

H. S. MOODY.
Stock-Car.

No. 208,839

Patented Oct. 8, 1878.

Fig. 1.

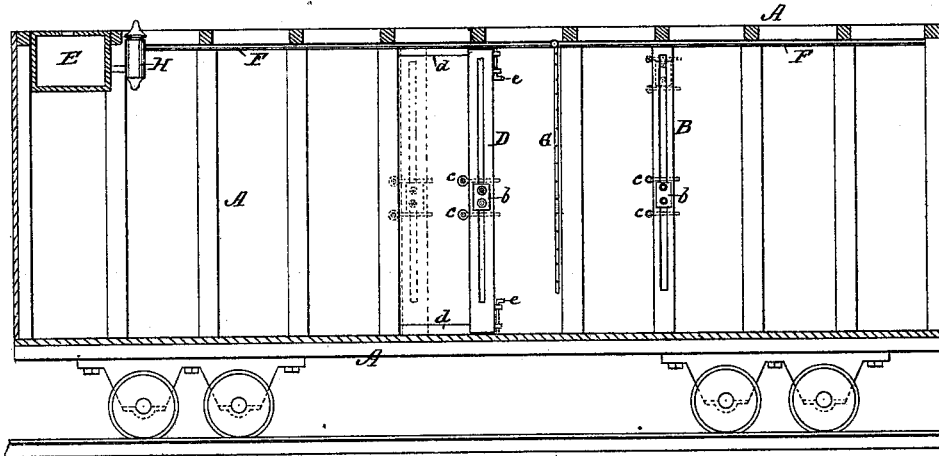


Fig. 3.

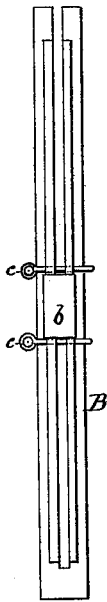


Fig. 2.

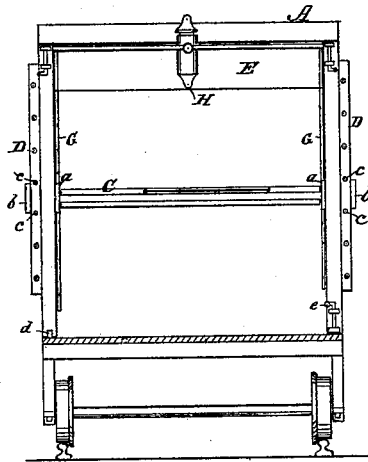
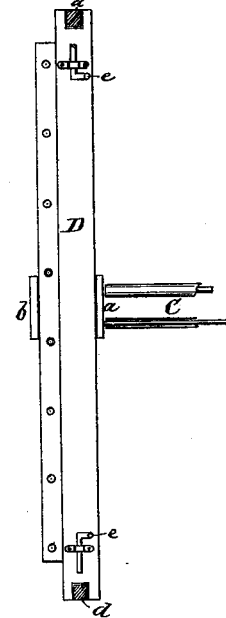


Fig. 4.



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UNITED STATES PATENT OFFICE.

HENRY S. MOODY, OF OMAHA, NEB., ASSIGNOR OF ONE-HALF HIS RIGHT TO CHARLES I. KARBACK AND JOSEPH A. COOMBES, OF SAME PLACE.

IMPROVEMENT IN STOCK-CARS.

Specification forming part of Letters Patent No. **208,839**, dated October 2, 1878; application filed July 16, 1878.

To all whom it may concern:

Be it known that I, HENRY S. MOODY, of Omaha city, in the State of Nebraska, have invented a new and useful Improvement in the Construction of Stock-Cars, which improvement is fully set forth in the following specification, reference being had to the accompanying drawings.

The object of my improvement is to protect cattle while being transported in railway-cars from bodily injuries, to allay fever, and to counteract the effects of heat, thirst, and exhaustion, from which the animals so severely suffer as the result of the present mode of transit, my improvement affording to the consignor the full benefit of the normal weight and condition of the cattle, and to the consumer the benefit of meat in a prime and healthy state.

The improvement consists of a series of movable bars, so arranged that they may be moved up and down at pleasure, the bars to be composed of two or more small iron or gas pipes, with iron rods running through center of pipes, having a head at each end, the bars to be adjusted to a head fitting the slots in the standards, through which they are worked and fastened by two pins, one above and one below.

The slots are bored at different points for the adjustment of the bars with pins. The bars, when not in use, are in their places under the roof. They are a part of the car, and cannot be taken out or moved except in the slots.

My improvement in no way interferes with the use of car for ordinary freight.

To load the improved car, proceed as in the ordinary way. After driving in the requisite number of cattle, secure the opening at the door with a bar; then half-close the door and move two sliding standards from their position at the respective sides of doors or openings to their relative position at center of doors, and fasten. The movable standards contain bars similar to the others. Lower and adjust bars, commencing at either end, so that each animal will be perfectly separated and secured for the journey; then close doors.

To unload, return bars home to roof of car,

readjust sliding standards, so that the doors can be readily opened and the cattle discharged.

In accompanying drawings, Figure 1 is a longitudinal section of a stock-car provided with my improvements. Fig. 2 is a cross-section of such car. Figs. 3 and 4 are detail views of the stationary and movable standards respectively.

The body or main frame of the car A is constructed in the ordinary manner. A certain number of the stationary standards B on each side of the car are slotted longitudinally to adapt them for attachment of cross-bars C thereto. The said cross-bars extend transversely across the car, and two or more are attached to each pair of oppositely-arranged standards. The cross-bars C are provided with shoulders *a* and heads *b*, which are in frictional contact respectively with the inner and outer sides of the standards, and serve to prevent lengthwise movement of the cross-bars. The latter are held at any required height from the bottom of the car by means of pins *c*, which enter holes in the standards.

The cross-bars may be constructed each of one piece, or they may be composed of an outer tube and an inner rod, as shown in Figs. 2 and 4. The cross-bars C are raised and secured at the top of the standards B, as shown in dotted lines, Fig. 1, when the car is used for ordinary freight. This is also the position they occupy before the cattle to be transported are driven into the cars. They are then lowered and secured in the position shown, so as to form a barrier or partition between each two of the cattle, and thus prevent one crowding or otherwise injuring the others.

Besides the stationary standards B, I employ movable ones D, which are similarly slotted, and have cross-bars C similarly attached. The movable standards are placed in the doorways of the car, and may be adjusted to the right or left on cleats or guide-strips *d*. They are held or fastened in any adjustment by means of hand-bolts *e*, which enter holes in the top and bottom of the car respectively. The ends of the standards D are slotted to adapt them to fit and slide on the strips *d*; but I may attach guide-rollers to the upper ends of

the standards to facilitate their adjustment, and their lower ends may be inserted in sockets. Said movable standards will occupy a position equidistant between the sides of the doorway when the car is closed; but to open the doorway they are moved toward the right or left, as the case may be. From the tank E, located in the roof of the car, extends a pipe, F, which has branches G leading down the sides of the car, and provided with perforations. A pump, H, is connected with the pipe F and located contiguous to the tank E, for the purpose of forcing water through the pipe, and thus spraying the cattle, when required, in order to cool them, or allay fever and thirst, &c. The tank E may, of course, be located exteriorly of the car, if preferred.

I do not claim, broadly, a stock-car provided with adjustable standards.

What I claim is—

1. The railway stock-car having the series of slotted standards or posts and cross-bars extending between and through said standards, and the pins for fastening the cross-bars in any adjustment, all combined as shown and described.

2. The rods provided with shoulders *a* and heads *b*, in combination with the slotted standards, as specified.

3. The adjustable standards D, slotted longitudinally and provided with notched ends and sliding bolts *e*, in combination with the ways or guide-strips *d* secured to the floor of the car, whereby provision is made for providing the doorways of the car with standards, substantially as and for the purpose described.

H. S. MOODY.

Witnesses:

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