(No Model.)

2 Sheets—Sheet 1.

D. L. SYLVESTER.

CATTLE OR STOCK CAR.

No. 447,919. Patented Mar. 10, 1891.

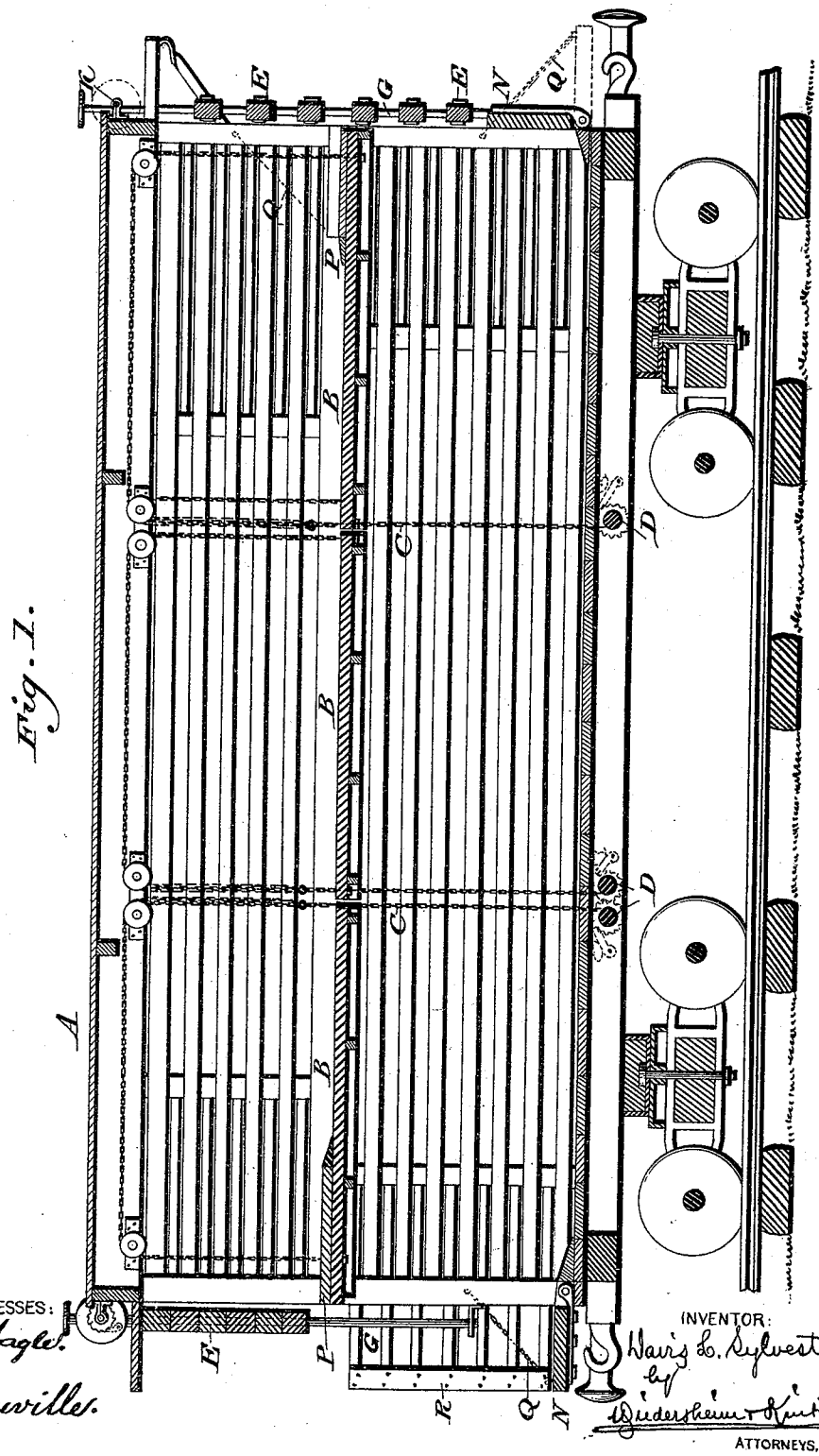


Fig. 1.

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(No Model.) 2 Sheets—Sheet 2.

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Fig. 3.

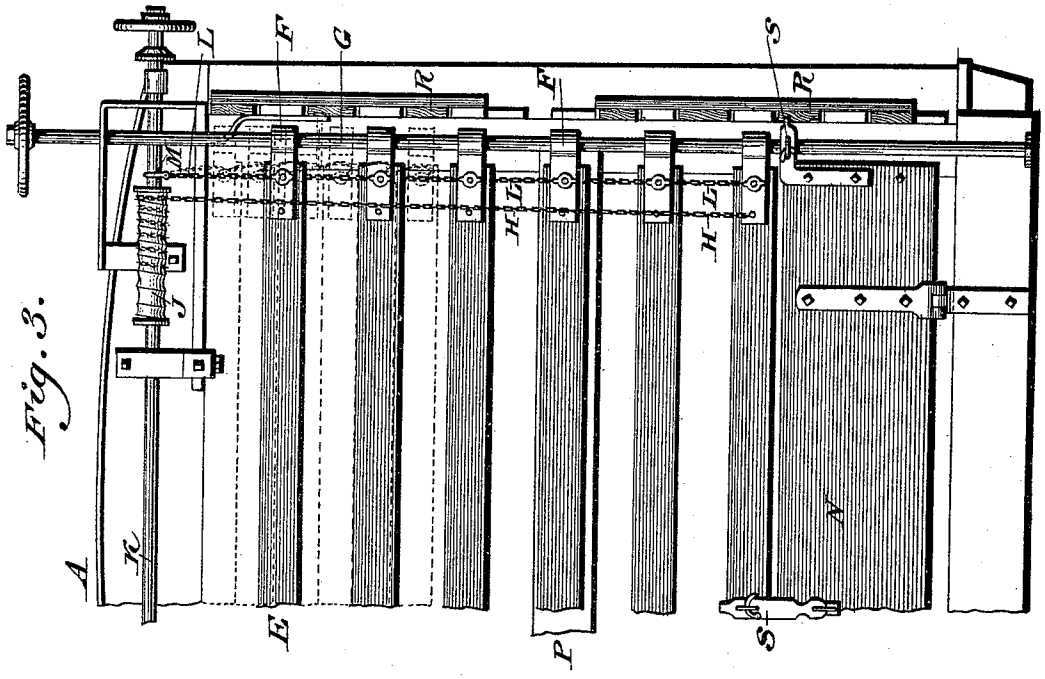
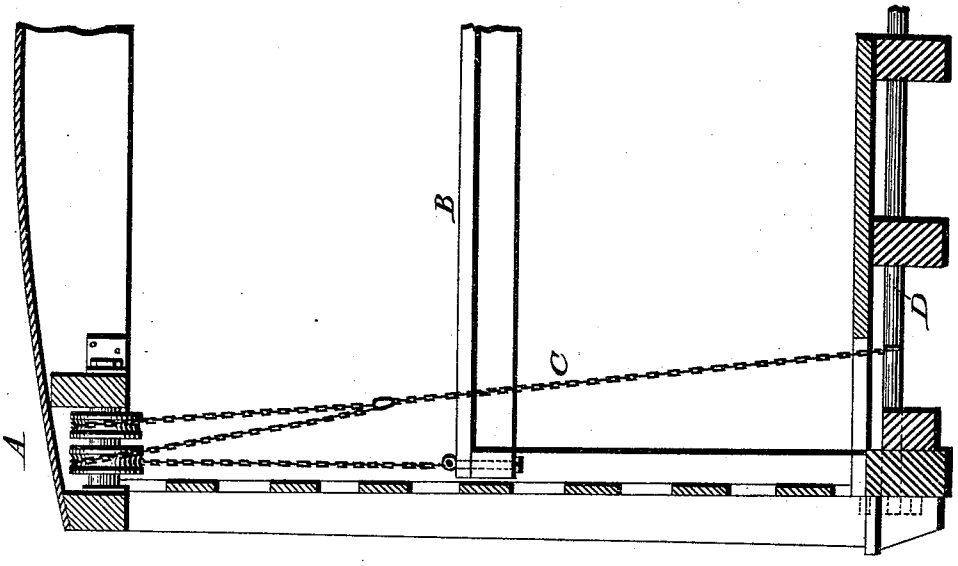


Fig. 2.



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UNITED STATES PATENT OFFICE.

DAVIS L. SYLVESTER, OF PHILADELPHIA, PENNSYLVANIA, ASSIGNOR TO THE ALLISON MANUFACTURING COMPANY, OF PENNSYLVANIA.

CATTLE OR STOCK CAR.

SPECIFICATION forming part of Letters Patent No. 447,919, dated March 10, 1891.

Application filed May 2, 1889. Serial No. 309,341. (No model.)

To all whom it may concern:

Be it known that I, DAVIS L. SYLVESTER, a citizen of the United States, residing in the city and county of Philadelphia, State of Pennsylvania, have invented a new and useful Improvement in Cattle or Stock Cars, which improvement is fully set forth in the following specification and accompanying drawings—

My invention consists of a cattle or stock car having bridges in connection with a floor thereof and movable guards adapted to project beyond the end of the car, substantially as described and claimed.

It further consists of a car having an additional floor formed of separate parts, bridges with ends resting on the said floor and provided with operating mechanism, guards working in guides on the sides of the car, and end blinds, substantially as described and claimed.

It further consists of the combination of parts herein set forth and claimed.

Figure 1 represents a longitudinal vertical section of a cattle or stock car embodying my invention. Fig. 2 represents a transverse vertical section of a portion on an enlarged scale. Fig. 3 represents an end view of a portion on an enlarged scale.

Similar letters of reference indicate corresponding parts in the three figures.

Referring to the drawings, A designates the body of a cattle or stock car, which, excepting the features of my invention applied thereto, is of usual construction.

B designates sectional platforms or additional floors within the body, the same being adapted to be held above the floor proper and thus divide the car into upper and lower stories or decks, said floors having connected with them chains C, which pass around pulleys at the top of the car and are attached to rotatable shafts D, mounted in the sills of the car, the heads of said shafts being properly squared for the application of crank-handles thereto for rotating purposes, said shafts also carrying ratchets, which are engaged by suitable pawls or dogs, whereby improper rotation of the shafts is prevented. A portion of each chain extends in double length, so that each end of the platform may be simultaneously raised or lowered, as the case may be, and when raised is uniformly supported at its ends.

E designates blinds, the slats of which are arranged horizontally one above the other at the ends of the car, said slats having connected with their ends ears F, through which pass the supporting and guiding rods G. A chain H is attached to the lower slat and has its upper end adapted to be wound around a drum J on the horizontal shaft K, which latter is mounted on the body of the car in suitable bearings thereon.

Connected with each slat are short sections of chains L, the upper section of said chains being adapted to be attached to a hook M on the car-body.

To the lower ends of the car are pivoted bridges N, and at or about the center of the ends are bridges P, which rest on the adjacent platforms or floors B, each bridge having connected with it a chain Q, which is attached to a proper part of the body of the car for sustaining the bridge at the outer end thereof when in operative position.

At the sides of the body of the car, at the ends thereof, are guards R, which are fitted in the sides of the body so as to be capable of being moved in and out, the outward position being shown in Fig. 1, thus providing an inclosure between adjacent cars and at the sides of the bridges, so that when two cars are coupled the bridges and guards meet, and thus cattle or stock may pass with safety from one car to another.

It will be seen that when the platforms or floors B are not required for use they may be raised to the roof of the car or lowered to the floor proper, if desired, so that the body of the car is adapted to receive stock, such as steers, cows, horses, &c. When, however, it is desired to transport stock, such as sheep or hogs, the platforms are lowered, (or raised, as the case may be,) so as to occupy a proper position intermediate of the floor and roof, thus dividing the body into different compartments, stories, or decks, each of which may be occupied by the stock or animals in question.

When it is desired to close the ends of the car by the blinds E, the upper section of the

chain L is attached to the hook M and the chain H unwound, whereby the slats lower to their full extent, and, owing to the chains L, they occupy positions at intervals, thus admitting light and air into the car and preventing the animals or stock from escaping at the ends thereof. When, however, it is desired to uncover the end of either story or deck—say the upper one—the top section of chains L is disconnected from the hook M and the chain H unwound, the slats then lowering one on the other, the bottom one resting on the bridge N. If the lower story or deck is to be opened or uncovered at the end, the blind is raised to its full extent by properly rotating the shank K, and thereby winding up the chain H, the slats gathering or closing one against the other, as will be seen at the left of Fig. 1.

When the bridge N and guards R are not required, the latter are pushed into their normal position and the bridges raised and held by latches, hasps, or other fastenings S, as will be seen in Fig. 3.

The bridges P, which may slide out of the body of the car into operative position, may, when not required for use, be raised with the platform to the roof, or otherwise disposed of.

The brake-rod may be utilized as the support and guide of the ears F of the blinds E.

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

1. A cattle or stock car having an additional floor composed of separate parts independent of the floor proper, bridges having ends adapted to rest on the said floors, mechanism for operating the floors, substantially as described, and sliding guards adapted to work in guides on the sides of the car and be projected longitudinally beyond the end of the car on each side of the bridges, and end blinds, said parts being combined substantially as described.

2. In a cattle-car, the combination of the blinds consisting of slats connected by the links or chains L and having ears at their ends, the guiding-rods G, and the chains H, connected to the lowest of the slats and to the drum J, mounted on the shaft K, said shaft being journaled in the car-body, substantially as described.

3. In a cattle or stock car having bridges in connection with the lower floor thereof, the sliding guards R, adapted to work in guides on the sides of the car and be projected longitudinally beyond the end of the car and on each side of the said bridges, substantially as described.

4. A cattle or stock car comprising a floor proper, a movable floor made in separate parts, bridges in connection with said floors, sliding guards at the ends of the car, adjustable end slats, and the operating mechanism for said parts, substantially as described.

DAVIS L. SYLVESTER.

Witnesses:
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A. P. JENNINGS.