

No. 702,631.

Patented June 17, 1902.

J. F. CLARK.
STOCK CAR.

(Application filed Aug. 14, 1901.)

(No Model.)

2 Sheets—Sheet 1.

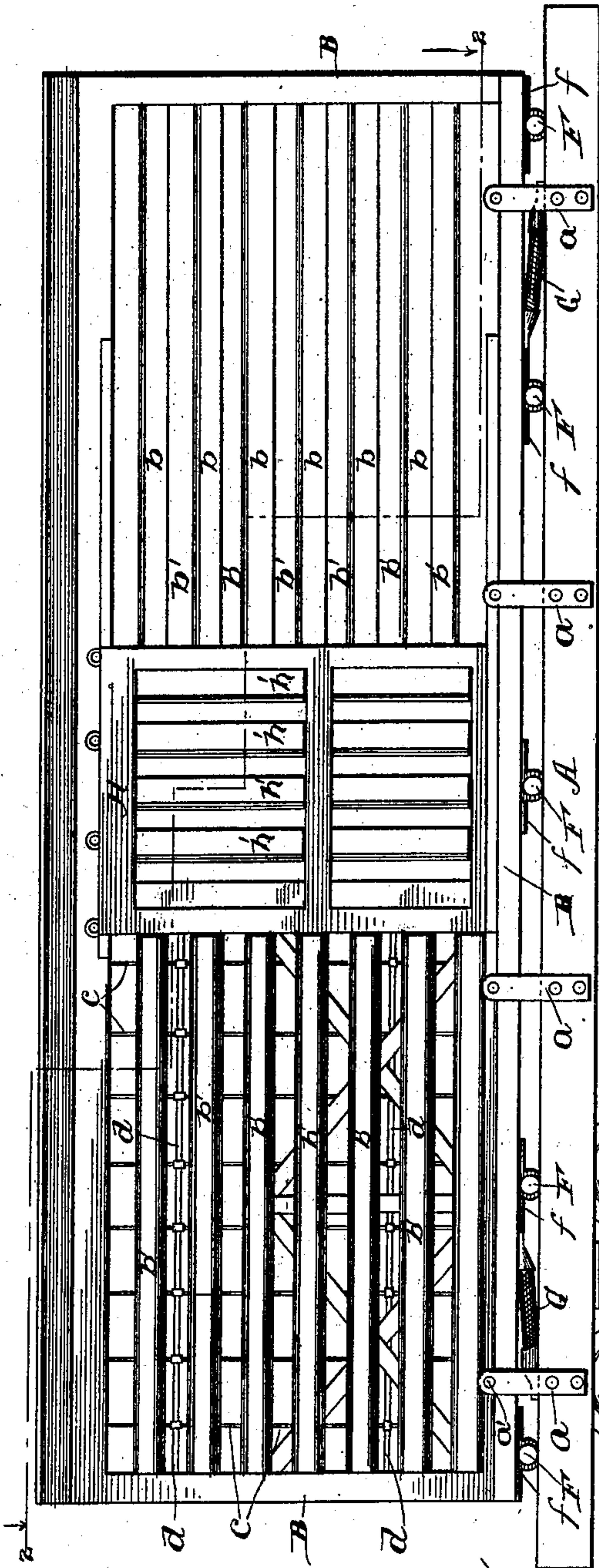


Fig. 1.

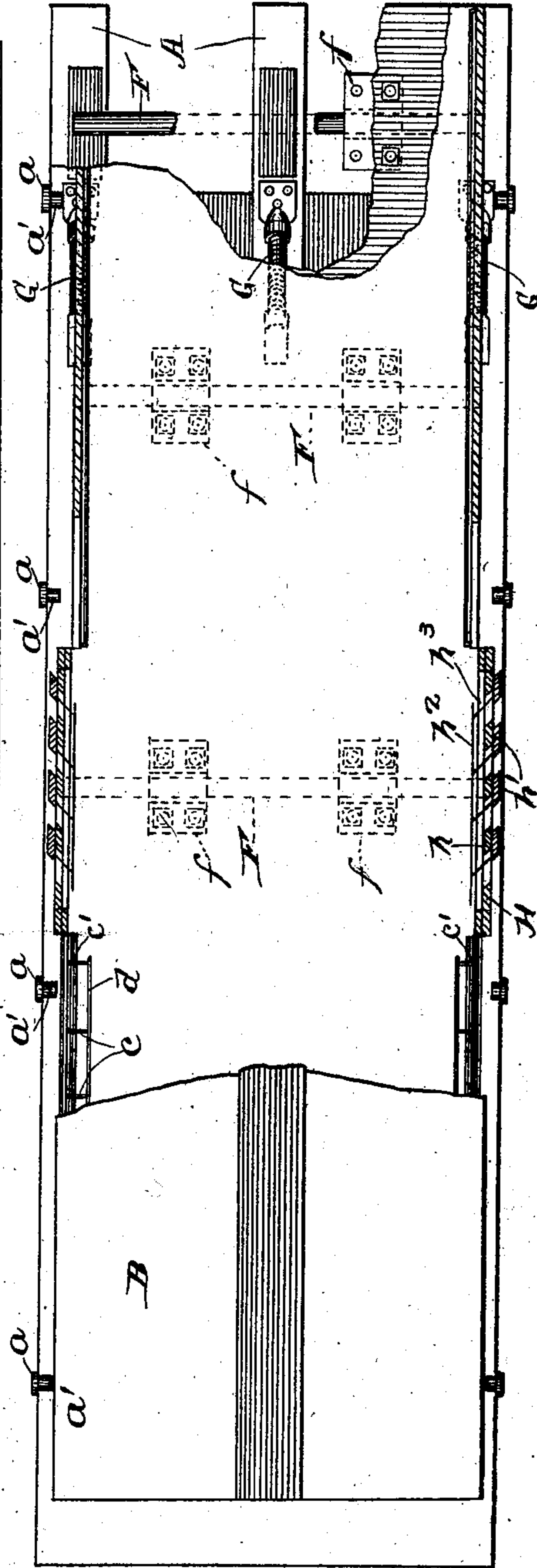


Fig. 2.

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Fig. 3.

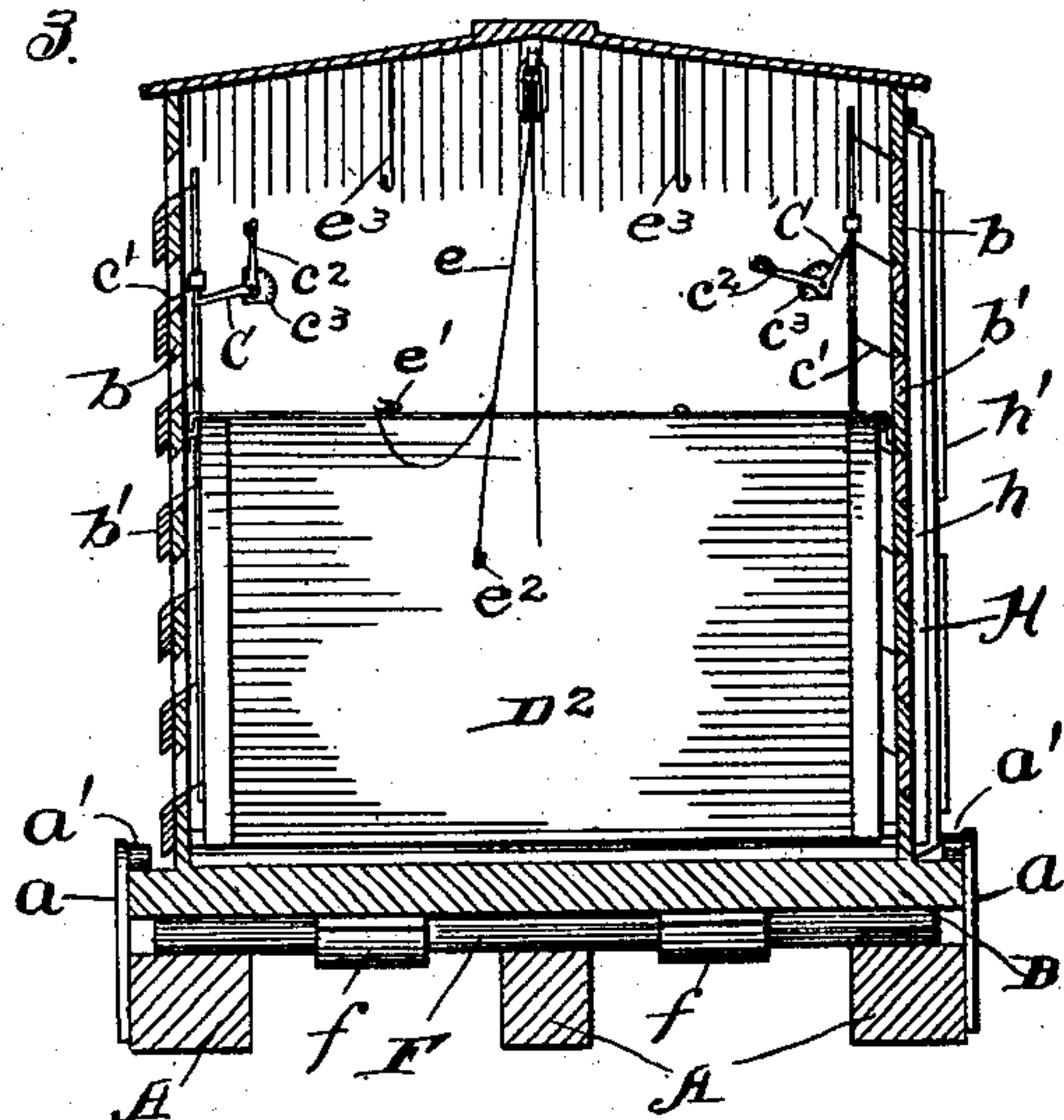


Fig. 4.

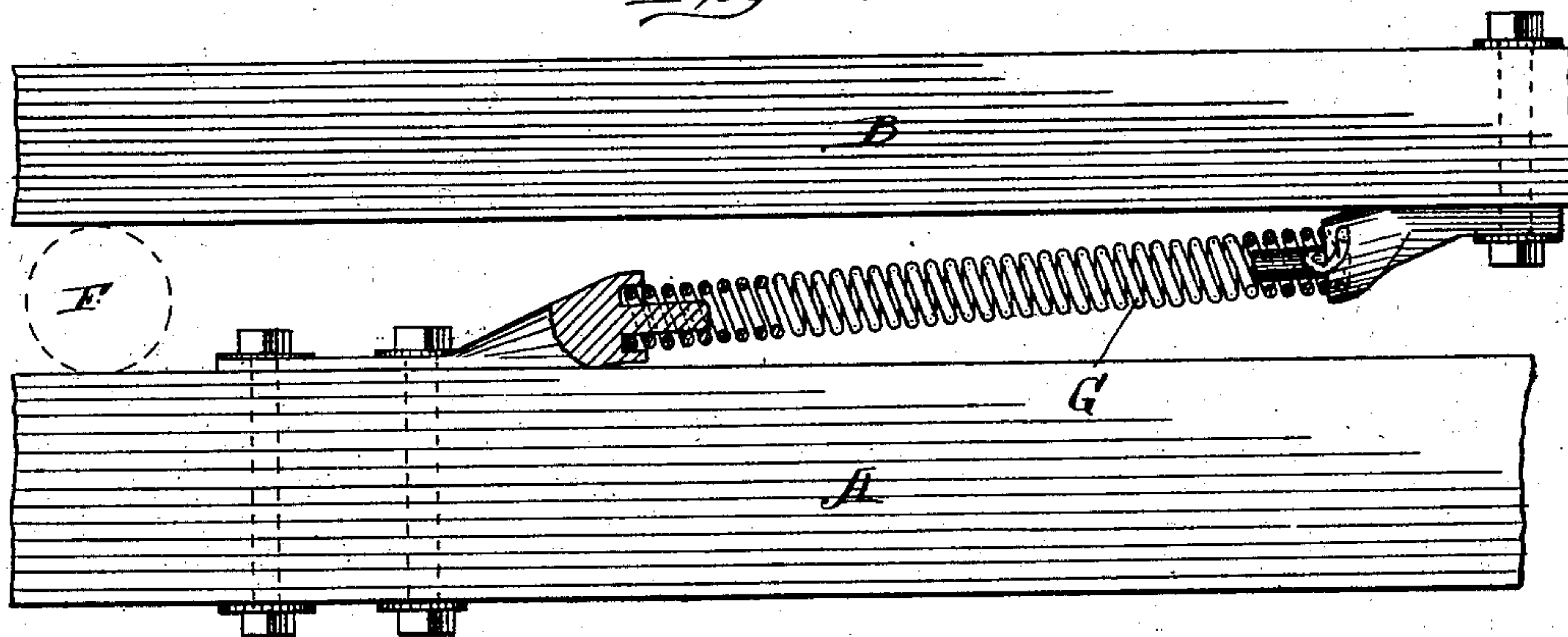


Fig. 5.

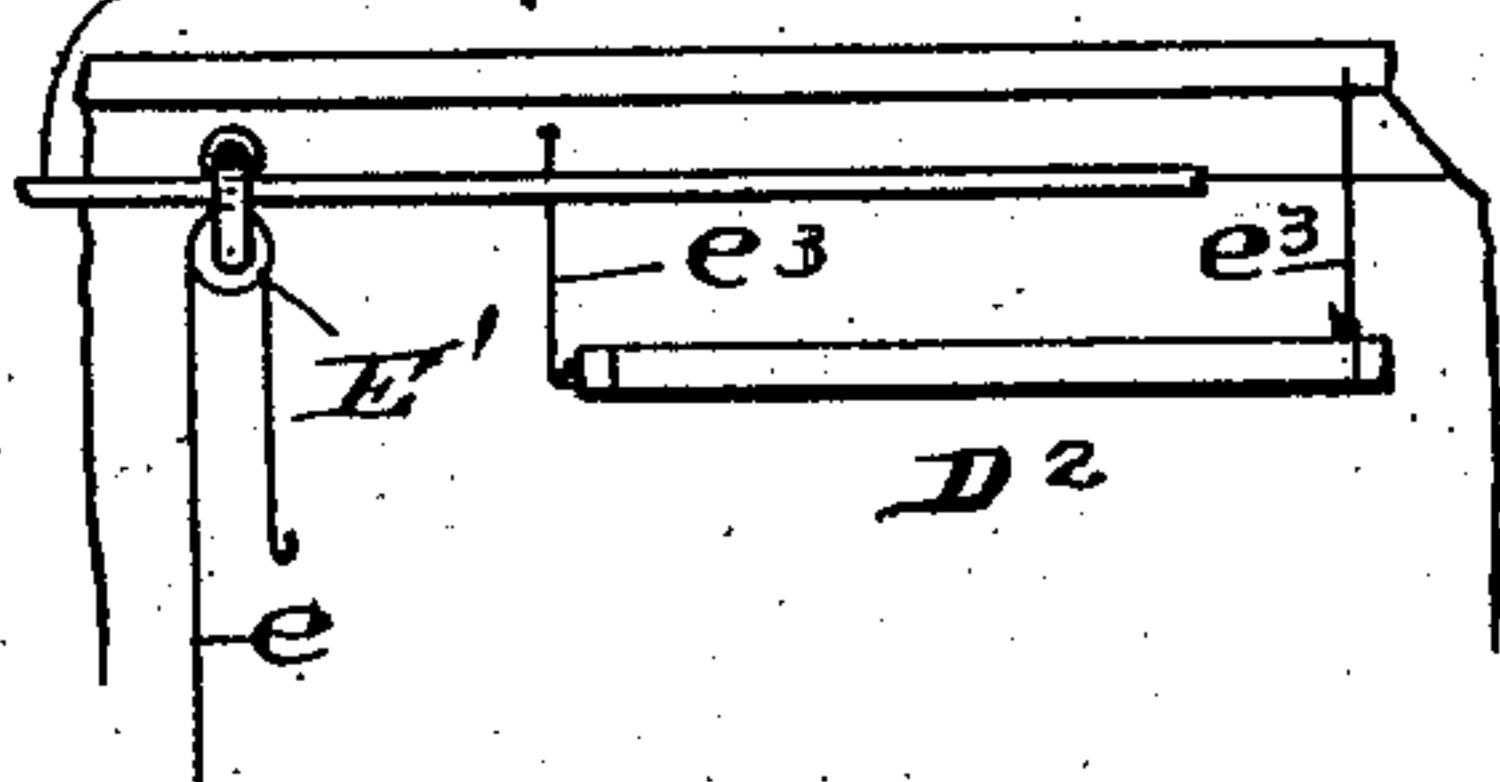
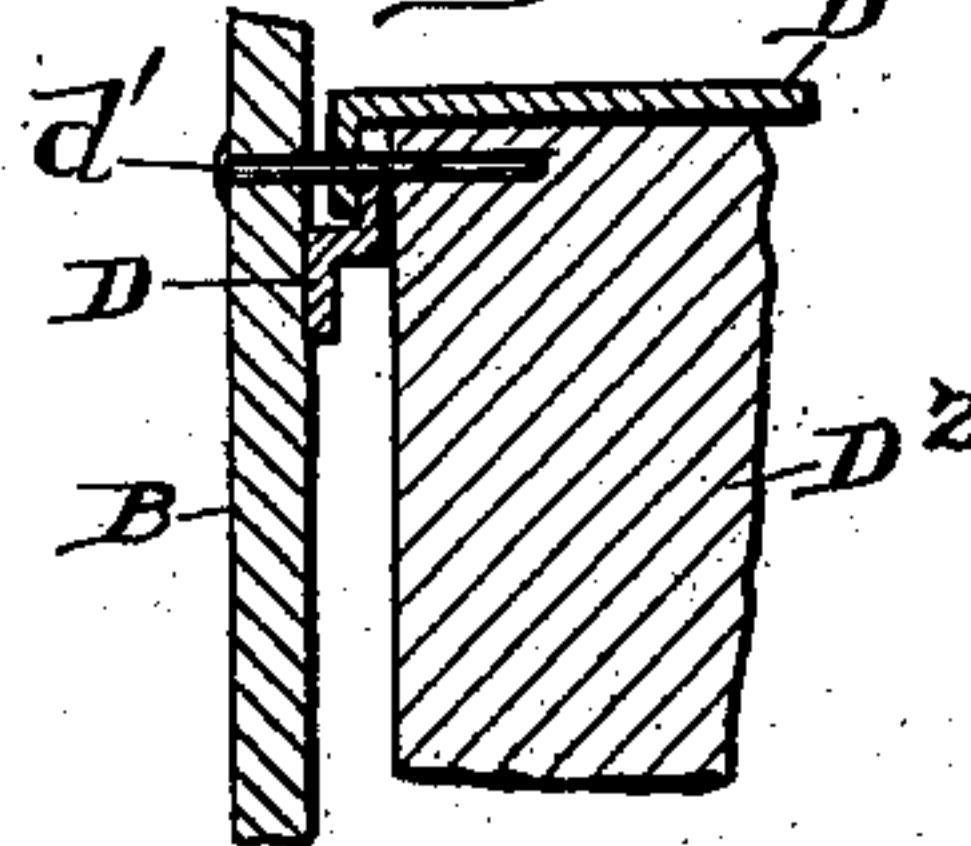


Fig. 6.



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UNITED STATES PATENT OFFICE.

JOHN F. CLARK, OF CHICAGO, ILLINOIS.

STOCK-CAR.

SPECIFICATION forming part of Letters Patent No. 702,631, dated June 17, 1902.

Application filed August 14, 1901. Serial No. 72,030. (No model.)

To all whom it may concern:

Be it known that I, JOHN F. CLARK, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Stock-Cars, of which the following is a specification.

This invention relates to improvements in that class of cars used for shipping horses and cattle; and it consists in certain peculiarities of the construction, novel arrangement, and operation of the various parts thereof, as will be hereinafter more fully set forth and specifically claimed.

The objects of my invention are to provide a stock-car in which the stalls for the animals shall be adjustable and when the stalls are not required the partitions forming them may be raised and supported at the top of the car, where they will be out of the way.

Another object of the invention is to so construct the car that the animals will not be shocked or thrown forward when the car is brought to a sudden stop or thrown rearwardly when the car is started suddenly.

In order to enable others skilled in the art to which my invention pertains to make and use the same, I will now proceed to describe it, referring to the accompanying drawings, in which—

Figure 1 is a view in side elevation of a car embodying my invention and showing a portion of it closed and another part open or ventilated. Fig. 2 is a plan view, partly in section, taken on line 2-2 of Fig. 1 looking in the direction indicated by the arrows. Fig. 3 is a cross-sectional view of the car. Fig. 4 is an enlarged longitudinal view, partly in section and partly in elevation, of a portion of the car-frame and a part of the car-body, showing the means for overcoming or reducing the shock to the latter. Fig. 5 is a view in side elevation of a portion of the upper part of the car with one side removed, showing the means for suspending the partitions which form the stalls; and Fig. 6 is a vertical sectional view of a portion of one side of the car and one of the partitions, showing the means for adjustably securing it in place.

Similar letters refer to like parts throughout the different views of the drawings.

A represents the car-frame, which is mount-

ed on trucks and wheels in the ordinary manner or any preferred way. The body B or car proper is built, as usual, in a box-like shape, with slats *b* secured to its sides and at a slight distance apart to permit of ventilation. On the outside of the slats *b* are other slats *b'*, which are united together by means of vertical rods *c*, having outward bends or loops *c'*, which pass through the spaces between the slats *b* and are secured to the inner surfaces of the upper portion of the slats *b'*, as is clearly shown in the drawings, in which it will be observed that the edges of both sets of slats are slightly beveled, so that when the outer slats are raised so as to fit in the spaces between the inner slats in order to make the car a closed one they will prevent water or snow passing into the car. The outside or movable slats *b'* are raised and lowered by means of bell-crank levers C, which are fulcrumed on the inner surfaces of the ends of the car and are provided with releasing-grips *c²* of the ordinary construction, which engage segmental ratchets *c³* to hold the parts in the desired position. The vertical rods *c* are united near their upper and lower ends by means of tie-rods *d*, as is clearly shown in Fig. 1 of the drawings. Extending longitudinally on the inner surface of each side of the car is a rail D, of angle-iron which is located at the proper height to engage an angle iron or bracket D', secured at the upper end of the partitions D², which form the stalls. The partitions D² are adjustably secured in position by means of bolts *d'*, which are passed through suitable openings in the sides of the car and into openings in the ends of the partitions. Extending longitudinally and centrally of the body of the car is a rail or rod E, on which is mounted a traveling pulley E', having a cord or chain *e*, to be attached to rings *e'* by means of hooks *e²* when it is desired to raise the partitions D² and to suspend them out of the way, which may be done by means of hooks *e³*, attached to the top of the car at one of their ends and engaging the rings *e'*, as is clearly shown in Fig. 5 of the drawings. The bottom of the car is provided with a series of transverse rollers F, which are journaled in suitable bearings *f* and rest on the car-frame A, the sides of which are provided with upright standards *a*, having on

their upper ends rollers α' , which rest on the upper surface of the sides of the bottom of the car, as is clearly shown in Figs. 2 and 3 of the drawings. This manner of supporting the car on the frame allows it a longitudinal movement, as is apparent, yet firmly holds it in position against lateral displacement. Between the bottom of the car and the frame are located springs G, which are secured at one of their ends to the car-body and at their other ends to the frame and which are employed for the purpose of reducing or preventing the shock to the car-body when suddenly stopped or started. While I have shown these springs as being spiral ones, yet I do not desire to be limited to that construction or to the manner shown and above described of connecting them to the car and frame, as I may use various forms of springs and other ways of arranging them without departing from the spirit of my invention; nor do I wish to be limited in applying the springs to a stock-car, as they may be utilized on other kinds of cars for the same purpose.

The doors H are formed of vertical slats h , located a slight distance apart and have on their outsides other vertical slats h' , connected together by means of horizontal rods h^2 , and extensions h^3 passing through the spaces between the slats h . The outer slats h' are movable and may be slid, so as to fit between the slats h , by means of bell-crank levers C, fulcrumed within the car or otherwise. When it is desired to close a part of the car and leave other parts open, this can

be done by unfastening some of the outside slats from the vertical rods, when they will remain fixed.

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

1. In a car, the combination of the car-frame mounted on trucks and wheels, with the car-body having the side edges of its bottom projecting outwardly from the upright sides thereof, upright standards secured to the sides of the car-frame and having on their upper ends rollers to downwardly impinge the projecting side edges of the bottom of the car-body, rollers journaled on the lower surface of the bottom of the car-body and resting on the frame, and springs interposed between the car frame and body, substantially as described.

2. In a car, the combination with the car-body having on its inner surfaces of its sides longitudinally-extending angle-rails, of a series of movable partitions having at their upper portions angle-brackets to engage said rails and at their vertical edges openings, pins or bolts passing through suitable openings in the sides of the car and engaging the openings in the partitions to adjustably secure them in place, and means to raise and suspend said partitions, substantially as described.

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Witnesses:

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