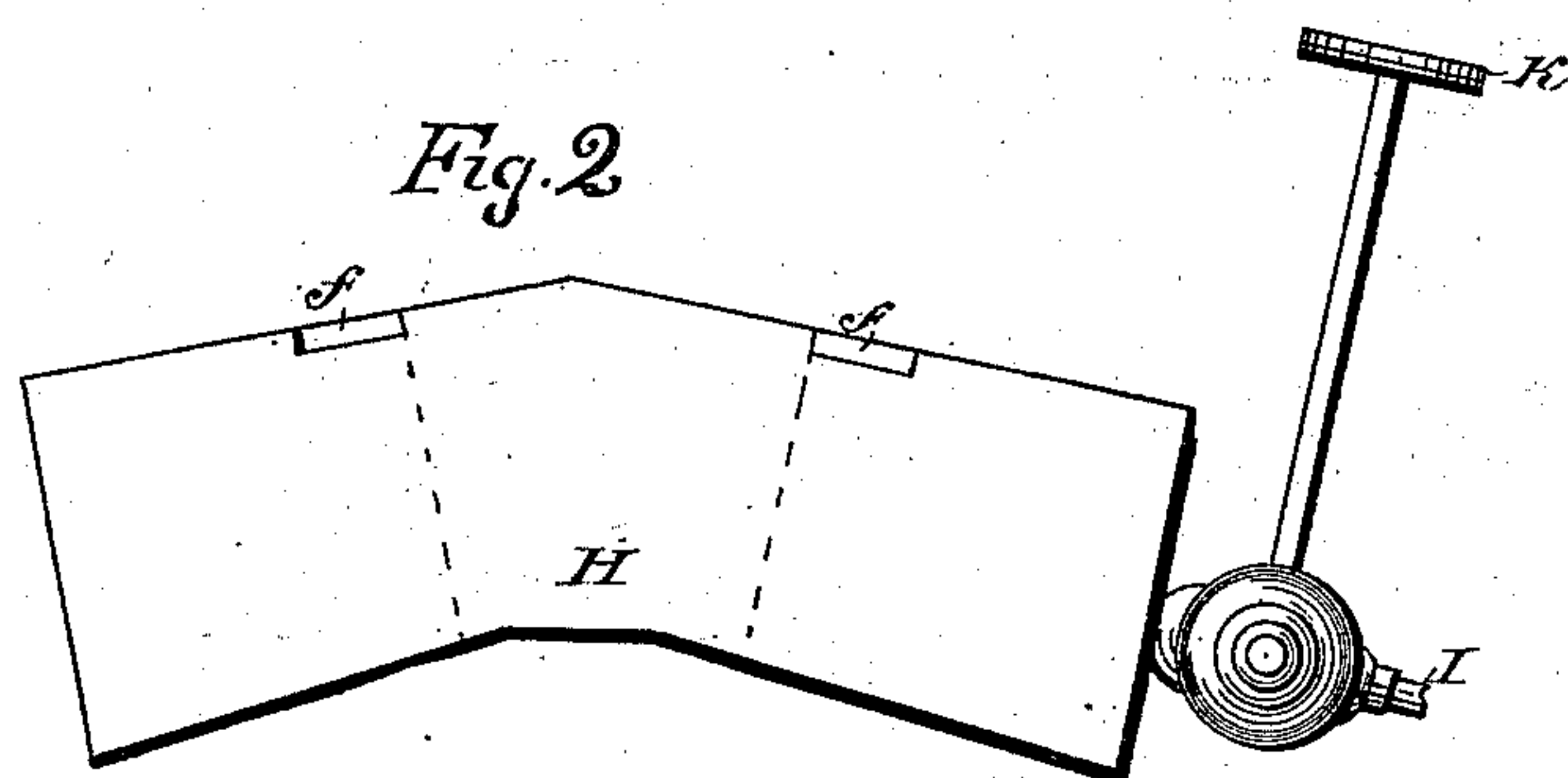
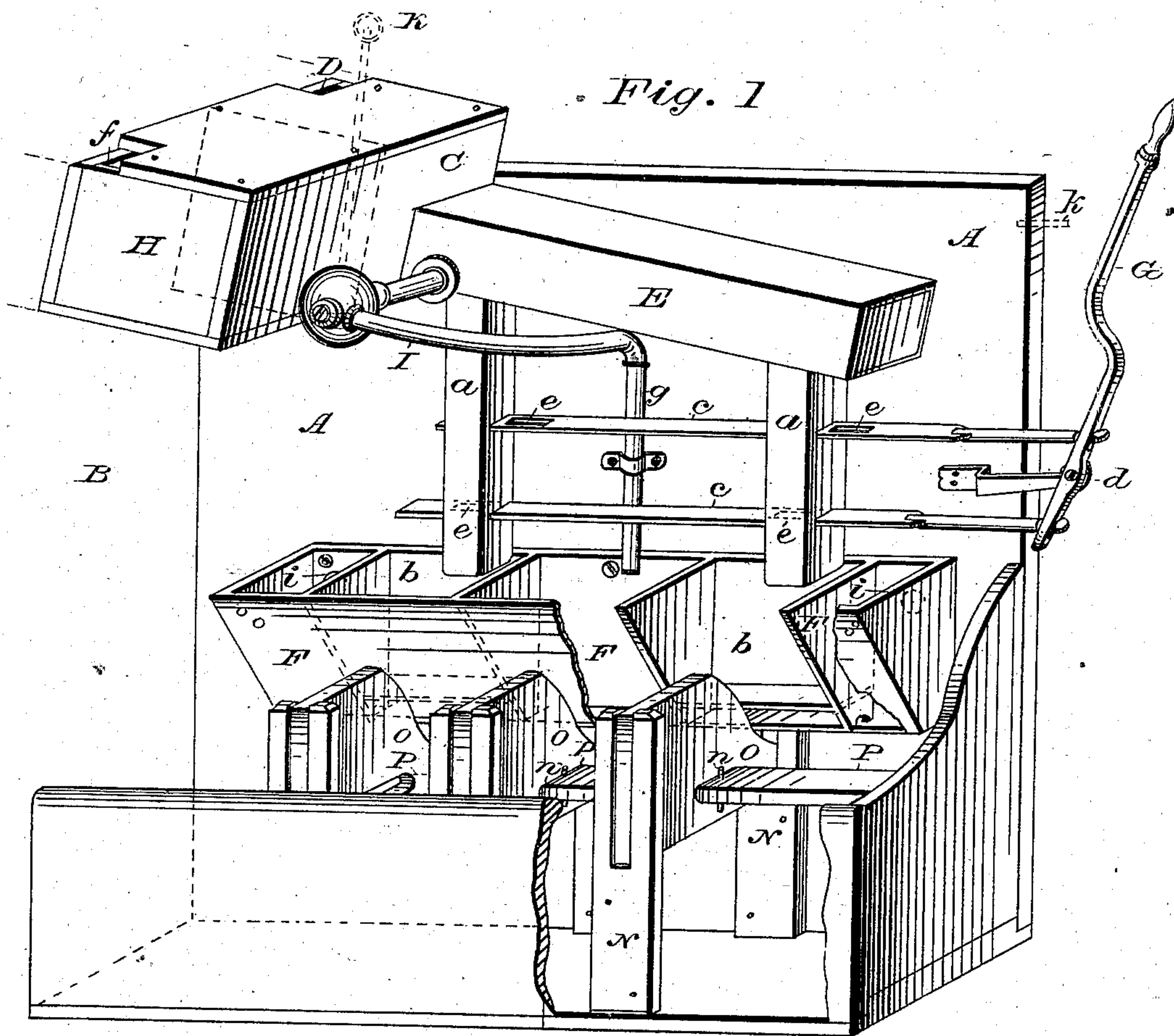


L. E. WILSON.
Stock Car.

No. 238,826.

Patented March 15, 1881.



Witnesses
Chas. B. Gillette
William W. Parks

Inventor
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UNITED STATES PATENT OFFICE.

LUCIUS E. WILSON, OF NEW YORK, N. Y.

STOCK-CAR.

SPECIFICATION forming part of Letters Patent No. 238,826, dated March 15, 1881.

Application filed March 29, 1880. (Model.)

To all whom it may concern:

Be it known that I, LUCIUS EDWARD WILSON, of New York, in the county and State of New York, have invented an improved apparatus for feeding, watering, and caring for horses, cattle, and other live-stock while in cars in transit, of which the following is a specification.

The object of my invention is to provide means for carrying a sufficient quantity of feed and water in the cars in which stock is transported, to supply their wants while thus confined, and the necessary apparatus for placing the same in suitable quantities and at proper times conveniently before them; also, to separate, give them support, and effectually prevent loss or injury by crowding or trampling, and I secure this by means of an apparatus that may be applied to any car used for carrying stock.

This object is accomplished by fitting a box or reservoir in the upper and central part of the car, said box to project through the roof of the car and to have a trap through which it may be filled, and a sloping floor from the center to the ends. On the inner side of the car and at the ends of this reservoir are inserted two conductors running along the side of car to each end, and which are inclined so as to be considerably lower at the ends of the car, so that the feed may gravitate through their entire length. From these conductors, at suitable intervals, open smaller ones, through which the feed has a perpendicular fall to the feed-boxes, placed conveniently before the animals. Through these upright distributing-pipes run two slides of metal, one above the other, with openings made to fit the interior of the pipes, and which are worked by a lever at the ends of the car. This lever extends through the roof of the car and swings on a pivot placed between the slides, so that when one of the slides is open the other is shut. The object of these double slides is that they may be placed at a sufficient distance from each other to measure as well as deliver the quantity of feed given to the animals. The supply of water is obtained from another reservoir, similar to the one used for feed, and placed on the opposite side of car, from which the water is conducted by pipes to the troughs,

placed within reach of the stock, and the supply regulated by a valve in the main pipe that extends through the roof of the car.

The troughs are for both feed and water. Three are to be used in a car, one on each side of the door and one across the door, to be attached to the side of the car by hooks, so that it may be removed, when desired. Each trough contains a number of compartments for feed and water, the boxes for feed being set into the trough, but kept sufficiently above the bottom of it, so that water may run under them the entire length, and fill all the openings in the trough between the feed-boxes from one inlet.

The means of separating and supporting the stock are to be movable partitions of wood placed across the car between the stock, the ends fitting into recessed stanchions on either side of the car. These partitions have openings made for a support to pass through them and underneath the bodies of the animals. These supports are to be securely held in place, and of sufficient strength to give ease and comfort to the stock and prevent their getting down, being trampled upon, or causing injury to others.

In the drawings, Figure 1 is a perspective view of one half of the apparatus, the other being similar; and Fig. 2 is a detail showing the water-tank.

A represents one side of the car; B, the door of car; C, the feed-reservoir, set in the upper and central part of the car; D, the door of reservoir for admission of feed; E, main conductor for carrying feed along the side to the end of car; *a a* are the distributing-pipes leading into feed-boxes *b b*, setting in water-trough F; *c c* are movable slides, with alternate openings *e e*, said slides passing through distributing-pipes *a a* for the purpose of letting on and regulating the supply of feed. They are moved and controlled by lever G at the end of the car, working upon pivot *d*. H represents water-reservoir, placed opposite feed-reservoir C. *f* is a trap or opening into the water-reservoir. I is the main water-pipe leading from the reservoir and along and above water-trough F F to smaller distributing-pipe *g*. K represents water-valve in main water-pipe passing through the roof of car for regulat-

ing the water-supply. *k* is a guard for hold-
ing lever *G* in position. *F F* is the combined
feed and water trough, attached to the side of
the car by hooks or other suitable means. *b*
5 *b* are the feed-boxes setting in the water-
troughs, so as to allow water to run under
them. *i i* are overflow-pipes from the water-
trough through the sides of car. *N N* are
stanchions at the sides of car, recessed to
10 hold partitions *O O*, which pass across the
car between the animals; and *P P* are sup-
ports passing under the bodies of the animals
and fitting into openings in the partitions,
where they are held in place by the pins *n n*.

15 What I claim as new, and wish to secure
by Letters Patent, is—

1. In a car for transporting stock, the com-

bination, with the feed-receptacle, inclined
pipes, and vertical pipes *a a*, of the horizontal
slides *c c*, provided with openings *e* and an 20
operating-lever, *G*, so arranged as to give an
alternating movement to the slides for the pur-
pose of measuring the feed delivered into the
feed-boxes, as set forth.

2. In a stock-car, the combination of the re- 25
cessed stanchions *N* and movable transverse
partitions *O* with the horizontal supports *P*,
passing through the partitions and forming a
support for the animals, in the manner speci-
fied.

LUCIUS EDWARD WILSON.

Witnesses:

CHAS. B. GILLETTE,
WILLIAM M. STARKS.