sockets e^6, arranged in the floor of the car when the partition-sections are in position to divide the car-body into stalls.

I prefer to suspend the partition-sections from the roof rather than support them from the floor.

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

1. The combination, with a stock-car body having a trough and an elevated feed-compartment and water-compartment, of a pipe extending from the feed-compartment nearly to the trough and a pipe extending from the water-reservoir to and communicating with the feed-pipe, substantially as specified.

2. The combination, with a stock-car body, of a partition consisting of two sections arranged out of line and sliding widthwise of the car, jaws on the car-body sustaining one end of each section, and vertical bolts sustaining the opposite ends, substantially as specified.

3. The combination, with a stock-car body, of a partition consisting of two suspended sliding sections arranged out of line, removable bolts sustaining one end of each section, and fixed jaws sustaining the opposite ends, substantially as specified.

4. The combination, with a stock-car body, of a partition consisting of two sections arranged out of line and jointly extending across the car-body and removable bolts for securing said partitions in position when extended across the car, substantially as specified.

5. The combination, with a stock-car body, of a partition consisting of two slatted sections arranged out of line and jointly extending across the car-body, removable bolts, and fixed jaws for sustaining the partitions, substantially as specified.

6. In a stock-car, the combination, with the carlings having tracks on each side, of partitions comprising two sections, hangers extending from said sections, and grooved wheels journaled in the upper ends of said hangers engaging the tracks, substantially as specified.

7. In a stock-car, the combination, with carlings arranged transversely, of tracks on each side of said carlings, partitions comprising overlapping sections, hangers extending from said sections, grooved wheels on said hangers, fixed jaws for sustaining one end of each section, eyes at the opposite ends of said sections, and bolts passing through said eyes and engaging with the floor, substantially as specified.

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Witnesses:
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