J. C. JONES.

STOCK CAR.

APPLICATION FILED FEB. 1, 1910.

974,068.

Patented Oct. 25, 1910.

2 SHEETS—SHEET 1.

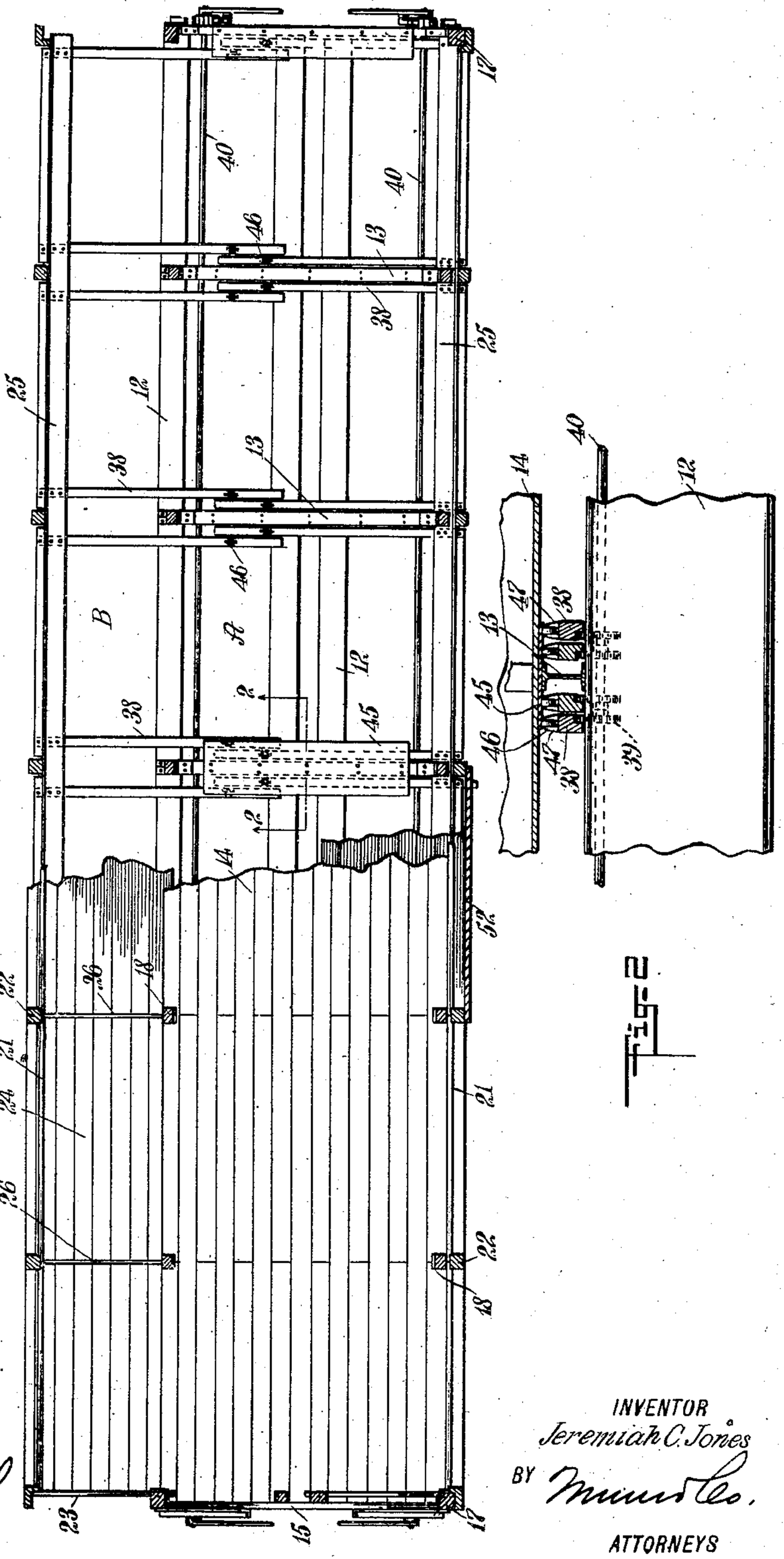

Fig. 1.

Fig. 2.

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2 SHEETS—SHEET 2.

Fig. 4.

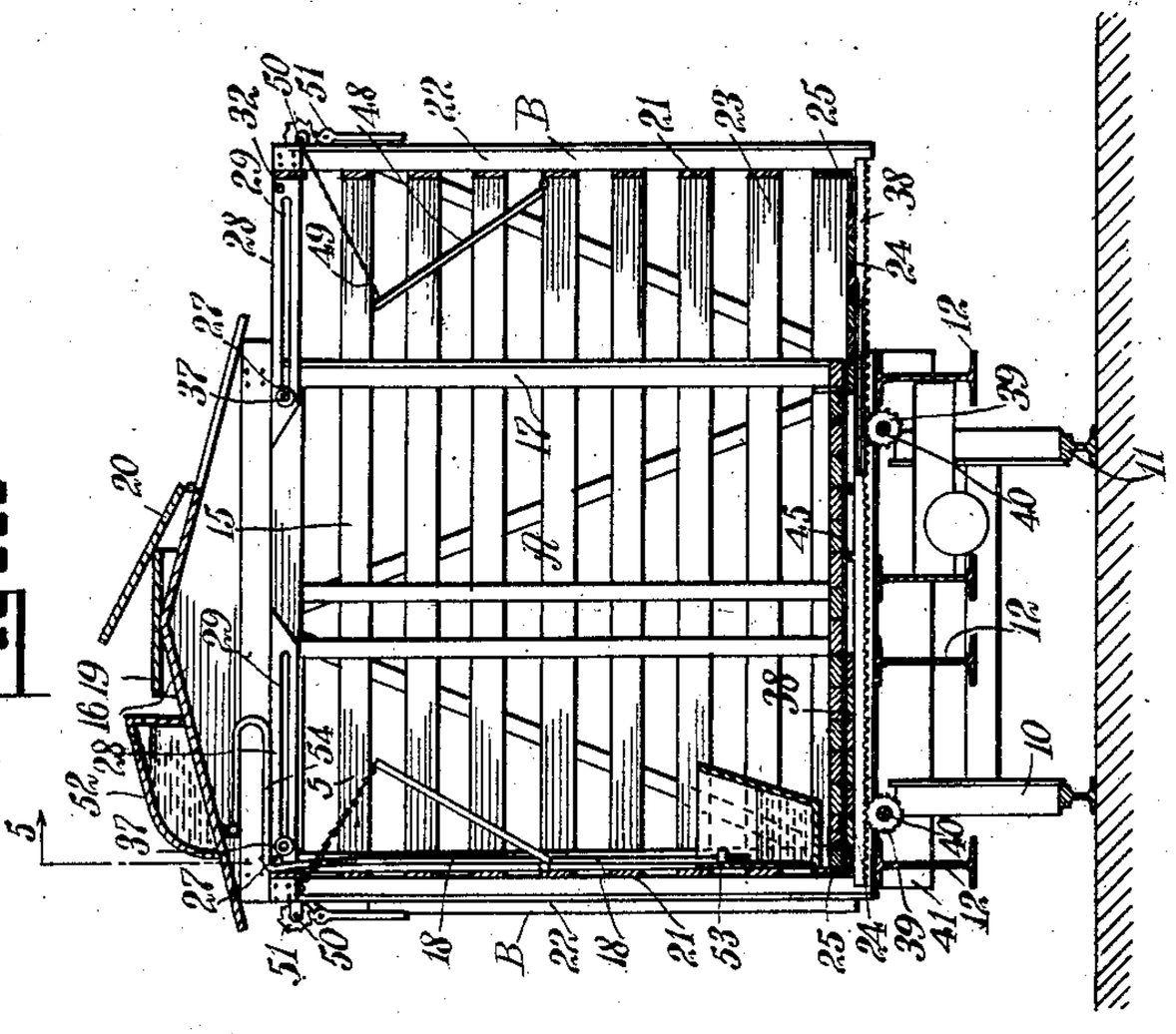


Fig. 5.

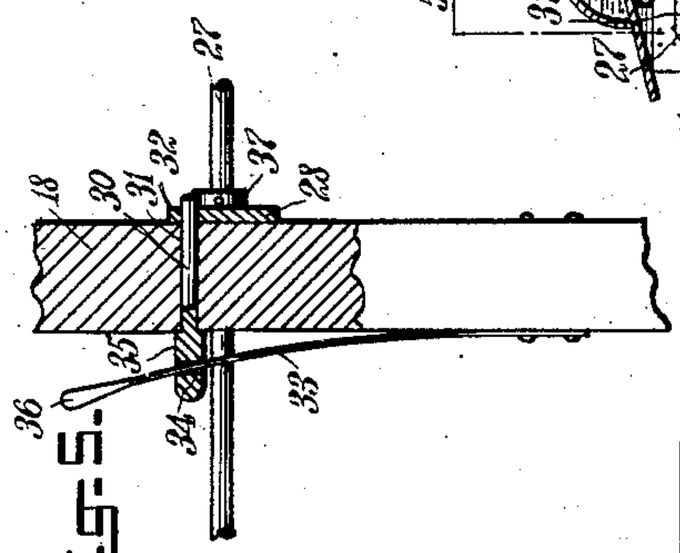
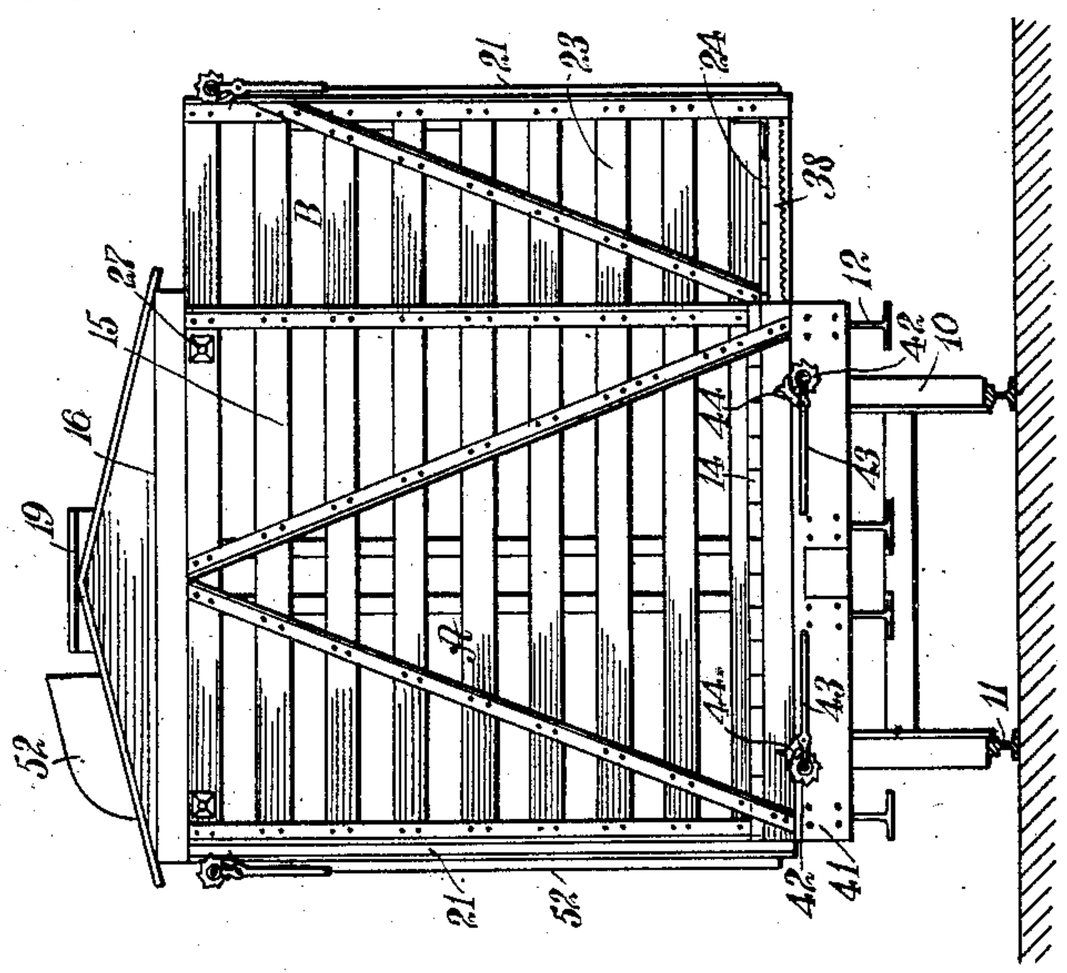


Fig. 2.



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UNITED STATES PATENT OFFICE.

JEREMIAH CONKLIN JONES, OF WOODSON, TEXAS, ASSIGNOR OF ONE-FOURTH TO WINN BROYLES, OF WOODSON, TEXAS.

STOCK-CAR.

974,068. Specification of Letters Patent. **Patented Oct. 25, 1910.**

Application filed February 1, 1910. Serial No. 541,364.

To all whom it may concern:

Be it known that I, JEREMIAH CONKLIN JONES, a citizen of the United States, and a resident of Woodson, in the county of Throckmorton and State of Texas, have invented a new and Improved Stock-Car, of which the following is a full, clear, and exact description.

This invention relates to stock cars for use on steam and other railroads, and has reference more particularly to a car of this class for moving cattle, horses and other live stock, and comprising a body having slidably movable side walls which permit the body of the car to be enlarged when desired, the side walls having associated therewith, suitable movable floor sections.

The object of the invention is to provide a simple, strong and durable car for the transportation of live stock of different kinds, which is laterally extensible to permit its enlargement, so that the animals in the car can move about and assume positions of rest, and to facilitate the feeding of the stock without removing them from the car, and which is adapted to travel upon standard gage tracks.

The invention consists in the construction and combination of parts to be more fully described hereinafter and particularly set forth in the claims.

Reference is to be had to the accompanying drawings forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the views, and in which—

Figure 1 is a horizontal section of an embodiment of my invention, certain of the parts being broken away; Fig. 2 is an enlarged, transverse section on the line 2—2 of Fig. 1; Fig. 3 is an end elevation of the car, showing one of the sides extended; Fig. 4 is a transverse section of the car; and Fig. 5 is an enlarged, vertical section on the line 5—5 of Fig. 4.

Before proceeding to a more detailed explanation of my invention, it should be understood that the present form of the stock car constitutes an improvement upon that disclosed in my United States Patent No. 243,572, issued June 28, 1881. The stock car shown in the above-mentioned patent had the sides hinged, and arranged to swing outwardly. In the present form of the invention the sides are slidable laterally, and have associated therewith, floor sections, which are movably positioned under the floor of the body of the car. It will be understood that in this way the car can be extended to different degrees, whereas in the earlier type of my invention the side walls became the floors of the extensions, and consequently had to be extended to the limit to be effective.

Certain of the details of construction form no part of the invention and can be varied in accordance with individual preference and special conditions, without departing from the underlying spirit of the invention.

Referring more particularly to the drawings, I have shown for example, a stock car mounted upon the usual wheels 10 adapted to run upon track rails 11, and supporting, by means of suitable trucks, the longitudinal floor girders 12 of the car body. These floor girders consist, preferably, of I-beams, which support the transverse floor beams 13. The floor 14 of the car body A is mounted upon the floor beams and may be of any suitable form, consisting, as shown for example, of planking.

The car body has end walls 15 of the usual slatted construction employed in stock cars. The roof 16 is mounted upon the end walls, and is supported by the corner columns 17 of the end walls or by the intermediate columns 18 mounted at the edges of the floor of the body A. The roof preferably has a central platform or walk 19 for the brakeman, and if so desired, may be provided with trap doors 20 giving access to the inside of the car from the roof.

The extension sides or parts B of the car, comprise the side walls 21 having columns or uprights 22, and end wall sections 23. The side walls and the end wall sections are of the usual slatted construction and have associated therewith movable floor sections 24 of similar construction to the floor 14, and provided at the outer edges with angle iron stringers 25, for securing them to the side walls 21. The floor sections 24 slide under the floor 14, and the end wall sections 23 slide at the inner sides of the end walls 15. The floor sections 24 have transverse slots 26 which receive the webs of the floor beams 13 and permit the inward and outward movement of the extension sections B. Guide rods 27 are arranged longitudinally of the car body, near the upper ends of the

end walls and adjacent to the outer corners thereof. The movable sections B have at the top, inwardly extending guide arms 28 provided with slots 29 which movably receive the guide rods 27 and assist in guiding the movable sections in their inward and outward movements.

I provide means for locking the movable sections B in their inward positions. The locking means are shown in detail in Fig. 5, and comprise locking pins 30 slidably mounted in openings 31 of certain of the columns 18. The arms 28 have at their outer ends openings 32 adapted to receive the locking pins 30, whereby the sections can be locked in their closed or inward positions. Spring arms 33 mounted upon the columns 18 and extending through longitudinal openings 34 of heads 35 of the pins 30, permit the manipulation of the pins, being provided with grips 36 for the purpose. The arms 33 tend normally to project the pins toward the arms 28. The guide rods 27 have adjacent to the arms 28, fixed collars 37, which assist in guiding the arms with respect to the rods 27.

I employ rack bars 38, arranged in spaced pairs and extending transversely of the car, being secured to the movable sections B underneath the floor sections 24, and having the teeth extending downwardly, in engagement with pinions 39 mounted upon the shafts 40 extending longitudinally underneath the car. At the ends, the shafts 40 project beyond the buffer beams 41 of the car, and have ratchets 42 and pivoted levers 43. The latter are provided with dogs 44 adapted to engage the ratchets and permit the manual rotation of the shafts. By turning the shafts in one direction or the other, the sections B can be correspondingly adjusted, the rotation of the shafts, through the pinions, moving the rack bars inward or outward. Underneath the floor 14 of the car body A, and between it and the floor beams 13, are roller plates 45, in engagement with rollers 46 journaled in suitable brackets 47 of the rack bars, to facilitate the movement of the sections B.

The side walls 21 have hinged fodder racks 48, adapted to fold upward against the walls, and controlled by chains 49 or other suitable lines adapted to be wound upon shafts 50 carried by the side walls 21. The shafts 50 can be manually operated by ratchet and lever devices 51 similar to those at the ends of the shafts 40. The width of the car is such that stock can be carried therein in the usual fashion. When it is desired to feed the stock or to give the animals a chance to rest and alter their positions, the sections B are moved outward by means of the shafts 40, and the width of the car is thereby increased to such an extent that the room within the car is practically doubled. It is preferable that the train of cars be standing, for example on a siding, at this time. The animals can be fed by placing fodder in the racks 48. The fodder such as hay, can be introduced from the top. It will be understood that the roof does not project over the sections 13 when these are extended, so that the fodder can easily be placed within the racks 48.

As also disclosed in my prior patent, I employ a reservoir 52 with the car, for providing the animals with water. A drinking trough 53 is arranged within the car and is adapted to be filled from the reservoir by means of a flexible conduit 54 having a cock or other valve by means of which the flow therethrough can be controlled.

Having thus described my invention, I claim as new, and desire to secure by Letters Patent:

1. A stock car, comprising a body having a fixed floor, fixed end walls, and a fixed roof, columns supporting said roof intermediate said end walls, floor sections slidably mounted under said floor and movable transversely thereof, and having slots receiving said columns, to permit the movement of said floor sections, rack bars rigid with said floor sections, pinions engaging said rack bars, means for operating said pinions to slide said floor sections, and side walls rigid with said floor sections.

2. A stock car, comprising a body having a fixed floor, fixed end walls, and a fixed roof, guide rods extending longitudinally of said body, floor sections slidably mounted under said floor, side walls and end walls rigid with said floor sections, said side walls having slotted guide members movably receiving said guide rods, and means for moving said floor sections transversely of said body.

3. A stock car, comprising a body having a fixed floor, fixed end walls, and a fixed roof, guide rods extending longitudinally of said body, floor sections slidably mounted under said floor, side walls and end wall sections rigid with said floor sections, said side walls having slotted guide members movably receiving said guide rods, rack bars rigid with said floor sections, shafts arranged under said floor and having pinions in engagement with said rack bars, and means for manually operating said shafts.

4. A stock car, comprising a body, and laterally movable side sections associated with said body, said body having longitudinal girders, and floor beams arranged transversely of said girders, said body having a floor, said sections having floor sections movably mounted under said floor, and provided with slots to permit their movement without interference on the part of said floor beams.

5. A stock car, comprising a body, later-

ally movable side sections associated with said body, said body having longitudinal girders, floor beams arranged transversely of said girders, said body having a floor, said sections having floor sections movably mounted under said floor, and provided with slots to permit their movement without interference on the part of said floor beams, means for moving said sections transversely of said body, means for guiding the movement of said sections, and means for locking said sections in predetermined positions.

6. A stock car, comprising a body having a floor, floor beams supporting said floor, longitudinal girders carrying said floor beams, plates mounted upon said floor beams underneath said floor, floor sections slidably mounted under said floor, rack bars rigid with said floor sections and having rollers engaging said plates, and manually operable pinions engaging said rack bars, said floor sections having walls associated therewith.

7. A stock car, having a body, movable side walls associated with said body, guide arms secured to said side walls, said body having columns, locking pins carried by said columns and adapted to engage said guide arms, to lock the side walls in predetermined positions, and means for operating said locking pins.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

JEREMIAH CONKLIN JONES.

Witnesses:
T. D. Hicks,
B. O. Fry.