(No Model.)

E. G. FRISBIE.

Stock-Car.

No. 227,754. Patented May 18, 1880.

Fig: 1.

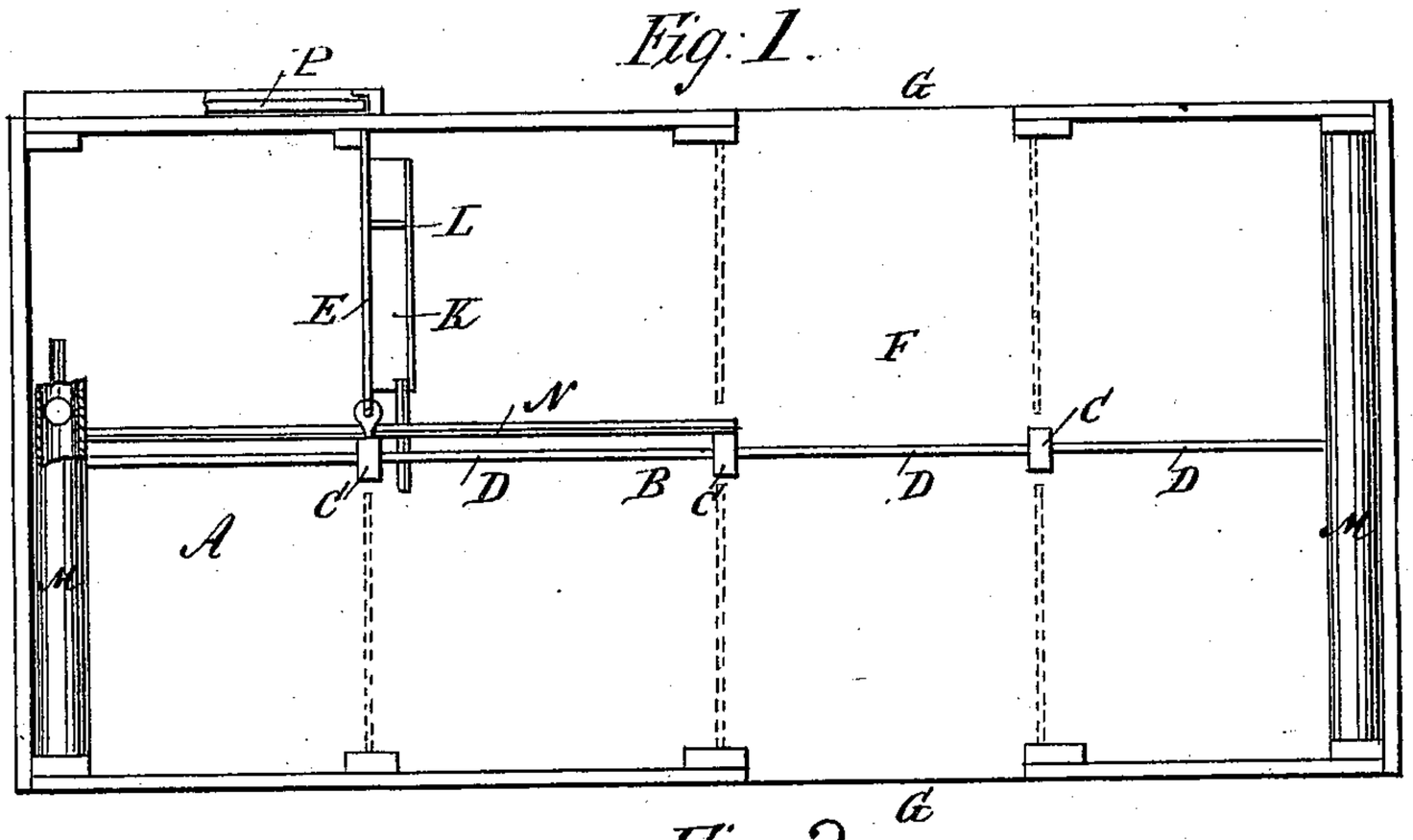


Fig: 2.

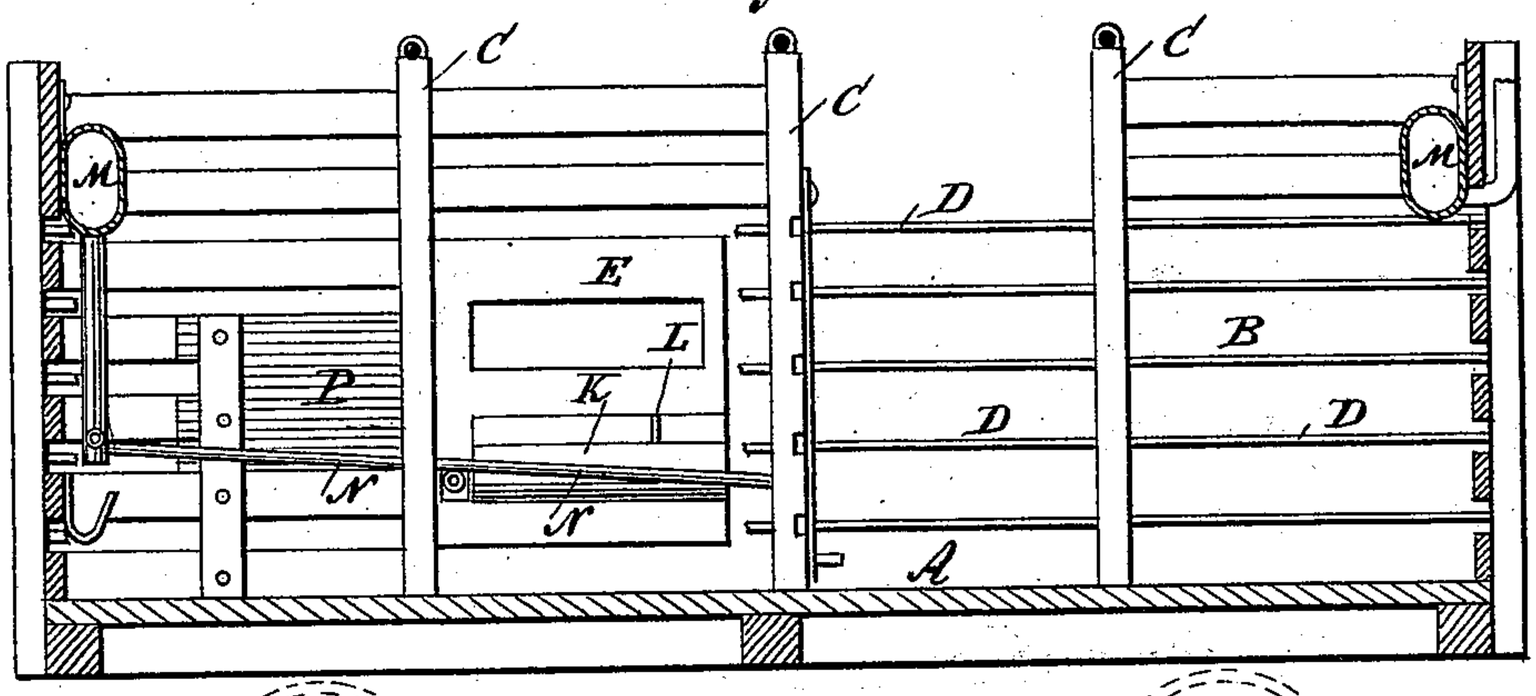
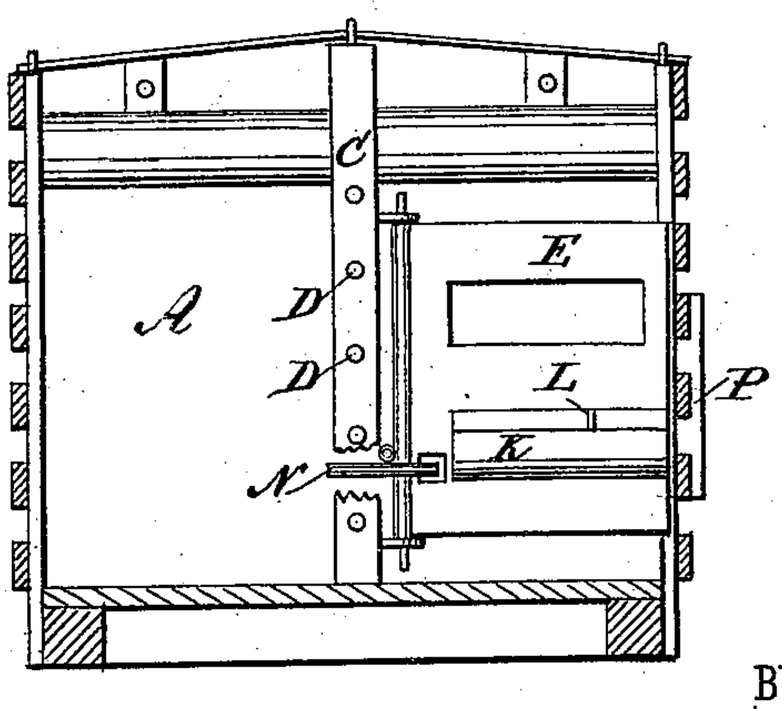


Fig: 3.



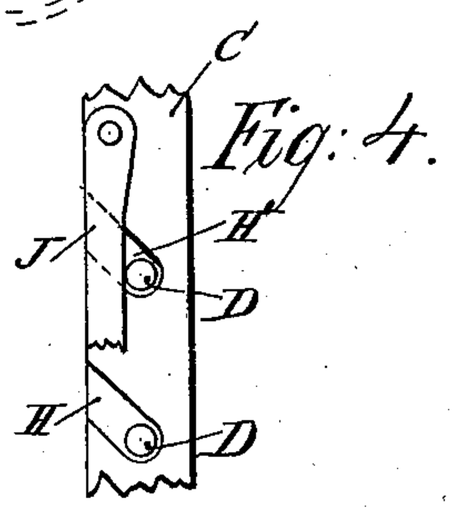


Fig: 4.

WITNESSES:

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UNITED STATES PATENT OFFICE.

EDGAR G. FRISBIE, OF MONROE, MICHIGAN, ASSIGNOR TO HIMSELF AND HENRY W. WALLDORF, OF SAME PLACE.

STOCK-CAR.

SPECIFICATION forming part of Letters Patent No. 227,754, dated May 18, 1880.

Application filed March 16, 1880. (No model.)

To all whom it may concern:

Be it known that I, EDGAR G. FRISBIE, of Monroe, in the county of Monroe and State of Michigan, have invented a new and useful Improvement in Stock-Cars, of which the following is a specification.

The object of my invention is to provide an improvement in stock-cars which will permit the loading of cars very rapidly, afford plenty of space for the animals, and permit their feeding in a convenient and simple manner.

The invention consists in a stock-car subdivided into several compartments by a longitudinal partition, and several transverse hinged gates provided with spring-latches, and having troughs partitioned into two subdivisions attached thereto, into one of which subdivisions water is conducted from a tank in the end of the car.

In the accompanying drawings, Figure 1 is a plan view of one of my improved stock-cars, the roof being removed. Fig. 2 is a longitudinal sectional elevation of the same. Fig. 3 is a cross-sectional elevation of the same. Fig. 4 is a detail elevation, showing the manner in which the movable section of the longitudinal partition is supported by the posts.

Similar letters of reference indicate corresponding parts.

The car A is divided into two longitudinal compartments by the longitudinal partition B, formed of a series of standards, C C, and intermediate slats or bars, D D, or like devices.

The longitudinal compartments are subdivided into a number of smaller compartments, large enough to receive two or three head of cattle or from five to six hogs, by means of gates E E, hinged to the standards C C, and forming a series of transverse partitions when closed. These gates are provided with spring-latches or other suitable devices for keeping them closed.

The animals enter into the car at the sides and are placed into the several compartments—two or three animals in each. So as to permit the animals to enter from either side of the car, there is a passage-way, F, connecting the two doors G G, and in this passage-way the fodder is stored, thus avoiding the necessity of building the cars very high, as is necessary if the fodder is stored in the top of the car.

At the passage-way F one of the posts or standards C C is provided with recesses H H, which are inclined inward and downward. In these recesses the ends of the bars or slats D D are placed and are locked by a bar or strip, J, pivoted to the side of the recessed standard, as is clearly shown in Fig. 4. When the animals enter or leave the car the bars C C at the passage-way F can thus be easily removed and replaced.

These cars can be made with two stories, and are then adapted to carry hogs, which are also placed into separate compartments formed by swinging gates, as described.

The gates E are provided with troughs K, divided into two subdivisions—one for water and one for fodder—by the partition L. Like troughs are also attached to the ends of the cars at each side of the partition B.

Tanks M are provided near the top of the cars, and from these tanks the water is conducted into the several troughs by the pipes N.

The sides of the car may be provided with sliding doors P, through which the fodder can be passed into the compartments.

In the hog-cars the gates would preferably not be provided with troughs, which should be arranged along the sides of the car, and the central longitudinal partition could be dispensed with, the car being only subdivided by the transverse partitions formed by the gates.

Any old cattle-car can be provided with the herein-described improvements at a very small expense, and does not require to be entirely remodeled.

The gates and partitions may be made of wood or metal, as may be desired.

If but a few animals are placed in one compartment, they cannot trample upon each other; they will not be suffocated; they can be fed very readily, and there will be no crowding

and fighting at the troughs, all of which merits the cattle-cars in use at present do not possess.

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

A stock-car having longitudinal partitions, transverse hinged gates with spring-latches, a water-tank, and subdivision-troughs, all arranged substantially as shown and described.

EDGAR G. FRISBIE.

Witnesses:

CHARLES H. JOHNSON,

WILL. W. JOHNSON.