

(No Model.)

3 Sheets—Sheet 1.

S. P. TALLMAN.  
STOCK CAR.

No. 428,973.

Patented May 27, 1890.

Fig: 5.

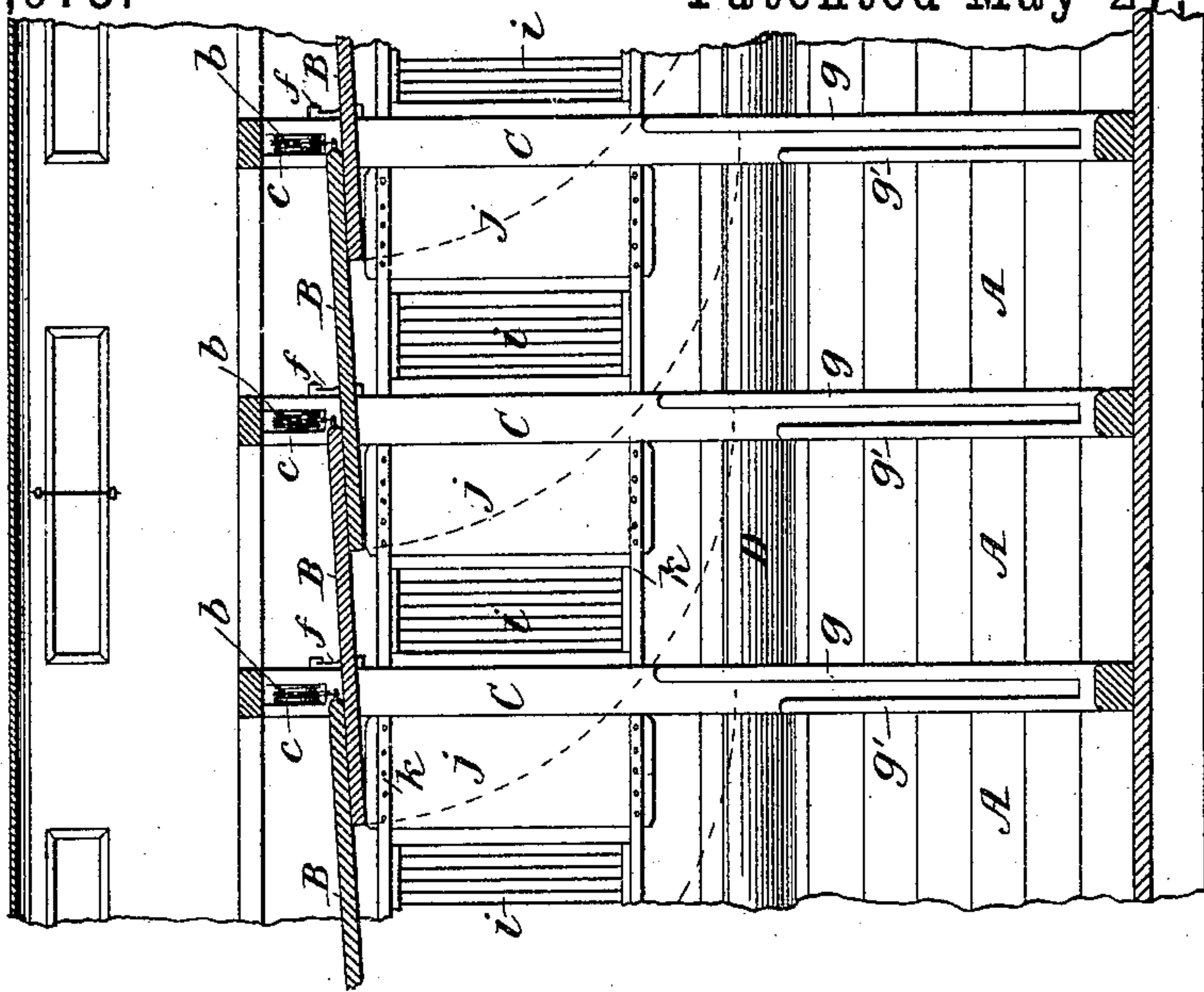
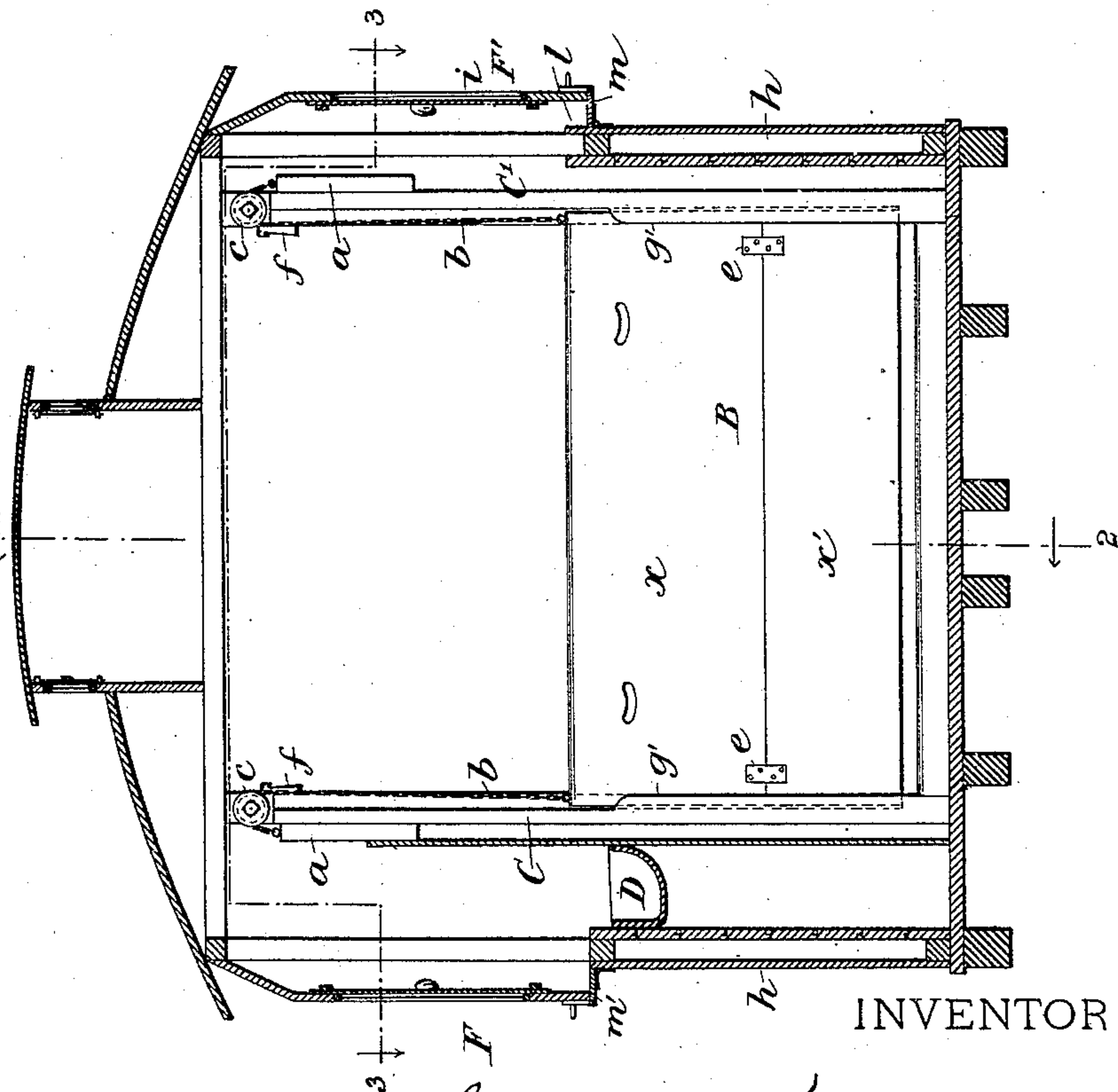


Fig: 1.



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Fig. 4.

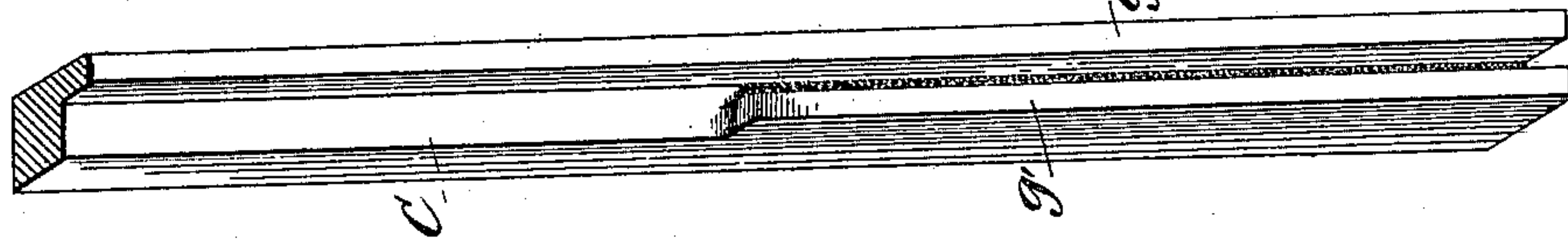
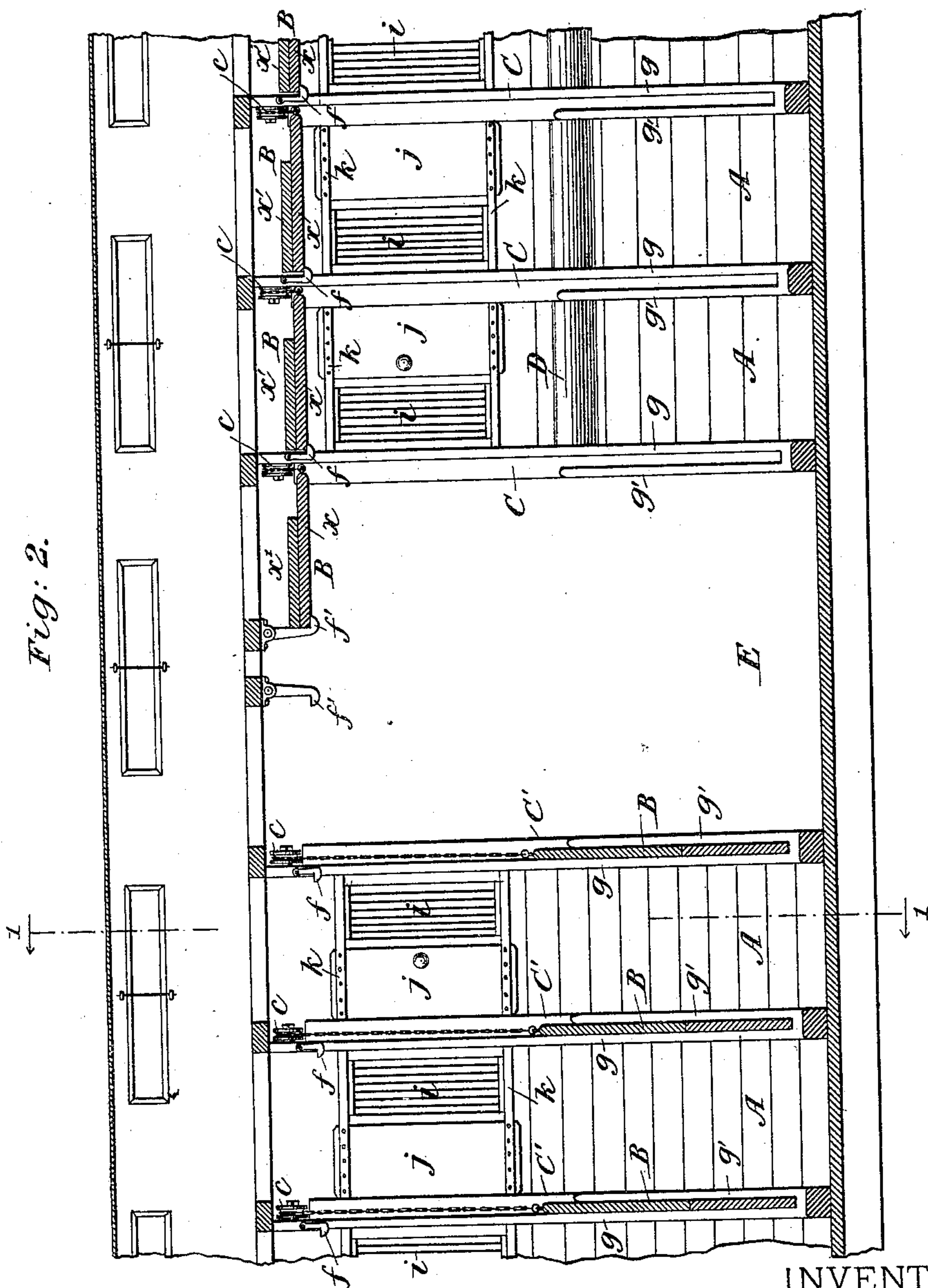


Fig. 2.



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(No Model.)

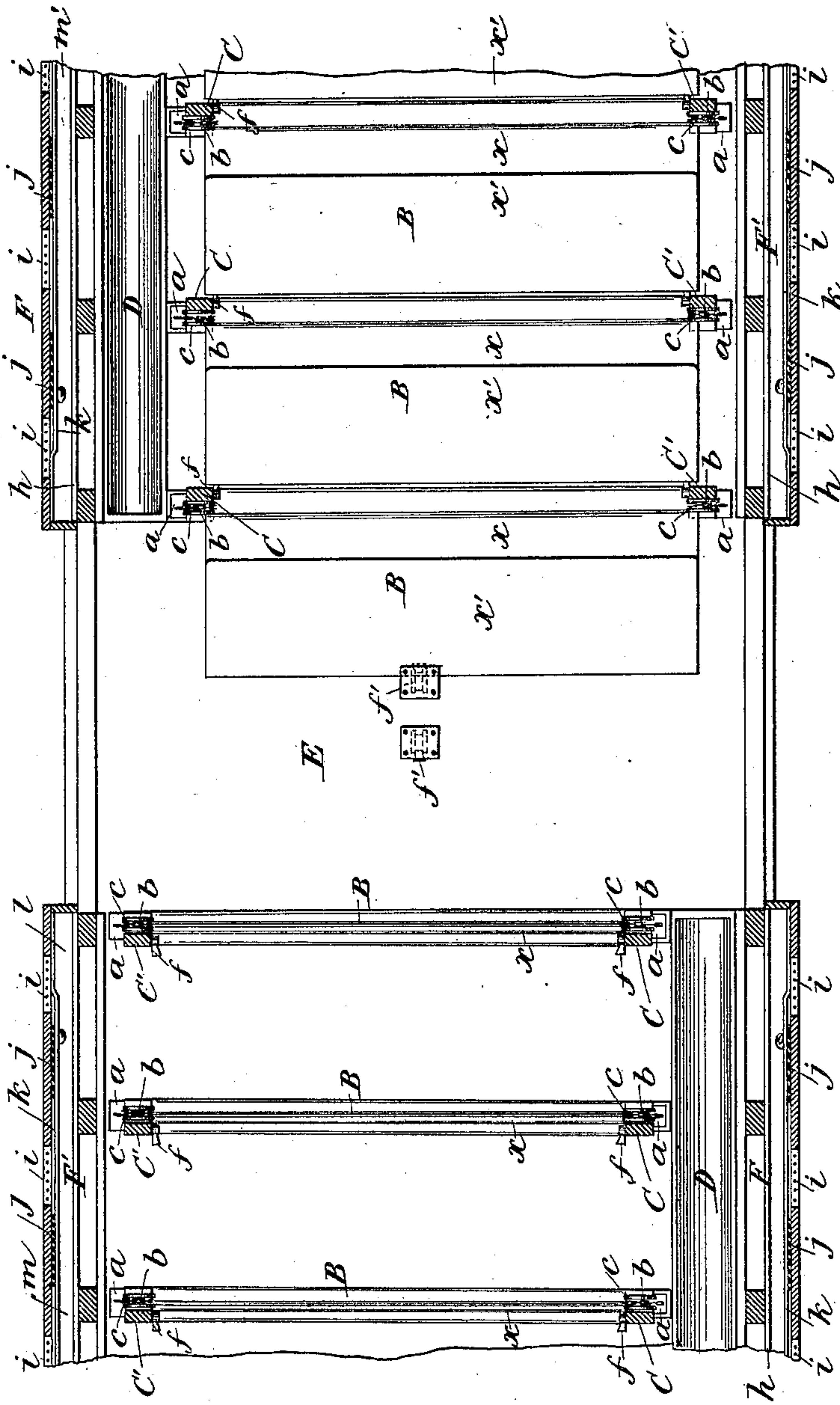
3 Sheets—Sheet 3.

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Fig. 3.



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# UNITED STATES PATENT OFFICE.

STEPHEN P. TALLMAN, OF FLAGTOWN, NEW JERSEY.

## STOCK-CAR.

SPECIFICATION forming part of Letters Patent No. 428,973, dated May 27, 1890.

Application filed November 2, 1889. Serial No. 329,045. (No model.)

*To all whom it may concern:*

Be it known that I, STEPHEN P. TALLMAN, a citizen of the United States, and a resident of Flagtown, Somerset county, New Jersey, have invented certain Improvements in Stock-Cars, of which the following is a specification.

My invention relates to that class of stock-cars commonly employed for transporting horses, and which have stalls formed by vertically-sliding partitions.

The object of my invention is to enable the animals to be loaded and unloaded conveniently, and to provide for their comfort when stalled.

In the accompanying drawings, illustrative of my invention, Figure 1 is a vertical transverse section of a stock-car embodying my invention, the plane of the section being indicated by line 1 1 in Fig. 2. Fig. 2 is a vertical longitudinal section of the middle part of the car, the plane of the section being indicated by line 2 2 in Fig. 1. Fig. 3 is a sectional plan of the middle part of said car, the plane of the section being indicated by line 3 3 in Fig. 1. Fig. 4 is a detached perspective view, on a little larger scale, of one of the posts or studs in which the sliding partitions are hung. Fig. 5 is a view similar to Fig. 2, illustrating a slightly-different form of the stall-partition.

The interior features of the car will preferably be arranged in this wise: At the center of the car on each side will be a door, and these oppositely-arranged doors will be connected by a cross-passage or gangway E, about five feet wide. Each end of the car will be fitted up with stalls and feed-troughs; but the animals in one end of the car will face in an opposite direction from that in which those in the other end of the car face. This arrangement I do not herein claim, nor do I limit myself to it.

The ends of the car will be divided up into stalls A of the proper width by means of vertically-sliding partitions B, mounted in keepers on posts or studs C C'. The posts C on the side of the car where the feed-troughs D are placed will stand in from the side of the car, as shown, a sufficient distance to accommodate the troughs and to allow the attendant to pass along between said posts and the side of the car. The partition B will be

mounted to slide between keepers  $g g'$  on the inner faces of the pair of posts C C', and it will be wholly or partially counterbalanced by weights  $a$ , attached to chains or ropes  $b$ , which play over pulleys or sheaves  $c$  at the tops of the respective posts C C'. The weights  $a$  are housed in casings at the backs of said posts.

Preferably, for reasons that will hereinafter appear, I prefer to make the sliding partition B in two sections, herein designated by the letters  $x$  and  $x'$ . These sections will be hinged together at  $e$  by suitable hinges, which should be let in flush.

The partitions are displaced and moved out of the way by sliding them up as far as they will go, then folding the lower section  $x'$  up against the upper section  $x$ , and then turning up the partition thus folded, as seen in Fig. 2, until it stands about horizontal. The counter-weights  $a$  will support the folded partition at one side—namely, that to which the chains are attached—and the other side may be supported or held up in any convenient manner.

In Fig. 2 the partitions at the right of the gangway E are represented as folded up, and those at the left as down in place.

In order to prevent the animals from getting their legs over the partitions or from falling on or over them, it is necessary to make said partitions quite high, and I prefer that they should extend to about forty-eight inches above the floor. On the other hand, it is very desirable that the stalls should be narrow, and I prefer to make them about twenty-six inches wide. Therefore I make the upper section  $x$  of the partition B wide enough to extend when folded up, as in Fig. 2, over to the adjacent pair of posts C C', and mount on these posts suitable latches or hooks  $f$  to catch under and support its free edge, as clearly shown. If the partition were not made of two hinged sections and folded, as shown, it would not fold up within the width of the stall.

It will be obvious that if the keepers  $g g'$  on the posts C C', which form the grooves in which the partition plays, both extended to the top of the post the partition B could not be disengaged therefrom and swung outsidewise or laterally for folding it up. To overcome



this difficulty, I construct the keeper  $g'$  to extend only part of the way, so that when the partition is elevated as far as the construction will permit its lower edge will be just above the upper extremity of this shorter keeper. This leaves the elevated partition free to swing out in one direction. The construction of the post is seen in Fig. 4. The partitions at both ends of the car swing out toward the middle of the car, and those adjacent to the gangway E are supported at their free edges by suitable latch-hooks  $f'$ , pendent from the timbers above or by some equivalent device.

The object in arranging the partitions to swing toward the middle of the car will be apparent. In loading the car the partitions at both ends are folded up beforehand, and the first animal taken in is placed in the stall at the extreme end of the car farthest from the gangway E. The attendant then lets down the partition for that stall and brings in the next animal and houses it in the adjacent stall. This is continued until the stalls adjacent to the gangway E are reached, and these are filled last. If the partitions did not fold or turn up toward the middle of the car, they would have to be brought down over the backs of the animals, and, moreover, their supporting-hooks could not be conveniently reached for disengagement.

After the animal is placed in the stall and the partition let down the latter may be fastened down temporarily by means of a hook, latch, or pin, if any such fastening be deemed necessary.

It is not absolutely necessary to make the partition B of two folding sections. In Fig. 5 I have shown each stall-partition made in one piece, this view showing how they will overlap when folded up the one partition over that next adjacent. This construction will require that both of the keepers  $g g'$  shall be made short, as otherwise the broad partition cannot swing between the adjacent pair of posts.

The lower portions  $h$  of the car sides will be boarded up to about half the height of the car, and above this siding the car will have laterally-projecting bays or housings  $F F'$ . These bays will be formed by securing brackets to the car-studs and boarding them up exteriorly, and will be substantially alike. In the boarding or siding of these bays will be formed grated or barred windows  $i$ , one for each stall, and these windows will be provided with covering-slides  $j$ , preferably of sheet metal, and connected in series to longitudinally-arranged bars  $k k$ , mounted to slide in

gains-cut in the outer edges of the brackets forming the bays. This arrangement of connected slides permits the attendant to adjust the slides over all the windows in a single bay simultaneously. These connected slides operate in the manner of a register and enable the windows to be wholly or partially closed, as desired.

The bay  $F'$  at the backs of the horses provides room for the tails of the animals and prevents the horses from injuring their tails or buttocks by rubbing or chafing them against the side of the car. I also prefer to extend this bay down a little below the top of the siding  $h$  of the car, so as to form a pocket  $l$ , the bottom  $m$  of which is hinged to the car side, so that it may be let down for the removal or dumping of excrement that may collect therein. The hinged board  $m'$ , which closes the bottom of the bay  $F$  at the heads of the animals, will be convenient for ejecting from the car any rubbish left in the troughs. I do not limit myself to closing the bottoms of the bays with hinged boards. They may be permanently closed in any convenient manner; but in that case no pocket  $l$  will be formed at the bottom of the bay  $F'$ .

The sliding partition B may be made close or solid, as herein shown, in which case I prefer to use matched boards extending lengthwise of the partition and bound together at the ends by iron bands; but I do not limit myself in this respect.

The car may be provided with an elevated water-tank in the usual way for supplying the stock with water. This I have not shown, as it is common and forms no part of my invention.

What I do claim, however, is—

In a stock-car, the combination of the posts  $C C'$  on opposite sides of the car, standing in from the side walls thereof and provided with vertically-arranged guides or keepers  $g g'$ , sliding and swinging stall-partitions extending crosswise of the car, which slide vertically and swing when elevated, counter-weights on opposite sides of the car, arranged in casings at the backs of said posts, pulleys at the tops of the respective posts  $C C'$ , and chains passing over said pulleys and connecting said counter-weights and stall-partitions, substantially as and for the purposes set forth.

In witness whereof I have hereunto signed my name in the presence of two subscribing witnesses.

STEPHEN P. TALLMAN.

Witnesses:

HENRY CONNETT,  
J. D. CAPLINGER.