J. L. COPP.

Stock-Car.

No. 224,652. Patented Feb. 17, 1880.

Fig. 1

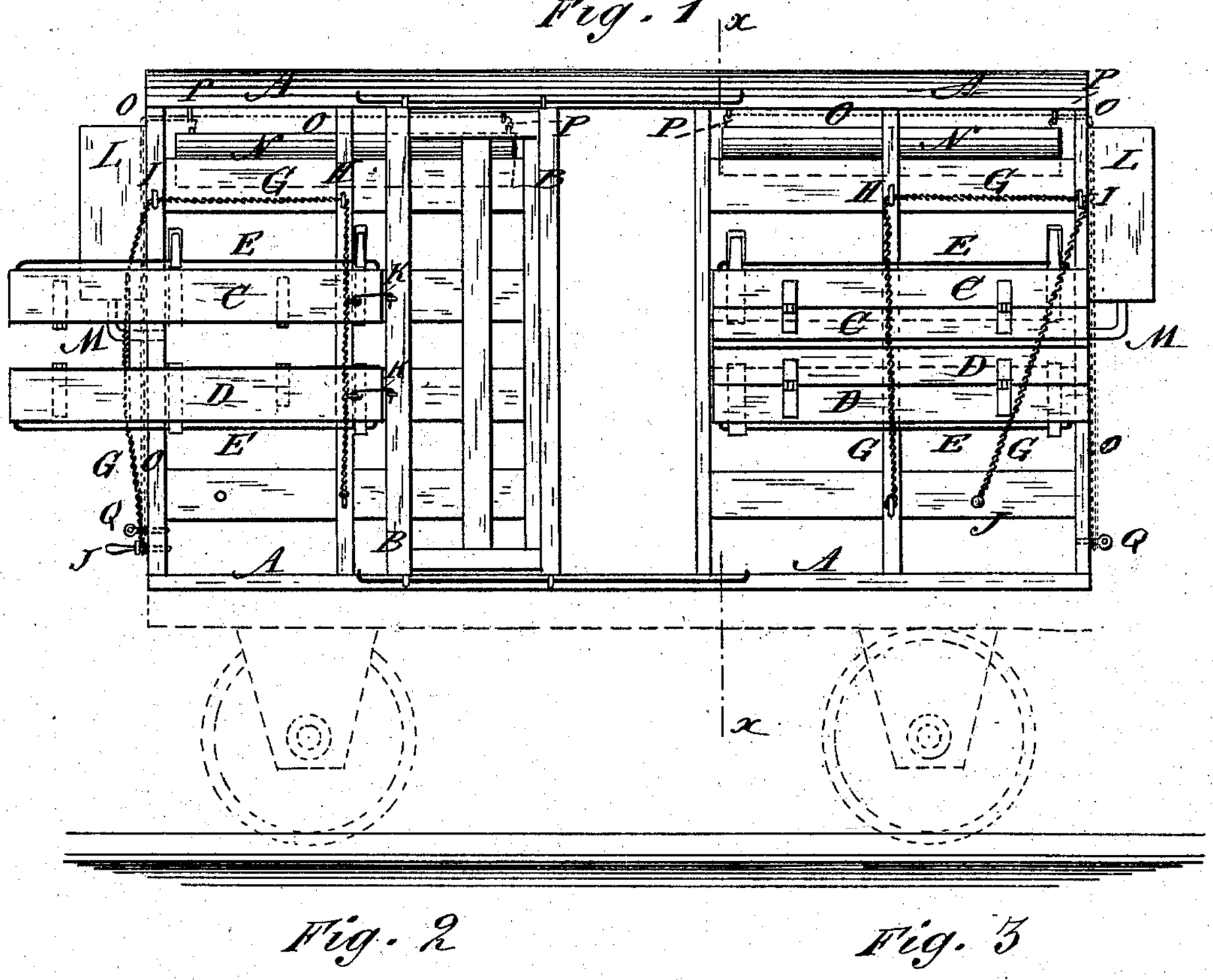


Fig. 2

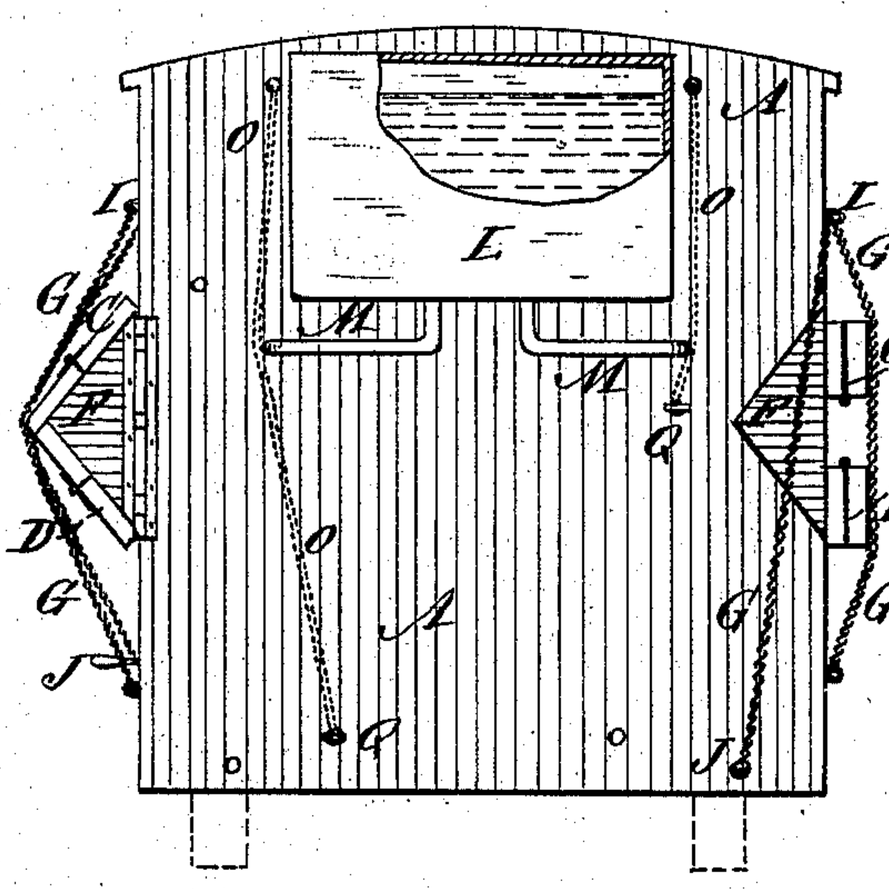
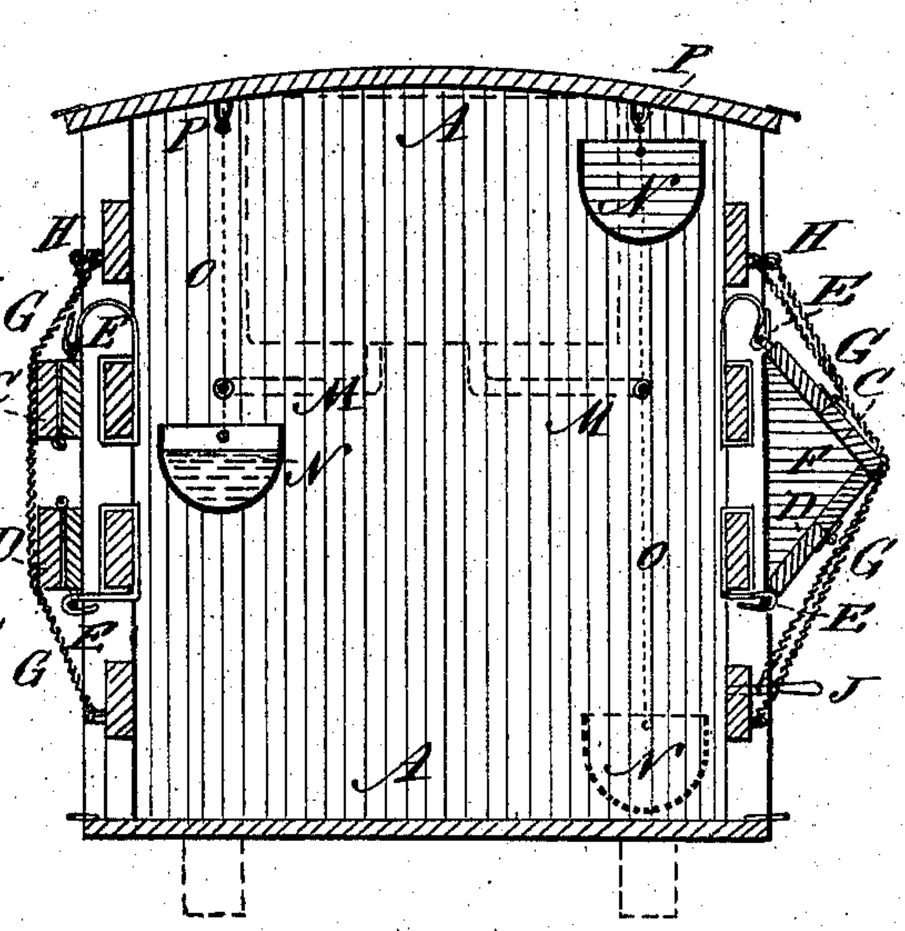


Fig. 3



WITNESSES:

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UNITED STATES PATENT OFFICE.

JOHN L. COPP, OF ROCHESTER, NEW HAMPSHIRE.

STOCK-CAR.

SPECIFICATION forming part of Letters Patent No. 224,652, dated February 17, 1880.

Application filed December 15, 1879.

To all whom it may concern:

Be it known that I, JOHN L. COPP, of Rochester, in the county of Strafford and State of New Hampshire, have invented a new and useful Improvement in Stock-Cars, of which the following is a specification.

Figure 1 is a side elevation of the improvement. Fig. 2 is an end elevation. Fig. 3 is a sectional end elevation taken through the line *x x*, Fig. 1.

Similar letters of reference indicate corresponding parts.

The object of this invention is to furnish stock-cars so constructed that the stock can be conveniently fed and watered without being removed from the car.

A represents the body of the car, with the sides of which, upon each side of the door B, are connected racks C D. The racks C D are made in two parts, and each part is formed of two or more slats or strips of wood, metal, or other material, of the same width as the slats that form the sides of the car, which slats are hinged to each other in such a way that the slats of each part will fold together upon a side slat of the car, so that they will not impede the free circulation of air. The outer slat of each part C D of the rack is hinged to a rod, E, connected with the car A, so that the rack may be slid back out of the way when the door of the car is to be opened.

To the ends of the sides of the car A, between the parts C D of the racks, are hinged triangular blocks F, in such a way that they may be turned forward for the parts of the rack to rest against when arranged for use, and may be turned back upon the ends of the car when the racks are folded.

G are cords or chains, one of which is used with each rack. One end of each cord or chain G is attached to the lower part of the side of the car, midway between its door and end. The cord or chain G passes through a guide-eye or pulley, H, attached to the upper part of the car, midway between the door and end, and through a guide-eye or pulley, I, attached to the end of the side of the car. To the other end of the cord or chain G is attached a pin, J.

When the rack is folded the cord or chain G is drawn tight, and its free end is drawn down at the end of the car across the triangular block F, and the pin J is inserted in a hole in the end of the car.

When the rack is arranged for use the cord or chain G is drawn tight, and its free end is drawn down at the side of the car, and the pin J is inserted in a hole in the side of the car. Both arrangements of the cords or chains G are shown in the drawings.

The inner ends of the racks C D are connected with the doors B by hooks K, so that the said racks will be pushed back and drawn forward by the doors B as they are opened and closed.

To the outer side, the inner side, or the top of the ends of the car A are attached water-tanks L, of any desired size or shape. With the lower parts of the tanks L are connected pipes M, which pass in through the ends of the car A, and should be provided with stop-cocks, so that the water may be drawn as required.

Within the car A are placed troughs N, to the ends of which are attached cords or chains O. The cords or chains O pass through guide-eyes or pulleys P, attached to the roof of the car, and out through holes in the ends of the said car. The outer ends of the cords or chains O of each trough N are attached to a pin, Q.

With this construction the troughs N can be adjusted below the ends of the pipes M to receive water, can be lowered to the floor, and can be suspended at any desired height above the floor, as the convenience of the stock may require.

When not required for use the troughs N can be drawn up to the roof of the car, so as to be out of the way.

The troughs N are secured in place, when adjusted, by inserting the pins Q in holes in the ends of the car.

By slackening one of the chains O and tightening the other, anything that may be left in the troughs N can be poured out. The troughs N can also be used for feeding grain or vegetables to the stock.

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

1. In a stock-car, the combination, with the

side of the car-body A, of folding bars C D, a support, F, and a cord or chain, G, substantially as herein shown and described, whereby the bars and support may be arranged to form a rack and may be folded against the car when not required for use, as set forth.

2. In a stock-car, the combination, with the door B, of the rack C D, substantially as herein shown and described, whereby the rack will be moved out of the way by the door when opened and drawn back to its place by the door when closed, as set forth.

JOHN L. COPP.

Witnesses:
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CHAS. H. PIKE.