

(No Model.)

C. G. JAMES  
Stock Car.

No. 234,036.

Patented Nov. 2, 1880.

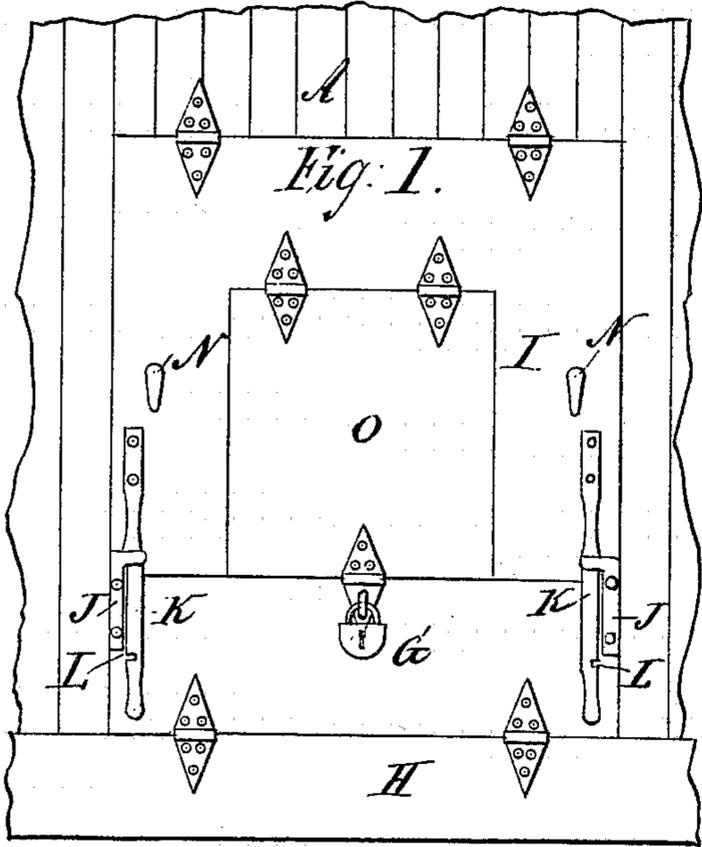


Fig. 2.

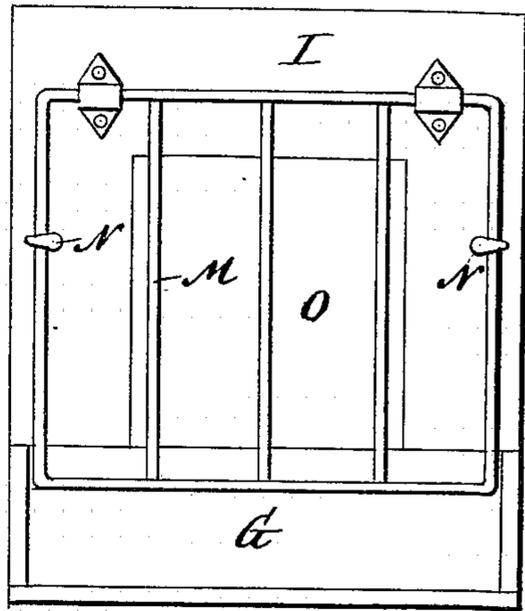


Fig. 4.

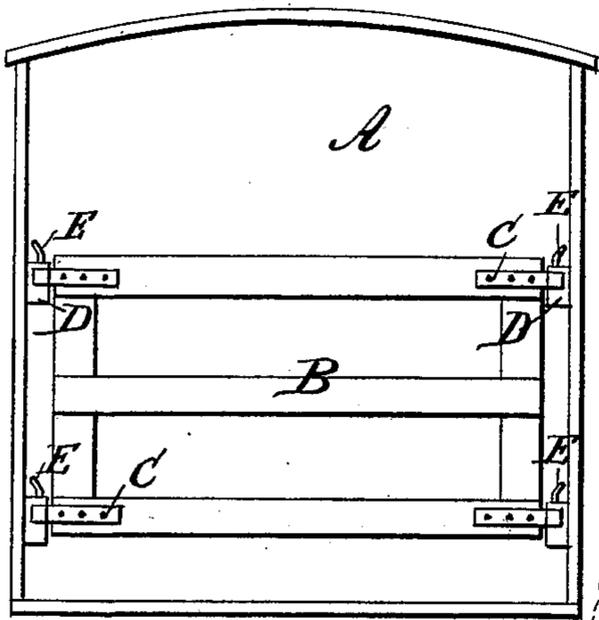


Fig. 5.

Fig. 6.

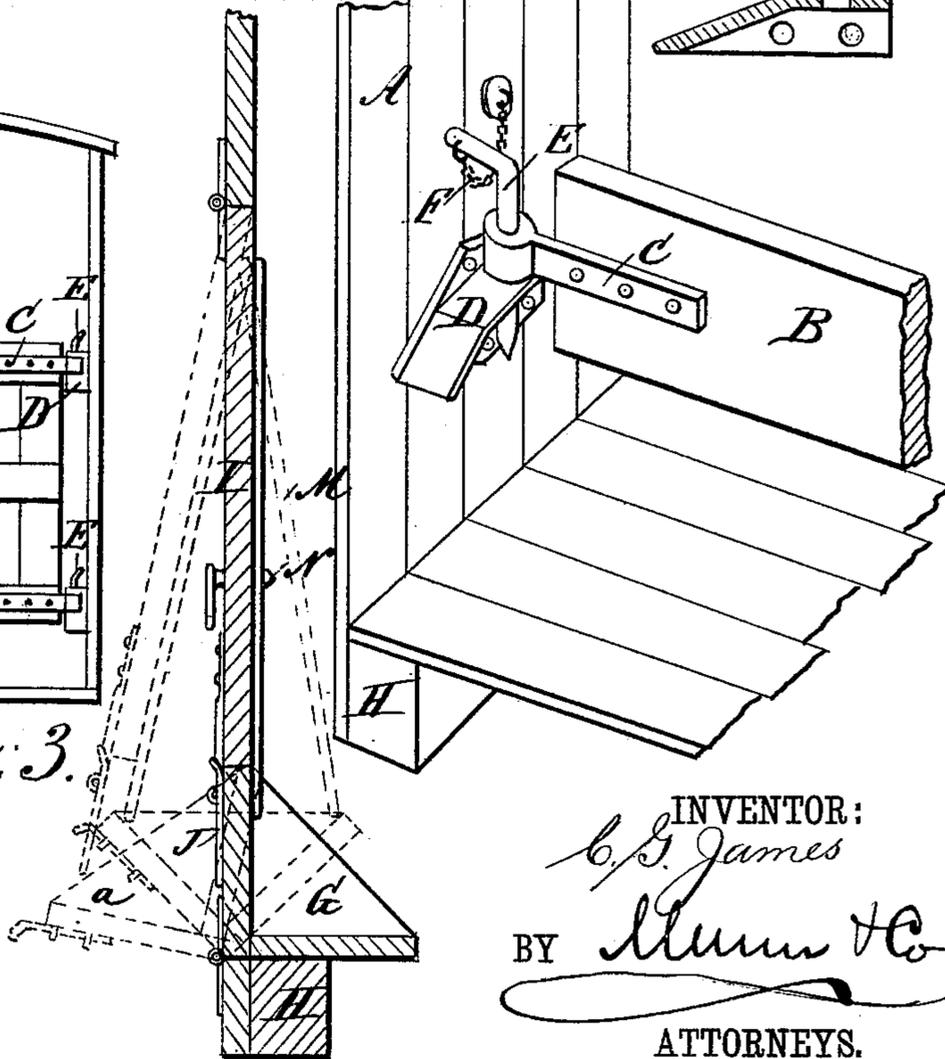


Fig. 3.

WITNESSES:

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# UNITED STATES PATENT OFFICE.

CHARLES G. JAMES, OF PETALUMA, CALIFORNIA.

## STOCK-CAR.

SPECIFICATION forming part of Letters Patent No. 234,036, dated November 2, 1880.

Application filed May 13, 1880. (No model.)

*To all whom it may concern:*

Be it known that I, CHARLES GUSTAVUS JAMES, of Petaluma, in the county of Sonoma and State of California, have invented a new and Improved Stock-Car, of which the following is a specification.

The object of my invention is to provide a new and improved stock-car which is simple in construction, and in which the stock can be housed and fed conveniently.

In the accompanying drawings, Figure 1 is a front elevation of a door in the side of the car. Fig. 2 is an inside view of the same. Fig. 3 is a cross-sectional elevation of the same, showing its several positions in dotted lines. Fig. 4 is a cross-sectional elevation of my improved stock-car, showing the transverse swinging gate. Fig. 5 is a perspective view of the end of the transverse swinging gates, showing the combined hinge and lock. Fig. 6 is a longitudinal sectional elevation of the improved combined hinge and lock.

Similar letters of reference indicate corresponding parts.

The car A is subdivided into a number of stalls or compartments by a number of gates, B, which can be made in any desired manner, and are hinged by means of eyebolts C, attached thereto and resting on bracket-sockets D. A pin, E, which is preferably held by a small chain or wire, F, is passed through the apertures in the bracket-sockets and through the eye of the eyebolt C. Eyebolts C are attached to each end of the gate B, and bracket-sockets D are arranged on each side of the car, so that the gate can swing on either end if the pin E is drawn out of the eyebolts on the opposite side, so that the eyebolts can pass into the bracket-sockets D very easily. The bottom of the latter projects, and is gently inclined toward the rear, as shown in Fig. 6.

The gates B are placed such distances apart that a compartment for one or more animals is formed between each two gates. A triangular trough, G, is hinged at its apex to the longitudinal sill H of the car, so that the said trough can be rotated with its apex as the center of rotation.

A door, I, hinged at its upper edge, and its lower edge resting on the upper edge of the trough G when said door is closed, is provided

in one side of the car for each compartment. Two bars, J, provided with a rectangular projection at the upper ends, are fastened to the ends of the outer side of the trough G, and spring-bars K, provided with a notch, L, are attached to the door I in such a manner that they rest against the inner adjoining edges of the bars J. A hay-rack, M, formed of a number of bars, is hinged or pivoted to the inner side of the door I, and can be held up against the same by two L-shaped latches, N. A smaller door, O, is pivoted or hinged at its upper edge in the door I, and is for the purpose of passing fodder into the trough G.

The operation is as follows: Ordinarily the doors I and O are in the position shown in full lines in Fig. 3; but if the cattle are to be fed the door I is drawn outward and raises the trough G, for the spring-bars K press against the angular projection of the bars J, causing the trough to rise until the notch L is opposite the bar J, which snaps into said notch and holds the door open and the trough in a horizontal position on its apex. The fodder can now be introduced into the trough G through the door O. If the animals are to be fed with hay the rack M is released and the hay is forced in between the door I and the rack M, which rests against the upper edge of the inner side of the trough G, as shown in dotted lines in Fig. 3. If the animals are not fed with hay the rack is held against the inner side of the door I by the latches N. If the troughs are to be cleaned the spring-bars K are pressed toward each other so as to let the bars J pass the notch L. The trough will then be completely turned over toward the outside, as shown in dotted lines at a, Fig. 3. If the trough is not to be used the same and the doors I are simply pushed back again. The gates B can be hinged at either side, as stated above. If the door is to rotate on the socket-brackets on the left side of the car the pin E is passed through the eye of the eyebolt and through the apertures on the socket-bracket, as shown in Fig. 5, on the left side of the car, whereas the pin E on the other side is drawn out. The gate can then be opened to let the animals pass, and is then closed, the eye of the bolt C passing into the corresponding bracket-socket, in which it is secured by the pin E.

By drawing out both pins the gates can be removed entirely in case the car is to be used to transport freight.

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

1. In a stock-car, the combination, with the door I, hinged at its upper edge, of the hinged or pivoted trough G, substantially as herein  
10 shown and described, and for the purpose set forth.

2. In a stock-car, the combination, with the door I, hinged at its upper edge, of the hinged trough G and of the door O, hinged in the  
15 door I, substantially as herein shown and described, and for the purpose set forth.

3. In a stock-car, the combination, with the door I, hinged at its upper edge, of the hinged trough G and the hinged hay-rack M, substantially as herein shown and described, and  
20 for the purpose set forth.

4. In a stock-car, the combination, with the door I, hinged at its upper edge, of the hinged trough G, the notched spring-bar K, and the bars J, with a rectangular projection at the  
25 end, substantially as herein shown and described, and for the purpose set forth.

CHARLES GUSTAVUS JAMES.

Witnesses:

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