

(No Model.)

J. K. WEBER.

STOCK CAR.

No. 283,441.

Patented Aug. 21, 1883.

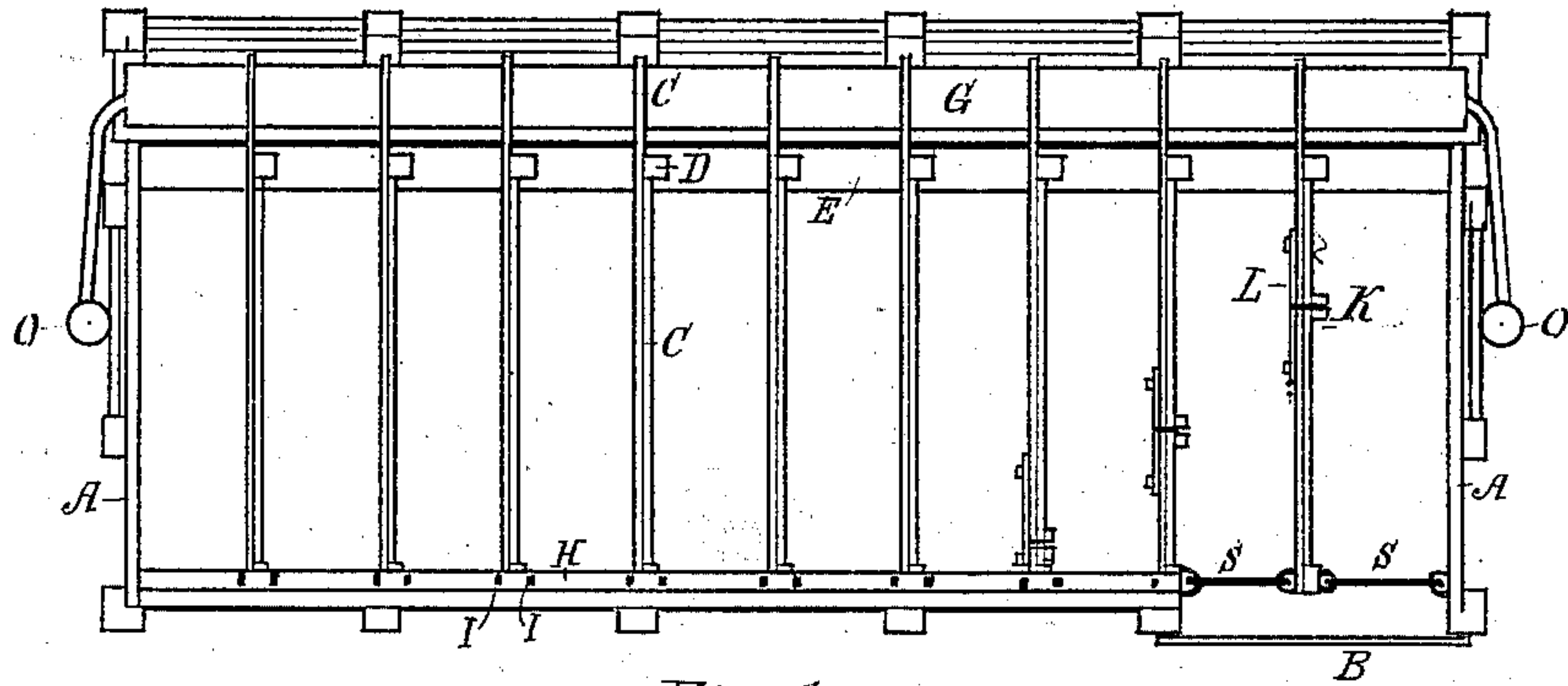


Fig. 1.

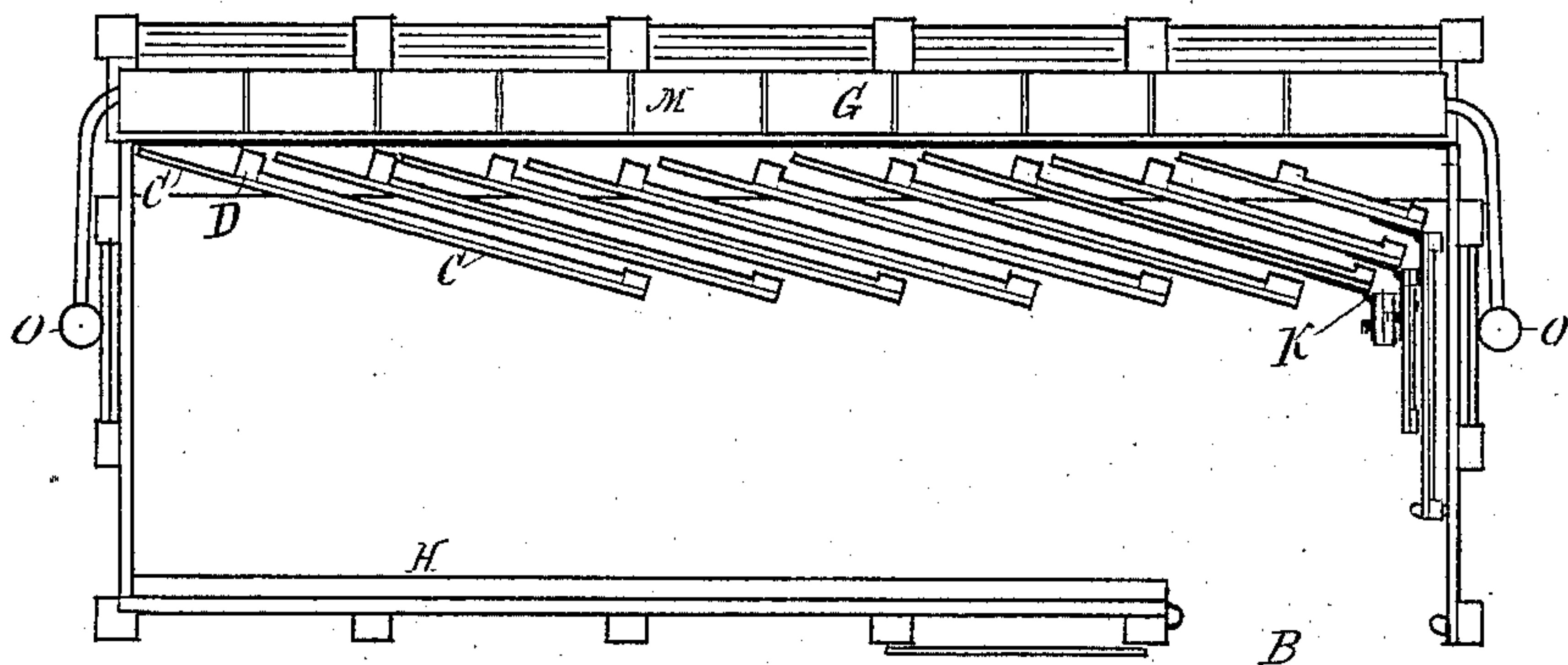


Fig. 2.

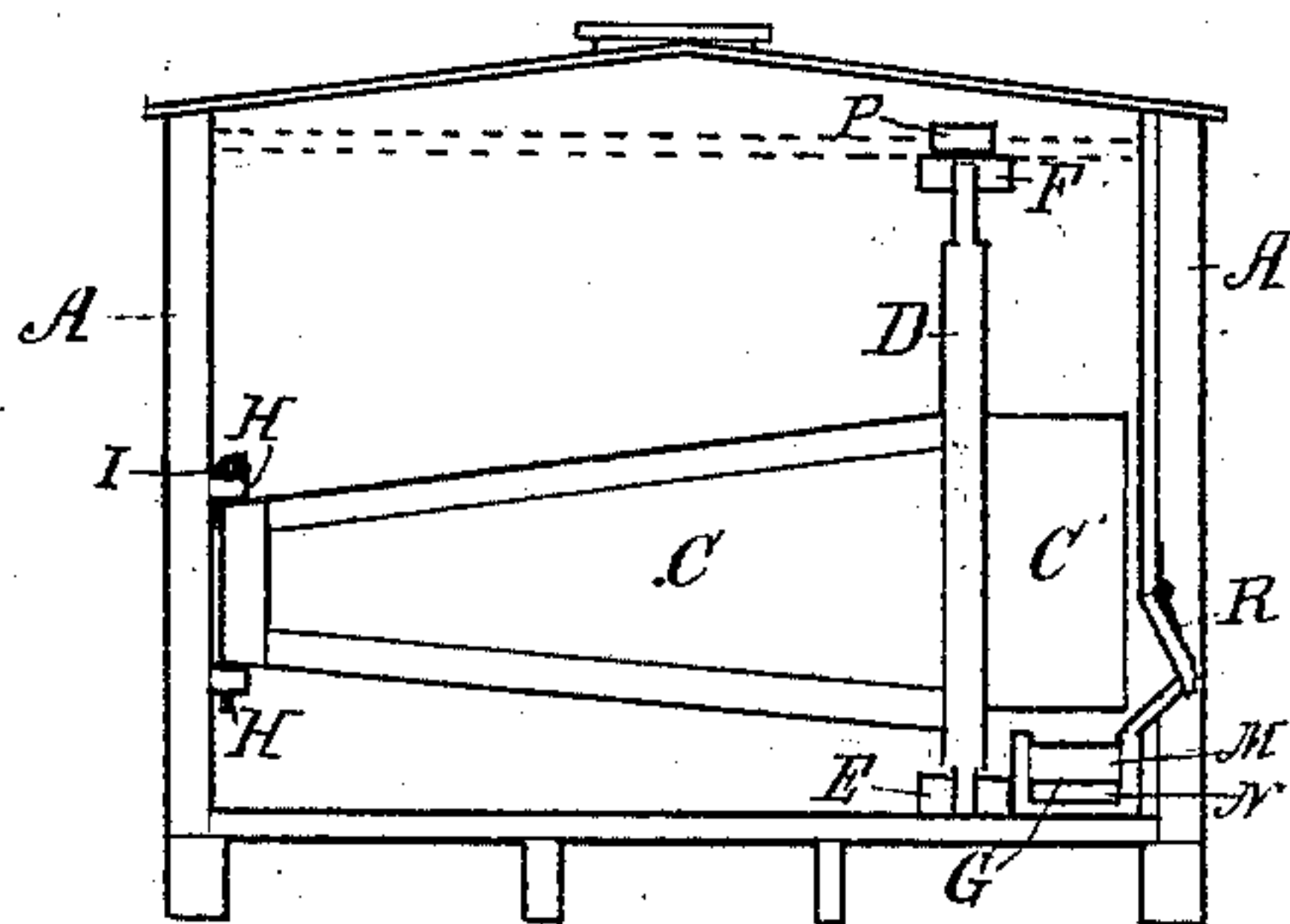


Fig 3.

A. B. Howland.  
J. A. Shurtz. } Witnesses.

John K. Weber  
By Joseph Smith } Inventor.  
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# UNITED STATES PATENT OFFICE.

JOHN K. WEBER, OF TITUSVILLE, PENNSYLVANIA.

## STOCK-CAR.

SPECIFICATION forming part of Letters Patent No. 283,441, dated August 21, 1883.

Application filed May 4, 1883. (No model.)

*To all whom it may concern:*

Be it known that I, JOHN K. WEBER, a citizen of the United States, residing at Titusville, in the county of Crawford and State of Pennsylvania, have invented a new and useful Improvement in Stock-Cars, of which the following is a specification.

My invention relates to cars which are divided by partition-gates into separate stalls, a stall for each animal, my object being to so construct the gates that they shall be cheap, simple in operation, entirely separate the stalls, and when not in use and not needed can be easily removed, leaving the car clear for other freight; also, to so construct the feeding and watering arrangements that the work of feeding and watering can be well and expeditiously performed.

My invention is illustrated in the accompanying drawings, in which Figure 1 is a plan view of the car, with the gates closed separating the stalls; Fig. 2, a plan view, with the gates folded back; and Fig. 3, a sectional elevation across the car.

Similar parts in the several views are indicated by the same letters.

A represents the exterior walls of the car; B, the door or entrance; C, one of the parting gates; D, a pivoted standard, to which the gate C is firmly secured; E, a longitudinal sill on the floor of the car, into which the standard is pivoted on its lower end; and F, a longitudinal plate secured to or near the roof-timbers directly over the sill E, and into which a pintle on the upper end of the standard D plays.

The standards D are placed near one side of the car, but distant from it far enough to admit between them and the side of the car the feed and water trough G. The gate C has the end C' projecting beyond the standard D, so that when the gate is closed it shall also separate the stalls over the feed-trough. The pintle on the upper end of the standard D is made long, so that the standard may be lifted, freeing the lower pivot from the sill E, and the gate removed, and either placed at one end of the car or removed from it entirely. To prevent the gate from being lifted and thrown out of place when the animals are in the car, I provide a button, P, upon the top of the plate F, which turns over the pintle on the standard D, securely holding it down.

To securely fasten the gate C when closed, I attach to the side of the car the string-pieces H H, so placed that the end of the gate shall just pass between them, and through holes in these plates I pass the bolts or pins I I, one on each side of the gate. By having additional holes in the string-pieces, these pins may be moved backward and forward, so as to adjust the width of the stall, as may be required. The gates near the entrance end are made in two parts and hinged together, as shown at K K, to allow them to fold back against the side and end of the car. When closed, they are secured by the revolving bar L dropping into sockets on each part of the gate. The end of the gate which comes opposite the entrance-door B is held by long hooks S S from the standards on each side of the door.

The feeding and watering arrangement I construct as follows: The trough G has under each partition the parting-strip M, dividing it into separate feed-boxes for each stall. This strip is so placed in the trough as to leave an open space, N, at the bottom of the trough, through which the water can flow from one to the other and the whole length of the trough. At each end of the car I provide the pipe O, extending from a point near the center of the car and above the feed-trough to the trough. When water is introduced into the pipe at O, it flows through the pipe, and under the parting-strips M the whole length of the trough. After watering, the water is let out of the trough and food supplied through the lifting trap-doors R on the side of the car.

I claim as my invention—

A stock-car, the internal structure consisting of the gates C, constructed as described, and attached to the pivoted standard D, sill E, and plate F, stringers H H, and fastening-pins I I, all working in combination, and with the feed and water trough G, water-pipe O, and lifting feed-doors R, all constructed substantially as described, and for the purposes herein set forth.

In testimony whereof I have hereunto set my hand, in the presence of two witnesses, this 1st day of May, A. D. 1883.

JOHN K. WEBER.

Witnesses:

J. W. WEBBER,  
W. G. ABEL.