

(No Model.)

H. C. HICKS.

STOCK CAR.

No. 344,045.

Patented June 22, 1886.

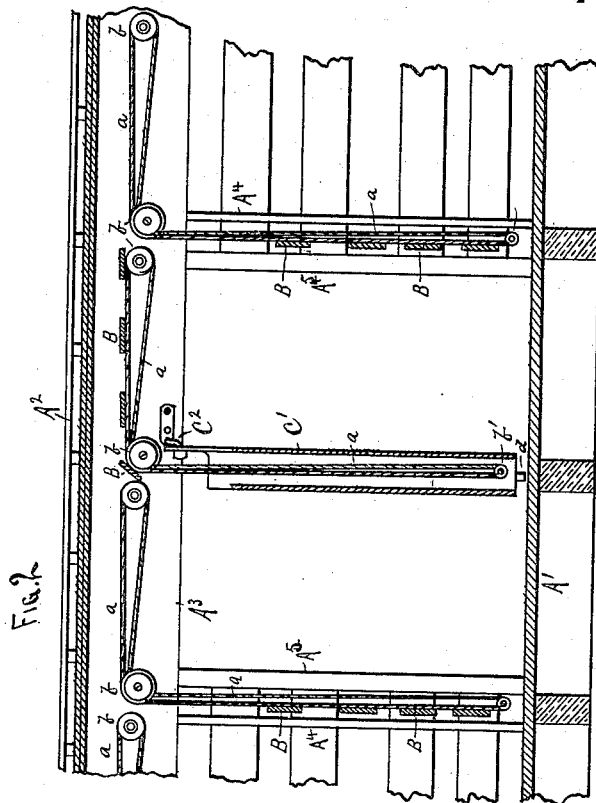


Fig. 2

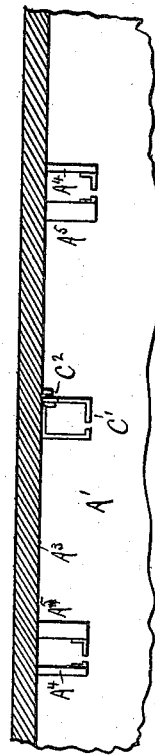


Fig. 3

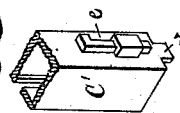


Fig. 5

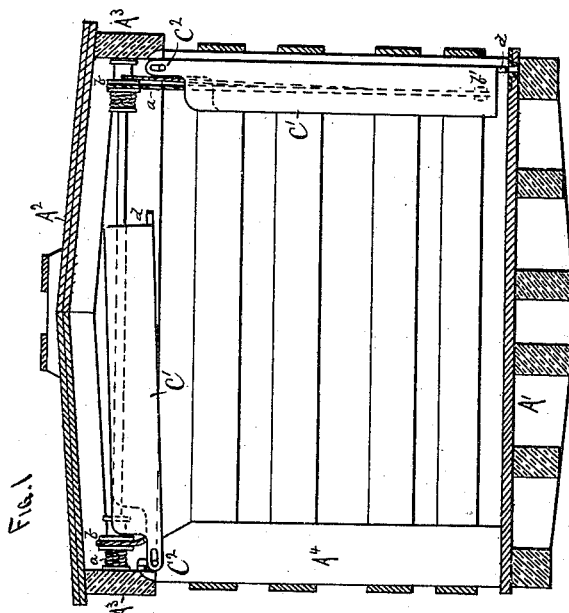


Fig. 1

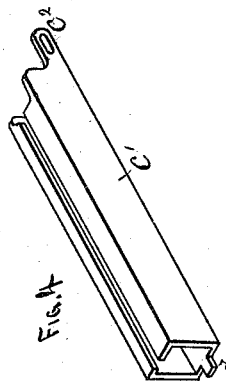


Fig. 4

WITNESSES.

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# UNITED STATES PATENT OFFICE.

HENRY CLINTON HICKS, OF MINNEAPOLIS, MINNESOTA.

## STOCK-CAR.

SPECIFICATION forming part of Letters Patent No. 344,045, dated June 22, 1886.

Application filed January 28, 1886. Serial No. 190,120. (No model.)

*To all whom it may concern:*

Be it known that I, HENRY CLINTON HICKS, a citizen of the United States, and a resident of Minneapolis, in the county of Hennepin and State of Minnesota, have invented certain new and useful Improvements in Stall Attachments for Doors of Stock-Cars, of which the following is a specification.

This invention relates to that class of stock-cars in which each animal is provided with a separate stall or pen by movable stall-bars; and it consists in the construction and arrangement of mechanism whereby provision is made for the insertion of one of the sets of movable stall-bars in the doorways of the cars, as hereinafter shown and described.

In the drawings, Figure 1 is a cross-sectional view of a stock-car through the doorway. Fig. 2 is a longitudinal sectional view of the central portion of a car, and Fig. 3 is a plan view in section of a portion of the car as shown in Fig. 2. Fig. 4 is a perspective view of one of the hinged guide-frames detached. Fig. 5 is a perspective view of the lower end of one of the hinged guide-frames, illustrating the method of securing it to the floor of the car.

A' represents the floor; A<sup>2</sup>, the roof; A<sup>3</sup>, the roof-plates, and A<sup>4</sup> the stanchions or side frame, the whole forming the frame-work of an ordinary stock-car. The stanchions A<sup>4</sup> will be arranged in pairs about six inches apart and with a space of about three feet between each pair of stanchions, the stanchions serving the double purpose of supports for the roof and side frames and as guides to the ends of the stall-bars B, which are shown, for the purpose of illustration, arranged to be run up and down by cables *a* running over pulleys or drums *b*.

The stanchions, which form the sides of the doorway-openings, are usually made larger than the remaining stanchions, and for the purpose of denoting these stanchions more particularly I have designated them A<sup>5</sup> in the drawings.

In the center of each of the doorway-openings I have shown a stall-bar guide-frame, C', each hinged at C<sup>2</sup> by its upper end, so that it can be folded up out of the way when not in use, as shown at the left of Fig. 1, or lowered down and its bottom end adapted to be secured in the floor of the car, as shown at the right of Fig. 1 and in Figs. 2 and 3.

When used in connection with the form of stall-bars shown in the drawings, the frame C' will conform to the stanchions A<sup>4</sup>, and support in its lower end the lower pulley, b', around which the cables *a* run; but I do not wish to be limited to the use of the particular form of stall-bars shown, as the frame C' is applicable to nearly all forms of stall-bars or division mechanism used in cars of this class.

The frames C' may be hinged or pivoted in any suitable manner, so as to fold up across the car or toward its ends, as preferred, or as the form of the car may require.

I have shown a lug, *d*, on the lower end of the frame C', adapted to fit into a cavity in the floor A', to prevent the frame from being moved inward without being first raised bodily, a movement which is not likely to be effected by the animals in the car; but to prevent the accidental movement of the frame any simple locking attachment may be employed to connect the frames to the car-floor.

In Fig. 5 I have shown one method of connecting the guide-frame C' to the floor A, consisting of a bolt, *e*, adapted to be projected down into a socket in the floor, to prevent the guide-frame from being released unless the bolt be first raised up.

Having thus described my invention, what I claim as new is—

1. In a stock-car in which provision is made for separating the animals into pens or stalls, a guide-frame, C', for the ends of the stall-divisions, hinged or pivoted in the doorways of said cars and adapted to be folded up out of the way when not in use, substantially as set forth.

2. In a stock-car in which provision is made for separating the animals into pens or stalls, a guide-frame, C', for the ends of the stall-divisions, hinged or pivoted in the doorways of said cars and adapted to be folded up out of the way when not in use, in combination with holding-bolt *e*, whereby said guide-frame may be secured to the floor of the car, substantially as set forth.

In testimony whereof I have hereunto set my hand in the presence of two subscribing witnesses.

HENRY CLINTON HICKS.

Witnesses:

C. N. WOODWARD,  
W. H. TRIPP.