(No Model.) 2 Sheets—Sheet 1.

J. C. FOSTER.

STOCK CAR.

No. 271,695. Patented Feb. 6, 1883.

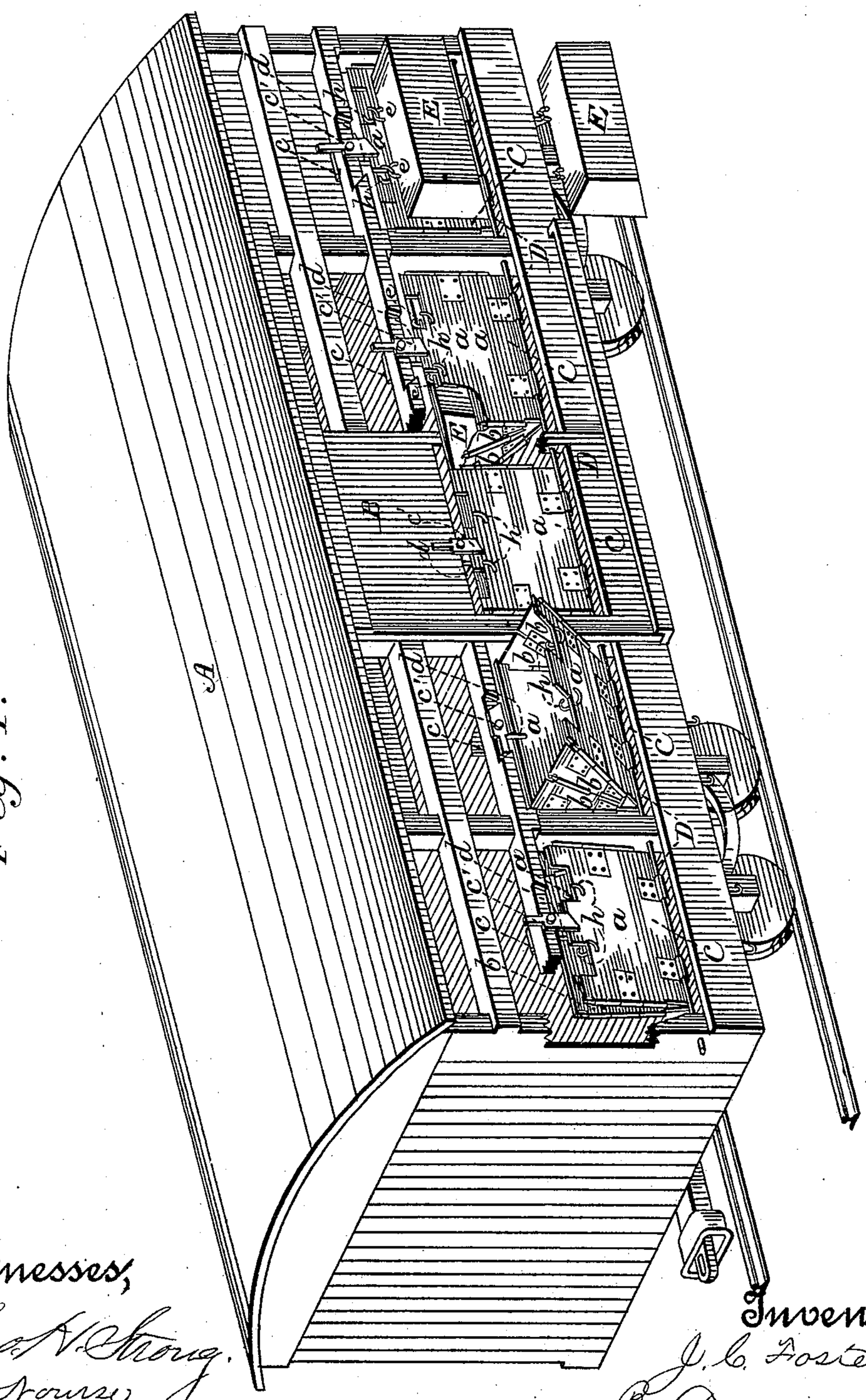


Fig. 1.

Witnesses,
Geo. N. Strong.
Jos. Strong

Inventor
J. C. Foster
By Dewey & Co
Attorneys

(No Model.) 2 Sheets—Sheet 2

J. C. FOSTER.

STOCK CAR.

No. 271,695. Patented Feb. 6, 1883.

Fig. 2.

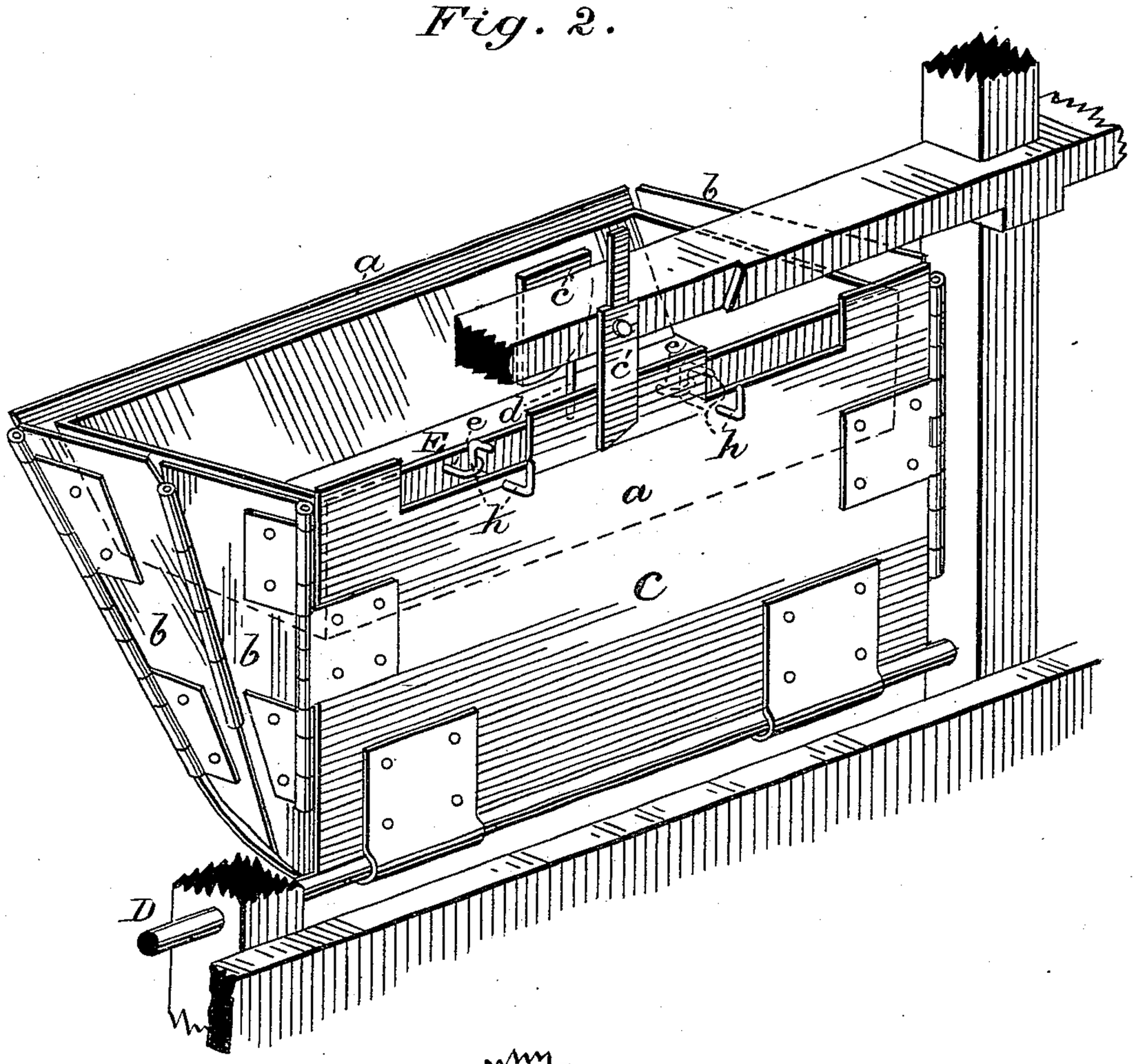
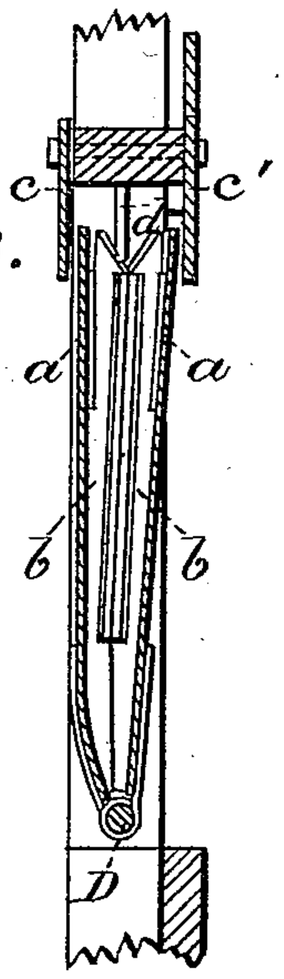


Fig. 3.



Witnesses;
Geo. N. Strong
J. F. Towne

Inventor,
J. C. Foster
By Dewey & Co.
Attorneys

UNITED STATES PATENT OFFICE.

JOB C. FOSTER, OF ST. JOHN, CALIFORNIA.

STOCK-CAR.

SPECIFICATION forming part of Letters Patent No. 271,695, dated February 6, 1883.

Application filed October 30, 1882. (No model.)

To all whom it may concern:

Be it known that I, JOB C. FOSTER, of St. John, county of Colusa, State of California, have invented an Improved Stock-Car; and I hereby declare the following to be a full, clear, and exact description thereof.

My invention relates to certain improvements in that class of railway-cars used to transport live stock, and known as "stock-cars."

My invention consists, in connection with the car, of a peculiar swinging and folding feed-box, together with a water-box, and the means for securing both to the car, as will hereinafter fully appear.

The object of my invention is to provide a car in which live stock may be transported and fed with convenience and dispatch during the continuance of the journey without having to leave the car.

Referring to the accompanying drawings, Figure 1 is a perspective view of my device, showing a feed-box in a folded position, a feed-box open, and swung to the outside of the car, a feed-box open, with the water-trough suspended in it swung to the interior of the car, and a feed-box open swung to the interior of the car, with a water-trough suspended to the hooks on the outside of the feed-box; also a water-trough hung onto the hooks below the car. Fig. 2 is an enlarged perspective view of a feed-box with the water-trough inside. Fig. 3 is a vertical section, showing a feed-box in a folded position.

Let A represent a stock-car of any usual construction, having, as is customary, sliding doors B.

C are the feed-boxes, Fig. 2. These consist of sheets of suitable material, the two sides *a* of which are hinged upon horizontal shafts D, suitably secured in the timbers or frame of the car. The ends consist each of two pieces, *b*, the upper ends of which are wider than the lower ends. These are each hinged to the sides *a*, and to each other in the middle, thus adapting the boxes to close up or open out, very much the same as a music-portfolio. This hinging of the parts may be accomplished in any suitable manner, though I have here shown ordinary pintles and sockets. The feed-boxes are not only adapted to fold up, but by being hinged upon shafts D may swing either inwardly or outwardly through the apertures or openings in the sides of the car in which they are hinged.

A pivoted stop, *c*, is placed upon the inside, and another, *c'*, upon the outside, of the car, in such a position as to hold the box either in or out or folded up, while a pin, *d*, projecting from the timber over the box, limits its swing. The stops *c c'* are here shown on the same pivot-shaft to facilitate their operation as they move together, Fig. 3.

E represents the water-boxes. These are made to fit into the mouths of the feed-boxes, and are supported therein. They are provided with eyes or staples *e*, which fit over hooks *h*, secured to the outer side *a* of the boxes C. These hooks are double ones, one side turning outwardly and the other inwardly, for the purpose of hanging the boxes E either inside of the feed-boxes or on the outside, Fig. 2.

The operation of my device is as follows: When the car has no stock in it and is traveling empty the feed-boxes are folded up. The ends fold in and the sides *a* fold together, the whole being set by the two stops *c* and *c'* in a vertical position in the side of the car, they being then safe and out of the way. The water-boxes E are hung upon the outer hooks, *h*, and lie against the outer side of the feed-boxes. When stock is put into the car the stop *c'* is turned aside, and the boxes C are swung and opened to the outside, the pin *d* holding the inner side *a*. Feed is placed in the boxes C, and the inner stop, *c*, being turned aside the boxes may be swung to the inside, being stopped by pin *d* and held in position by stop *c'*, which is turned down for this purpose. The stock can thus get at the feed. When water is to be given to them the boxes C are swung out, the boxes E removed from the outer hooks, *h*, and fitted in the boxes C, being hooked upon the inner hooks, *h'*. Water is then poured into the boxes E, and the feed-boxes C are swung inwardly again.

I may have as many of these feed-boxes as desirable, and if any of the boxes E, when hanging on the outside, are in the way of the door they may be removed and hung for the time being upon hooks under the car, as shown in Fig. 1. I have here shown but five boxes on a side, one of which is in the door, and all

being exaggerated, and the car shortened for the purpose of the drawings. An ordinary car would afford space for ten boxes on each side.

These boxes are simple in construction, they do not take up space when not in use, and are easily supplied from the outside.

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

1. In combination with a stock-car, one or more feed-boxes, C, fitted in the sides of the car, and hinged to the car at their bases, whereby they may be swung to the outside and to the inside, water-boxes E, and means for securing said water-boxes within the feed-boxes when in use and on the outside thereof when not in use, substantially as and for the purpose herein described.

2. In combination with a stock-car, one or more folding feed-boxes, C, fitted in the sides of the car, the horizontal shafts D, upon which the boxes are hinged at the bases, and suitable stops above to limit and fix the swing of the boxes, substantially as and for the purpose herein described.

3. In combination with a stock-car, one or more boxes, C, fitted in the sides of the car, and hinged at their bases to swing to the outer side and to the inside, said boxes being constructed of folding parts to shut together when not in use, substantially as herein described.

4. In combination with a stock-car, the feed-boxes C, having folding sides *a*, hinged upon shafts D at their lower sides, and folding ends *b*, hinged to the sides *a* and to each other, as shown, said boxes being fitted into the sides of the car, the horizontal shafts D, upon which said boxes are hinged and swung, and suitable stops above to limit and fix the swing of said boxes, substantially as herein described.

5. In a stock-car, the swinging and folding feed-boxes C, in combination with the water-boxes E, and a means for securing the said water-boxes within the feed-boxes when in use and on the outside thereof when not in use, substantially as herein described.

6. In a stock-car, the swinging and folding feed-boxes C, having hooks *h*, turning out and in, as shown, in combination with the water-boxes E, having staples *e*, substantially as and for the purpose herein described.

In witness whereof I hereunto set my hand.

JOB C. FOSTER.

Witnesses:
THOMAS E. BROWN,
JOHN A. BIRD.