(No Model.)

J. HENRY.

STOCK CAR.

No. 262,042. Patented Aug. 1, 1882.

Fig. 1.

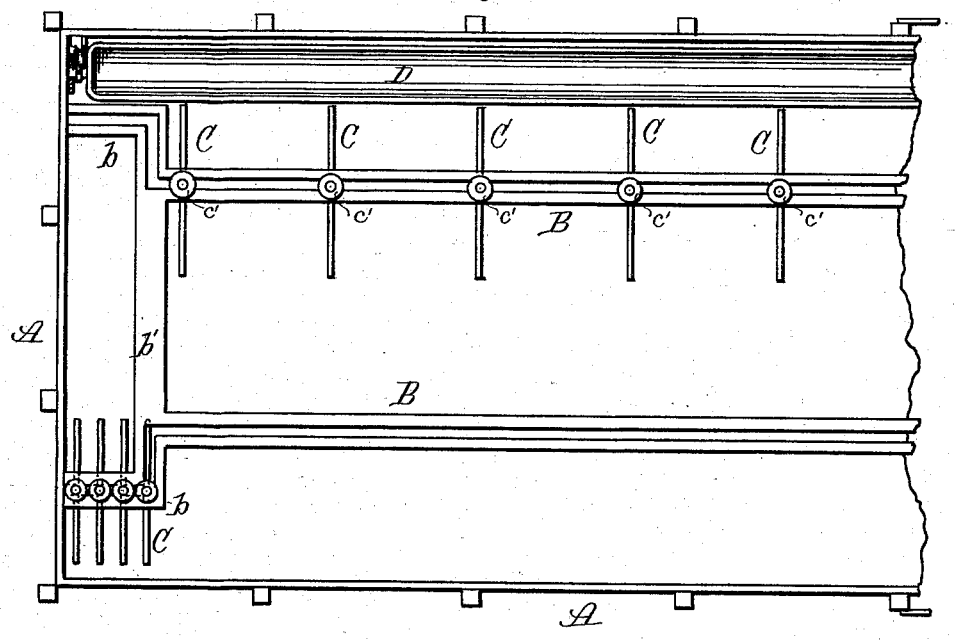
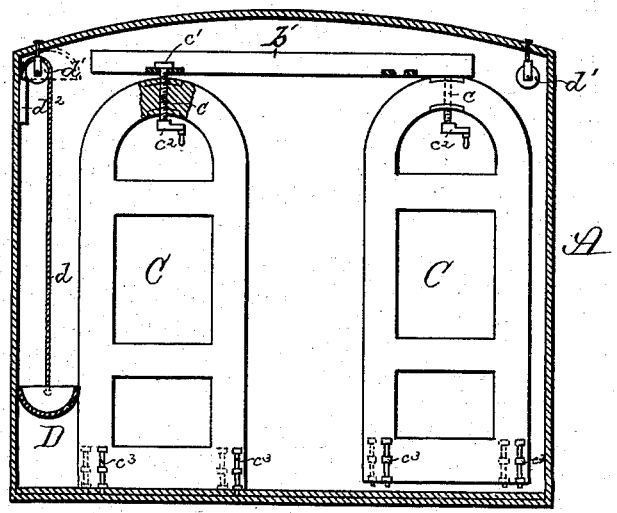


Fig. 2.



Witnesses:

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UNITED STATES PATENT OFFICE.

JOHN HENRY, OF CHICAGO, ILLINOIS.

STOCK-CAR.

SPECIFICATION forming part of Letters Patent No. 262,042, dated August 1, 1882.

Application filed June 14, 1882. (No model.)

To all whom it may concern:

Be it known that I, JOHN HENRY, 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 Railway Stock-Cars, of which the following is a specification, reference being had therein to the accompanying drawings.

My invention relates to stock-cars; and it consists in the construction and arrangement of its several parts, as will be hereinafter fully set forth, and pointed out in the claims.

In the drawings, Figure 1 is a top plan view, and Fig. 2 is a vertical cross-section.

A represents the shell or body of the car, which is of ordinary construction.

B are tramways situated close beneath the roof of the car, and extend along it from end to end, as shown. They have L-shaped terminations *b*, in which are stored the partitions, as will be hereinafter fully set forth. Cross-bars, as shown at *b'*, are arranged at suitable distances between the tramways to brace them, and they are also supported by hangers attached to the ceiling of the car.

C are the partitions, and are preferably of the shape shown in the drawings. They are provided with suspension-bolts *c* through the upper portion of their frames, said bolts being provided with heads *c'*, which slide in the tramways B, as shown. The bolts have cranks c^2 by which they can be turned, and the partitions elevated from or reslid upon the floor. Upon each corner of the bottom of the partitions are bolts c^3, which enter holes in the floor of the car placed at the points where the partitions rest when in position, as shown in Fig. 1. The partitions are elevated from the floor by screwing up the bolts *c*. The partitions slide along the tramways, and are stowed away in their L-shaped ends. These L-shaped ends are placed upon both ends of the tramways, and half of the partitions are stowed away in each end of the car, as shown in Fig. 1. When the partitions are in place, as shown in Fig. 2, the bolts *c* are screwed down, so that the partitions are braced firmly against the floor, and their tops are not liable to be pushed out of place by the cattle.

D is a water and feed trough placed between the sides of the car and the partitions. It is suspended by the rope or ropes *d*, which run over the pulleys *d'*, suspended from the roof of the car, as shown. The trough is held up by the weight d^2, attached to the end of the rope; or said rope may be secured to a cleat. When not in use the trough is elevated to the top of the car, where it turns bottom side up, as shown in Fig. 2 by dotted lines. The object of this is to prevent the trough becoming foul with dirt and chaff, and also to do away with the expense of cleaning it out so often, as would have to be done were the trough stationary.

In the right-hand side of the car, Fig. 2, the pulley *d'* is shown, and the trough drawn up out of the way. In this figure the right-hand partition is shown stowed away in the opposite end of the car. This car may be also used for the transportation of all kinds of merchandize by stowing away or removing the partitions and troughs.

What I claim is—

1. The car-body A, provided with tramways B, having L-shaped ends *b* and cross-bars *b'*, supported by hangers attached to the roof of the car, said tramways being adapted to receive the partitions C, substantially as shown and described.

2. The adjustable partitions C, suspended from the tramways B by the screw-bolts *c*, having heads *c'* and cranks c^2, and provided with bolts c^3, adapted to enter suitable holes in the floor of the car and retain the partitions in place, substantially as shown and described.

3. The combination of the partitions C with the tramways B, having L-shaped ends *b*, all arranged to operate substantially as shown and described.

In testimony whereof I affix my signature in presence of two witnesses.

JOHN HENRY.

Witnesses:
H. W. VETZ,
JOHN WISDOM.