

(No Model.)

J. S. BUTTERFIELD.  
Device for Feeding Stock on Cars.

No. 241,475.

Patented May 17, 1881.

Fig. 1.

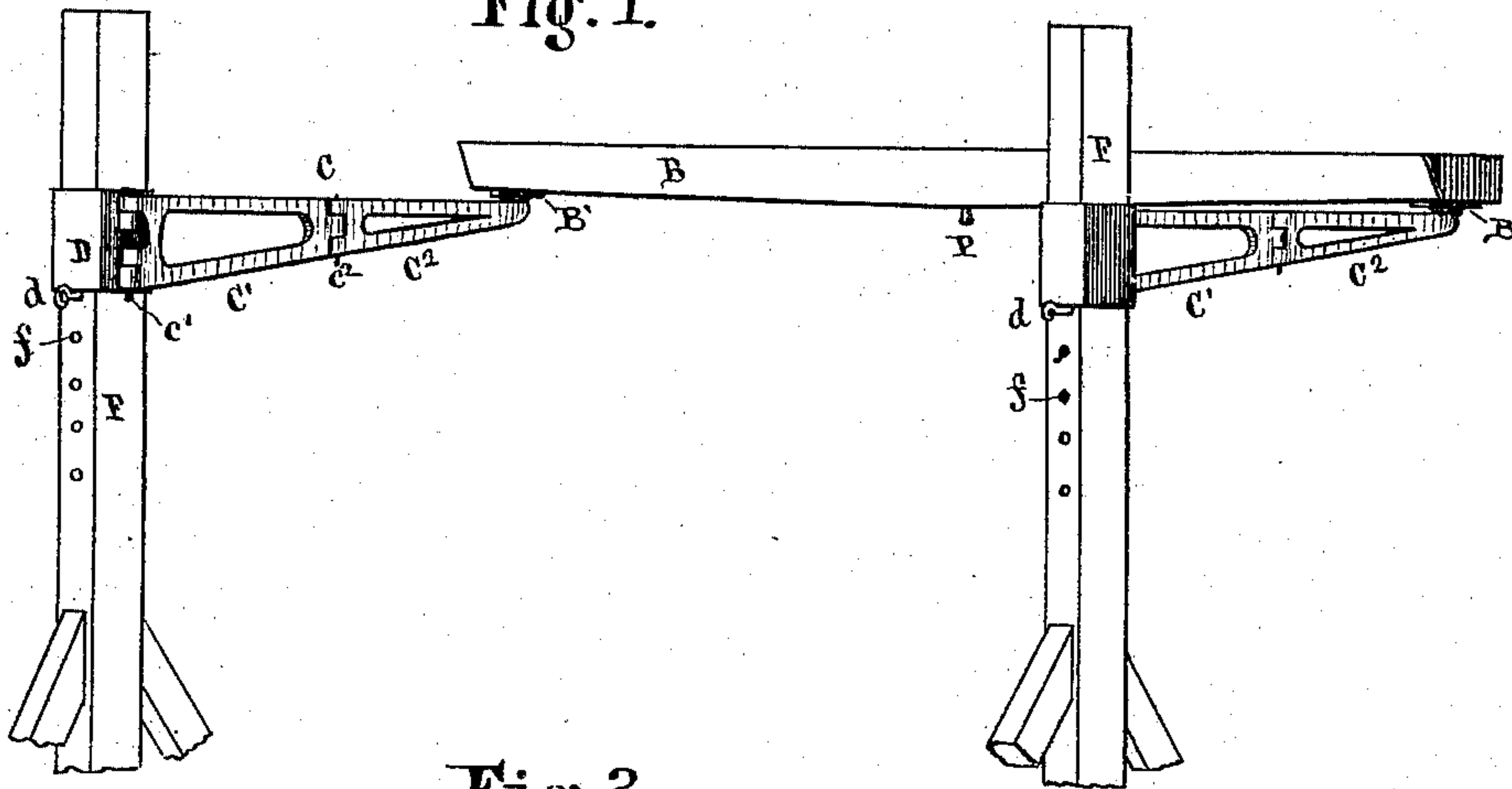


Fig. 2.

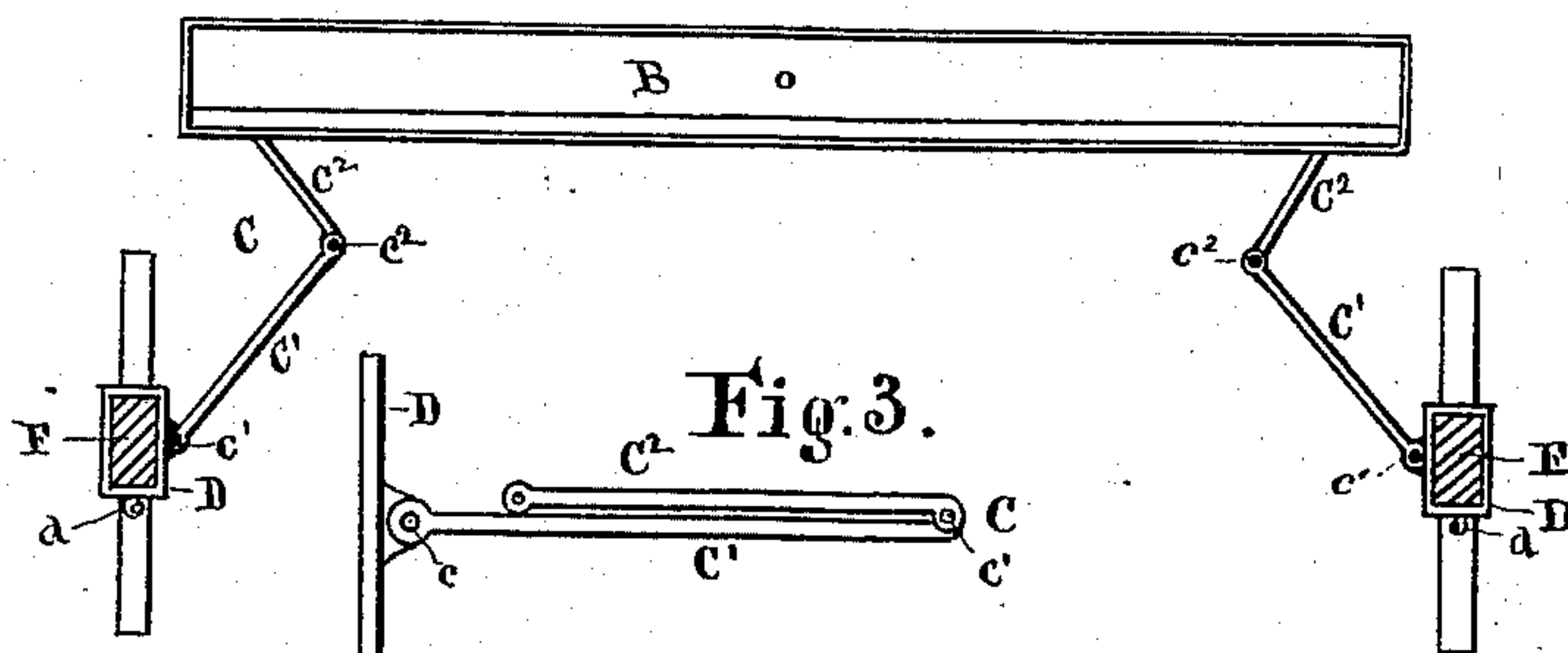


Fig. 3.

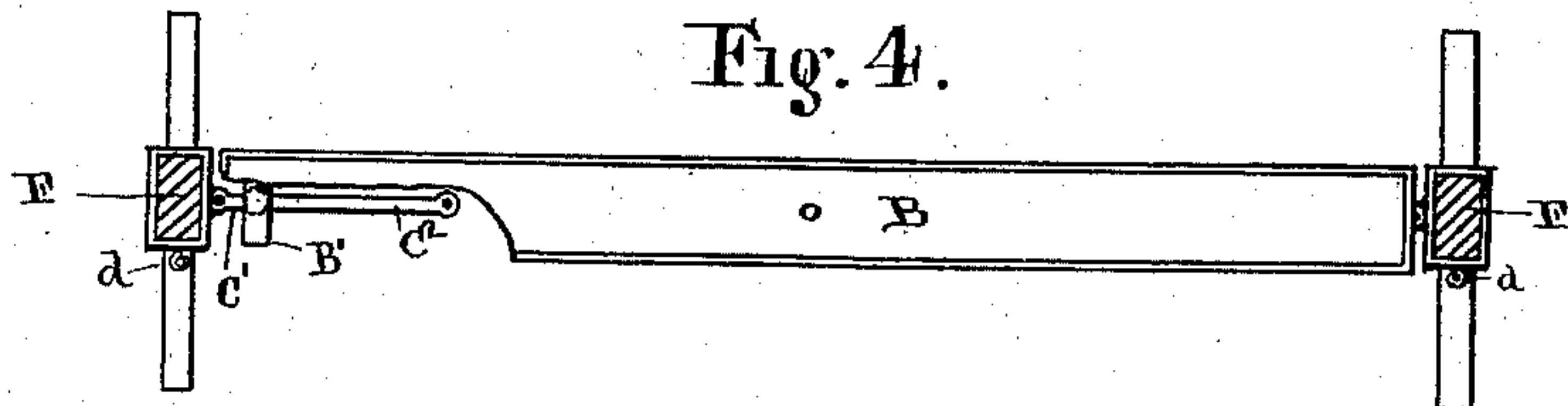


Fig. 4.

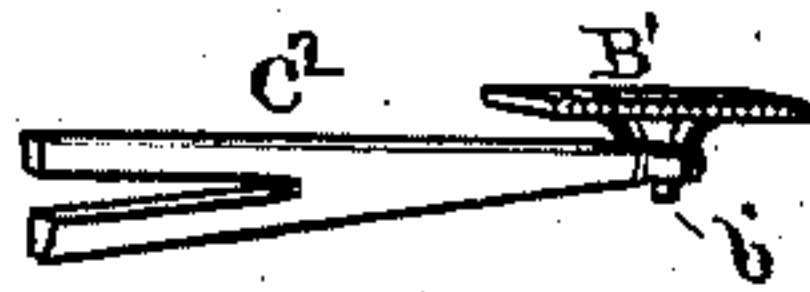


Fig.

Witnesses.

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# UNITED STATES PATENT OFFICE.

JOHN S. BUTTERFIELD, OF CHICAGO, ILLINOIS.

## DEVICE FOR FEEDING STOCK ON CARS.

SPECIFICATION forming part of Letters Patent No. 241,475, dated May 17, 1881.

Application filed March 11, 1881. (No model.)

*To all whom it may concern:*

Be it known that I, JOHN S. BUTTERFIELD, of Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Devices for Feeding Stock on Cars; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

This invention relates to stationary devices for feeding cattle in cars; and it consists in the several novel features of construction in such devices hereinafter described, and pointed out in the claims.

In the drawings, Figure 1 is a perspective view of a stationary feeding device containing my invention. Fig. 2 is a top view of the same. Fig. 4 is a top view of the same, showing the trough drawn back into line with the supporting-posts. Figs. 3 and 5 are detail views.

The same letter indicates the same part in all the figures.

F F represent two adjacent posts in a series set in the ground parallel and adjacent to a railroad-track.

B is a long trough supported from said posts F by means of arms C. It is contemplated that the cars will be brought to stand opposite the posts F, and that the troughs B, which are to supply the cattle with water or feed, shall be borne outward near or against the car, through the side of which a suitable opening is provided to give the cattle access to the trough.

My invention concerns the devices by which the trough B is movably supported from the fixed posts F for this purpose, and for the purpose of being withdrawn quite out of the way when not in use.

In another patent specification I have described means for supporting the troughs by the joint action of the car and the posts F—namely, by pivoted adjustable arms bearing outward and upward from the posts to the car and upholding the trough at their extremities. In this case the trough is upheld wholly by the arms C. Said arms C are made in two parts, C' and C<sup>2</sup>, jointed to each other at c<sup>2</sup>, to

flex inward, and also pivotally joined at their extremities with the posts and troughs, as shown. The movement of the arms is horizontal at all their joints.

As a suitable means for pivotally connecting the troughs with the arms the plates B' are provided, having each a pin, b', Fig. 5, which drops into a vertical hole in the outer end of the arm.

At their inner ends the arms C are shown as being immediately connected with sleeves D, embracing and adapted to rise and fall on the posts F, being held at any desired elevation by pins d or other suitable means. The object of said sleeves is to provide vertical adjustment to the trough, by which it may answer equally for cars of different height or for cars having single or double decks.

As will be seen by reference to Figs. 2 and 4, the trough B is made shorter than the distance between the posts F from which it is supported. This is with a view to retreating the trough to a position between the posts, as shown in Fig. 4, when not in use. In order to effect this end it is necessary to make the outer sections, C<sup>2</sup>, of the arms C shorter than C', measuring the latter from c<sup>2</sup> to the post F, and it is also desirable to construct the joint c<sup>2</sup> in such form, as shown in Fig. 3, that the arms C' and C<sup>2</sup> fold side by side. The parts being thus constructed and arranged, the trough may be pushed to a place between the posts where it is quite out of the way, and where the arms are folded beneath the trough.

For the purpose of draining the trough B of water left by the cattle, the bottom of said trough is inclined preferably from both ends to the middle, where a hole is provided and stopped by the removable plug P.

To suit the invention to double-decked cars a second trough may be suspended from that here shown, or a second one may be independently supported from the posts F in all respects like that described.

Except where it is desired to provide vertical adjustment of the trough, the sleeves D may be dispensed with, and the arms C will in that case be directly pivoted to the posts.

I claim as my invention—

1. In a stationary device for feeding stock



on cars, the combination, with the two posts, F, arranged adjacent to the car-track, of the single trough B, and the jointed arms C, pivotally connecting the posts with the ends of the  
5 troughs, whereby the latter may be horizontally advanced and retreated with reference to the car, substantially as described, and for the purposes set forth.

2. In combination with the two adjacent  
10 posts F F and the trough B, shorter than the distance between said posts, the arms C, pivoted at their opposite extremities to the trough and posts, and composed of the jointed parts C' and C<sup>2</sup>, of which the parts C<sup>2</sup> are the shorter,  
15 whereby the trough may be retreated to a position between the posts, and whereby said arms, when folded, may stand beneath the trough, substantially as shown.

3. The combination, in a stationary stock-feeding device, of the two fixed posts F, set  
20 adjacent to the rail-track, the sleeves D, vertically adjustable on said posts, the single trough B, and the arms C, pivoted to the sleeves D and trough B, and also centrally jointed to flex horizontally, substantially as described,  
25 and for the purposes set forth.

In testimony that I claim the foregoing as my invention I affix my signature in presence of two witnesses.

JOHN S. BUTTERFIELD.

Witnesses:

M. E. DAYTON,  
W. C. ADAMS.