

No. 618,986.

Patented Feb. 7, 1899.

J. T. JACKSON.

STOCK CAR.

(Application filed Sept. 30, 1897.)

(No Model.)

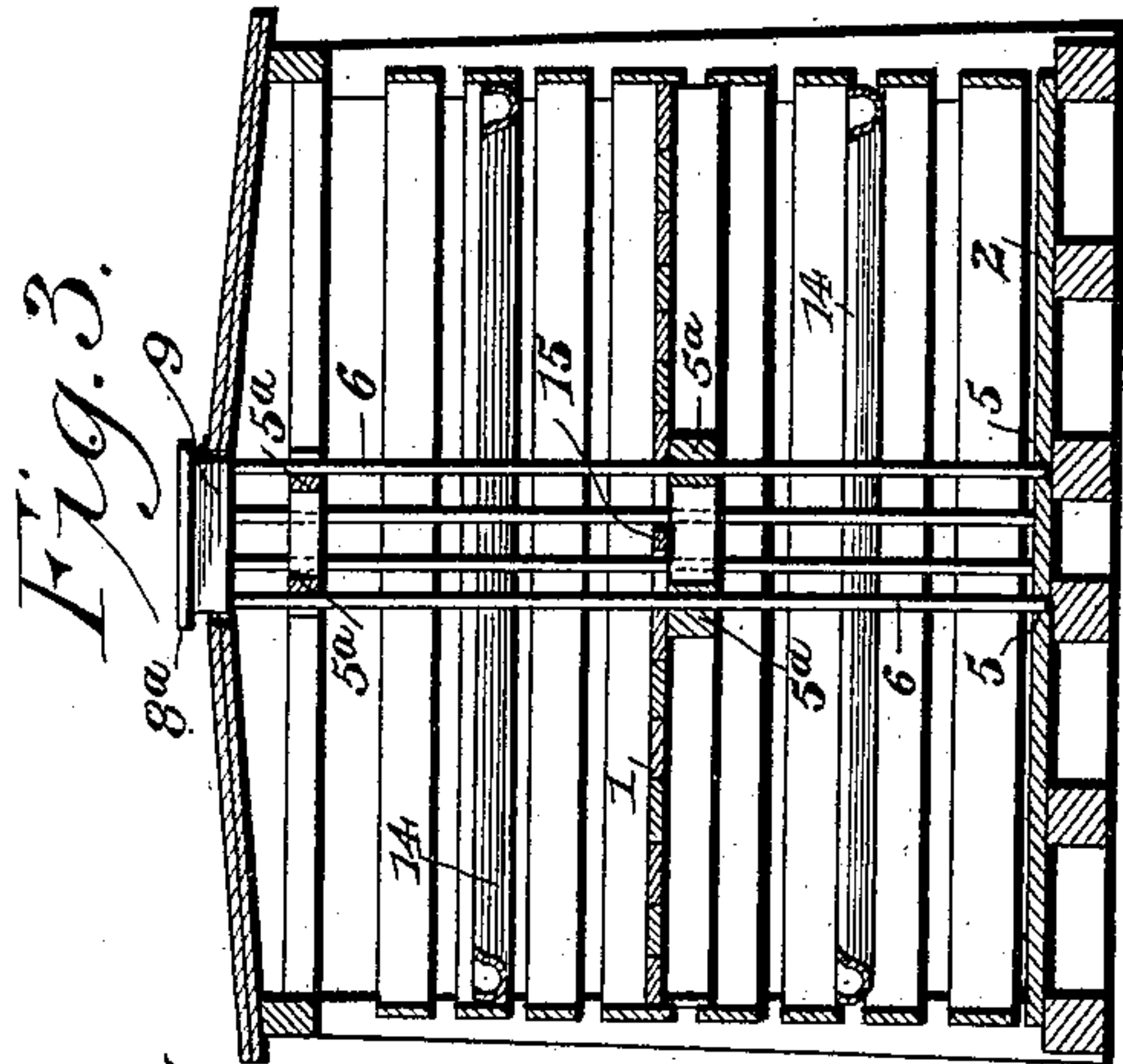
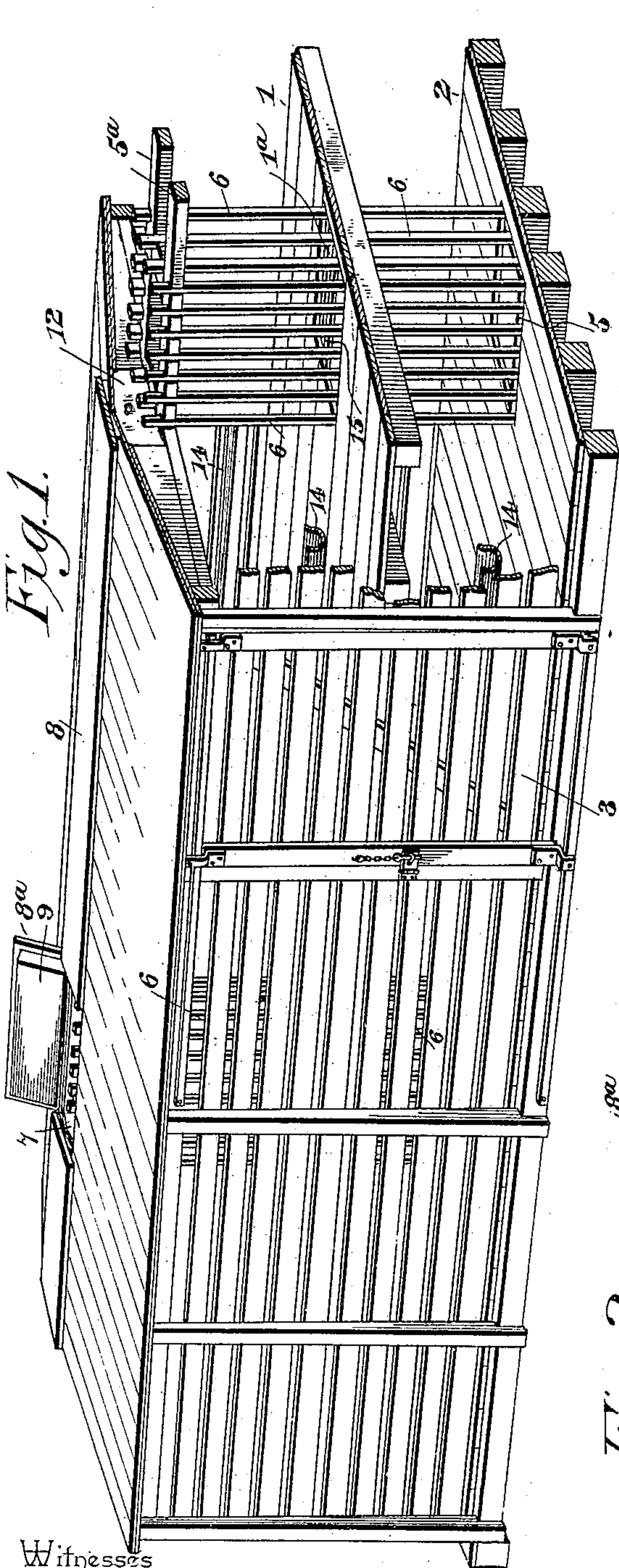


Fig. 2.

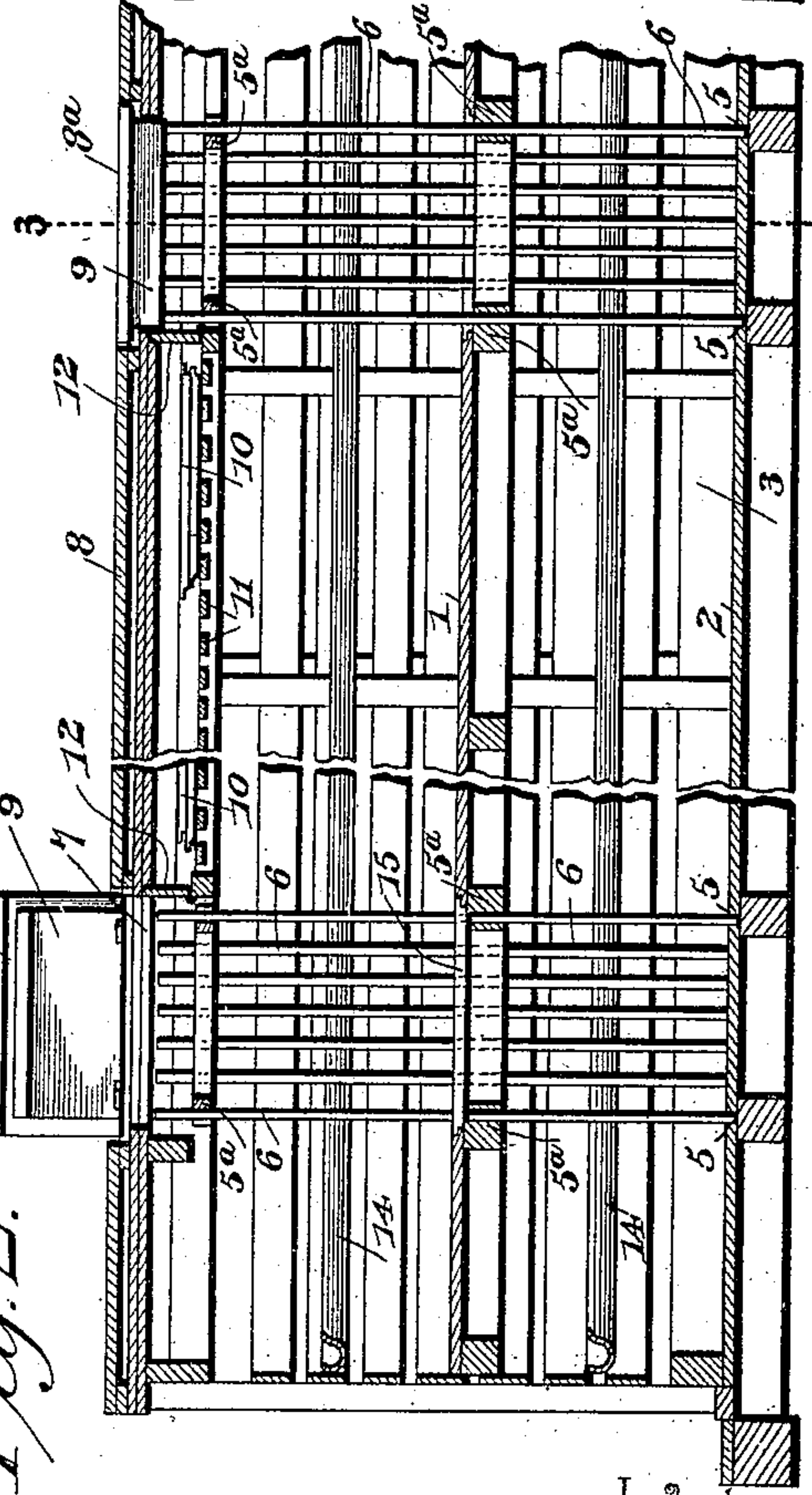


Fig. 3.

Inventor

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By *his* Attorneys,

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UNITED STATES PATENT OFFICE.

JOHN TYLOR JACKSON, OF CRAWFORD, NEBRASKA.

STOCK-CAR.

SPECIFICATION forming part of Letters Patent No. 618,986, dated February 7, 1899.

Application filed September 30, 1897. Serial No. 653,586. (No model.)

To all whom it may concern:

Be it known that I, JOHN TYLOR JACKSON, a citizen of the United States, residing at Crawford, in the county of Dawes and State of Nebraska, have invented a new and useful Stock-Car, of which the following is a specification.

My invention relates to stock-cars, and has for its object to provide in a double-deck stock-car simple and efficient means for feeding the stock *en route*, the facility with which feed and water can be introduced being equivalent for both decks of the car, and the parts being so arranged as to occupy but a small portion of the floor-space of the car.

A further object of the invention is to provide feed-racks of removable construction, and also to provide a receptacle or storage-rack adapted to contain removable floor-planks when the racks are in operative position and to contain the rack-bars when the latter are not in use, whereby the car is adapted to be used either with or without the feed-racks.

Further objects and advantages of this invention will appear in the following description, and the novel features thereof will be particularly pointed out in the appended claims.

In the drawings, Figure 1 is a perspective view, partly broken away, of a stock-car constructed in accordance with my invention. Fig. 2 is a longitudinal section of a portion of the car. Fig. 3 is a transverse section on the line 3 3 of Fig. 2.

Similar numerals of reference indicate corresponding parts in all the figures of the drawings.

The form of stock-car to which my invention is particularly applicable is that known as a "double-decker," designed for shipping small stock, such as sheep, the upper and lower decks 1 and 2 being accessible through independent door-openings closed by a door 3, and the side and end walls of the car being of open or slatted construction, as in the ordinary practice.

At a suitable point or points in the floor of the upper deck are formed openings 1^a, and contiguous to the edges of these openings and alined therewith on the lower deck are

formed keepers, either by providing openings 5 in the floor, as illustrated in the drawings, in connection with the lower deck or by providing suitably-attached keepers or notched bars 5^a, as shown, at the upper floor and near the top of the car. These keepers are designed for the reception of vertical rack-bars 6 of independent construction, which are adapted to be introduced downwardly through the alined keepers by insertion through a suitable feed-receiving opening 7 in the roof of the car, the running-board 8 at the top of the car being provided with a removable section 8^a, which is hinged to the contiguous portion of the car-roof and is adapted to be folded back, as illustrated in the drawings, to allow the introduction of feed into the space inclosed by the rack-bars. In the construction illustrated two racks are shown in the car at intermediate points; but it is obvious that this number may be either increased or decreased, according to the requirements and preferences of the builder or shipper. The door formed by the removable section of the running-board is provided with a depending reduced portion 9, adapted to bear upon the upper extremities of the rack-bars and hold the latter in a fixed position in the seats or keepers provided for their reception.

I preferably provide in connection with each car a plurality of planks 10, adapted to fit in the openings in the floor thereof, and when the rack-bars are in use these planks are arranged in a storage-rack formed by transverse timbers 11, arranged contiguous to the roof of the car and terminally accessible through openings closed by doors 12 or their equivalent. When it is desired to dispense with the feed-racks, the rack-bars may be arranged in this storage-rack, being introduced through either end opening, while the planks may be fitted in the openings in the floor, said openings having rabbeted edges to provide seats for the removable floor-planks. The doors 12 close upwardly, being hinged to the floor of the rack, and their upper or free edges are engaged when closed by the depending projections 9 of the roof-doors 8^a.

The water-troughs 14 preferably extend around the side and end walls of the car at

such an elevation as to be above the plane of the backs of the sheep or other stock, and thus occupy no portion of the floor-space, while being within reach of the stock, said troughs
5 being fixed to the walls, and hence accessible for filling through the openings between the slats of the walls.

The advantage of a construction whereby stock, and particularly small stock, may be
10 watered and fed without removal from the car resides in the saving of time required to remove and replace the stock and also in the fact that there is less danger to the stock, and hence less liability of shrinkage in the
15 cargo, and also that there is less expense in connection with shipping stock, whereas the additional expense necessary to equip a stock-car with the improvements herein described is comparatively small. It will be seen, fur-
20 thermore, that feed, such as hay or the equivalent thereof, introduced through the opening in the top of the car passes by one operation to a point accessible from the lower deck as well as from the upper deck, thus avoiding
25 the inconvenience and loss of time occasioned by depositing feed by different operations in receptacles located within reach of the occupants of the different decks. The construction provides a well which communicates with
30 both decks, and the filling of the well supplies the occupants of both decks. In order, however, to prevent hay or similar feed belonging to the upper deck from passing down to the lower, I may arrange a removable sup-
35 porting-bar 15 in one or more of the wells, as shown in Fig. 1 and at the left in Fig. 2. Feed for the lower deck may be pushed down below this bar, but will not pass the same without pressure.

40 Various changes in the form, proportion, and the minor details of construction may be resorted to without departing from the spirit or sacrificing any of the advantages of this invention.

45 Having described my invention, what I claim is—

1. A stock-car of double-deck construction, having its upper floor provided with an opening, and an open-sided rack bounding a space
50 alined and coextensive with said opening and extending from the lower deck to and accessible through an opening in the roof of the car, substantially as specified.

2. A stock-car of double-deck construction,
55 having its upper floor provided with an opening and contiguous keepers alined with keepers on the lower floor, and continuous rack-bars removably fitted in the upper and lower alined keepers to inclose a space alined and
60 coextensive with said floor-opening and extending from the lower floor to and accessible through an opening in the roof of the car, substantially as specified.

3. A stock-car of double-deck construction,
65 having its upper floor provided with an open-

ing, and having its roof provided with a corresponding vertically-alined opening fitted with a movable door, and continuous rack-bars removably fitted in keepers, on the upper and
70 lower floors, and extending from the lower deck to the roof to inclose a space alined with the said floor and roof openings, the upper ends of said rack-bars being arranged in the path of the door which is fitted in the roof-opening, whereby the pressure of said door
75 maintains the rack-bars in their operative positions, substantially as specified.

4. A stock-car of double-deck construction, having its upper floor provided with an opening, planks adapted to be removably fitted in
80 said floor-opening, a horizontally-accessible storage-rack adapted to support the floor-planks, and rack-bars removably fitted in keepers on the upper and lower floors, and extending from the lower floor to the roof to
85 inclose a space alined with said floor-opening, substantially as specified.

5. The herein-described stock-car of double-deck construction having its upper floor and roof provided with vertically-alined open-
90 ings, and having its running-board provided with a removable section forming a door whereby the roof-opening is normally closed, a terminally-accessible storage-rack consisting of transverse beams arranged contiguous
95 to the roof of the car, and independent rack-bars removably fitted in vertically-alined keepers arranged contiguous to the floor and roof openings and adapted to be introduced through the roof-opening, said slats extending
100 continuously from the lower floor to the roof, substantially as specified.

6. A stock-car of double-deck construction, having its upper floor and roof provided with alined openings, the roof-opening being fitted
105 with a movable door, a terminally-accessible storage-rack arranged contiguous to the roof of the car and with one end adjacent to said roof-opening, a door closing said adjacent end of the storage-rack and locked in its closed
110 position by an overlapping portion of the door in said roof-opening, and independent rack-bars removably fitted in alined keepers arranged contiguous to said floor and roof open-
115 ings and extending continuously from the lower floor to the roof, substantially as specified.

7. A stock-car of double-deck construction having its upper floor and roof provided with alined openings, and having its running-board
120 provided with a removable section forming a door, whereby the roof-opening is normally closed, independent rack-bars fitted in alined keepers arranged contiguous to the floor and roof openings and extending continuously
125 from the lower floor to the roof, a depending projection on said roof-door to bear against the upper ends of the rack-bars and hold them in their normal or depressed positions, a terminally-accessible storage-rack arranged
130

contiguous to the roof of the car with one end
adjacent to said roof-opening, and a hinged
door closing the end opening of the storage-
rack, said projection on the roof-door being
5 in the path of the free edge of said hinged
door, substantially as specified.

In testimony that I claim the foregoing as

my own I have hereto affixed my signature in
the presence of two witnesses.

JOHN TYLOR JACKSON.

Witnesses:

R. G. SMITH,

CHAS. F. ADAMS.