

(No Model.)

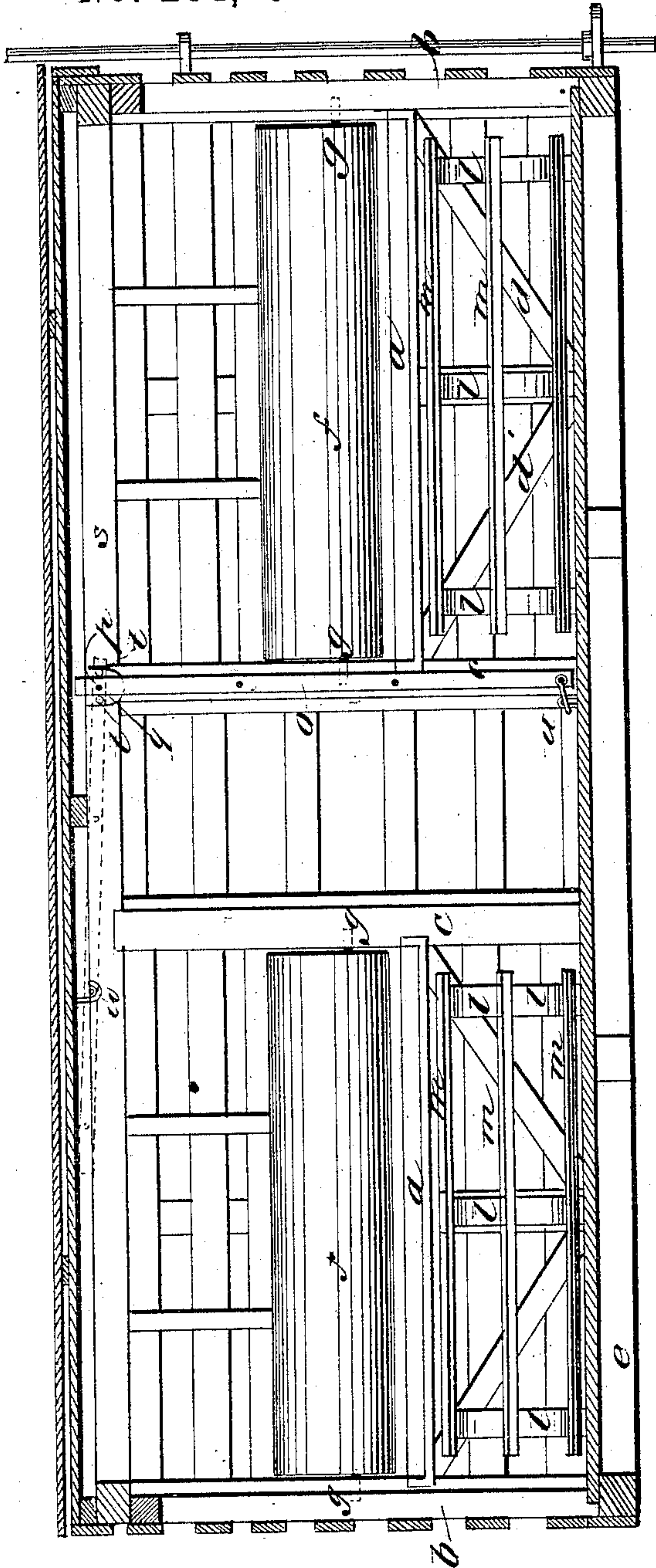
2 Sheets—Sheet 1.

J. C. WEAVER.

STOCK CAR.

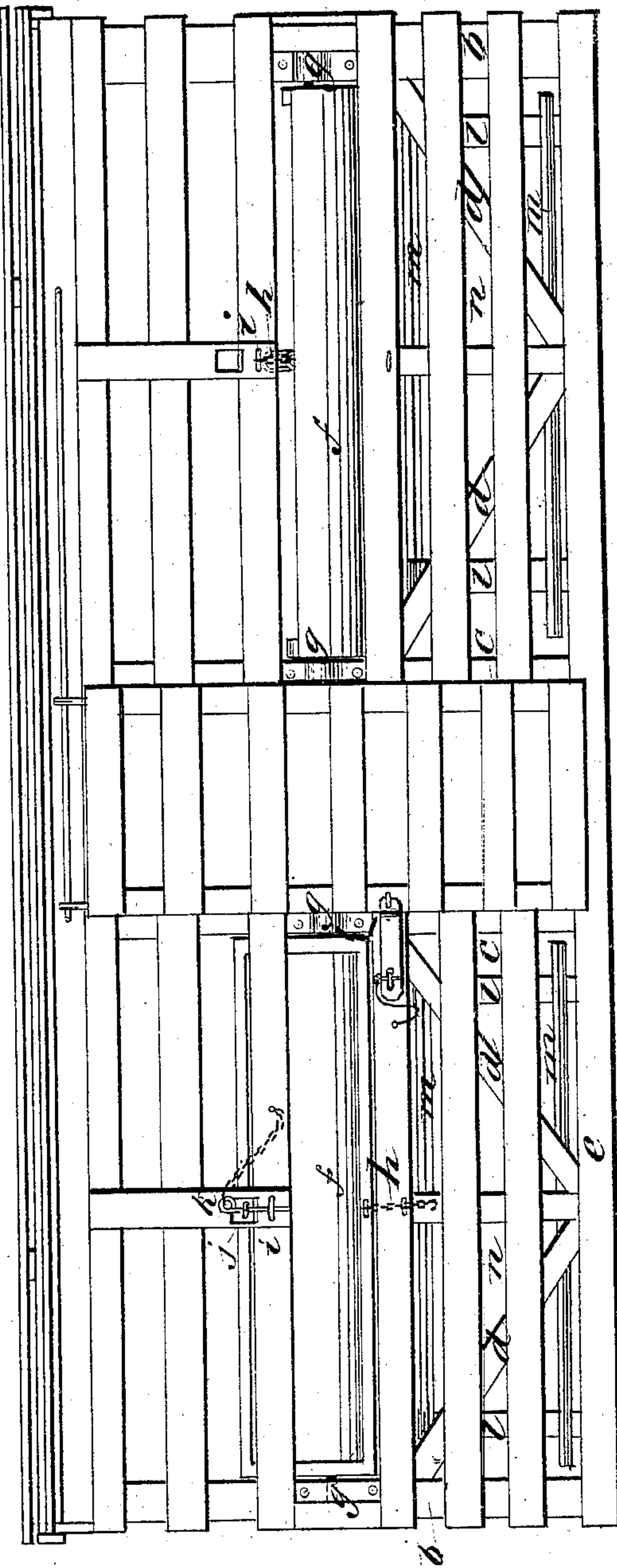
No. 284,103.

Patented Aug. 28, 1883.



WITNESSES:

Francis McArdle
C. Sedgwick



INVENTOR:

INVENTOR:
J. C. Weaver
BY *Merrin & Co*
ATTORNEYS.

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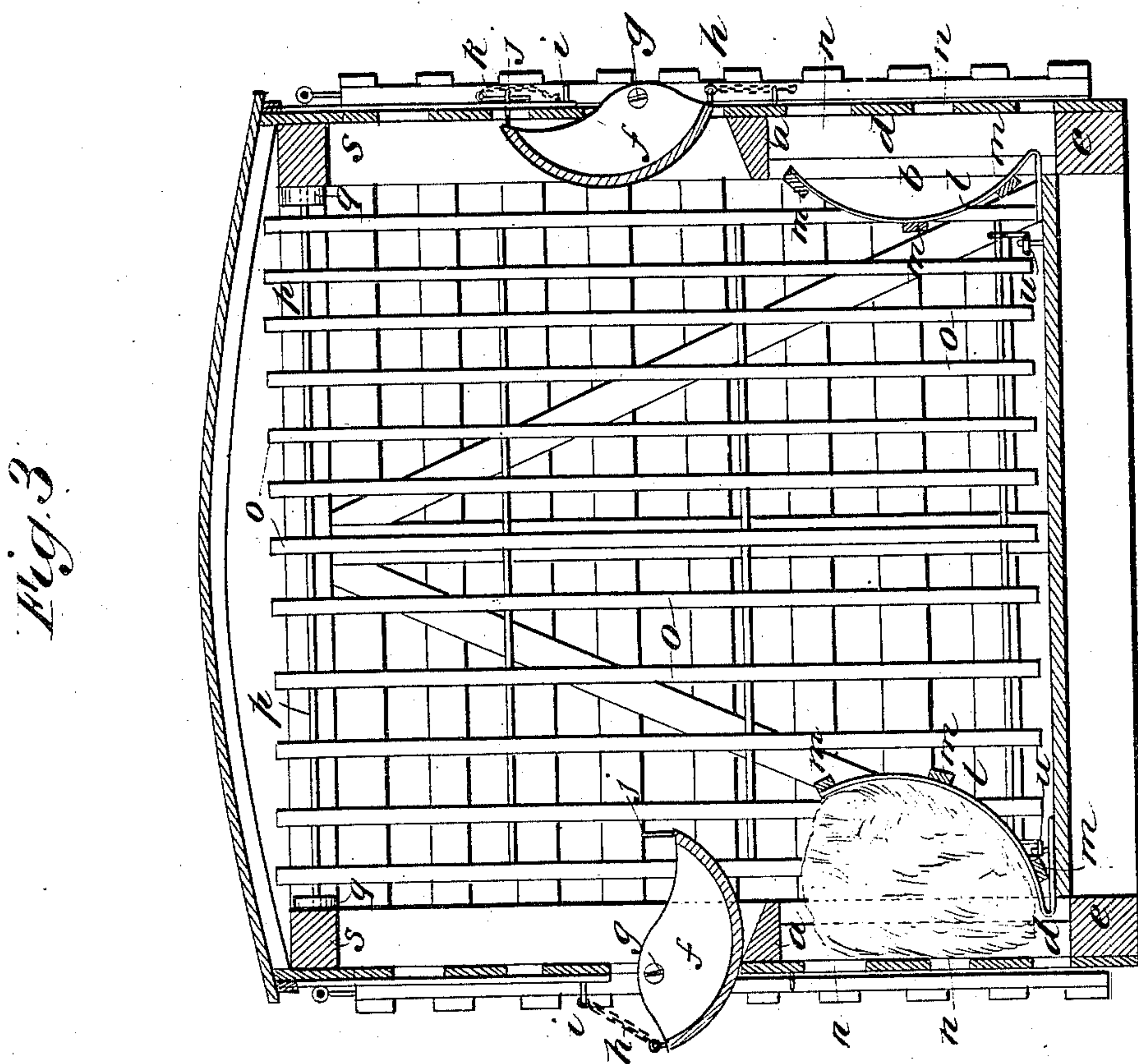
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UNITED STATES PATENT OFFICE.

JAMES CLARK WEAVER, OF CUTLER, INDIANA, ASSIGNOR TO HIMSELF
AND JOHN FELTHOFF, OF SAME PLACE.

STOCK-CAR.

SPECIFICATION forming part of Letters Patent No. 284,103, dated August 28, 1883.

Application filed May 29, 1883. (No model.)

To all whom it may concern:

Be it known that I, JAMES CLARK WEAVER, of Cutler, in the county of Carroll and State of Indiana, have invented a new and Improved Stock-Car, of which the following is a full, clear, and exact description.

My invention consists of improvements in the construction of stock-cars and contrivances for feeding and watering the stock, and also for partitioning the car, whereby it will be more substantial, the stock may be fed and watered without the trouble and delay of removing them from the car, and they may be separated at any desired place along the car, all as hereinafter fully described.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is a longitudinal sectional elevation of my improved stock-car. Fig. 2 is a side elevation, and Fig. 3 is a transverse section.

In the side frames of the car, between the doors and the ends, I propose to arrange the strong cross-stays *a*, between the corner-posts *b* and the door-posts *c*, also the braces *d*, said braces extending from the angles between these stays and posts to the sills *e*, at the middle of the space between said posts, by which I make the body of the car much stronger in these parts, the said stays and braces forming substantial trusses, which greatly increase the rigidity of the side frames of the body, on which most of the stress of the load falls.

To water the stock and feed with grain, I arrange the troughs *f* in the side frames of the car just above the stays *a*, and extending from the door to the ends, or from post to post, in case intermediate posts are employed, fixing said troughs in openings in the sides of the car-body on pivots *g*, so that they may swing down into the position (represented at the left-hand side of Fig. 3) for watering and feeding, with about one-third of the breadth of the trough projecting outside of the car-body to facilitate the supplying of the feed and water thereto, and about two-thirds projecting inward for access of the stock to eat and drink, and when not required for use they may swing up into the position represented at the right hand of Fig. 3, to occupy less room inside of the car, and so as not to pro-

ject outside. When let down in the position for use, they may be fastened by a chain, *h*, hooking into a staple, *i*, to prevent the cattle from tilting them up inside. The eccentric form of the inside causes them to rest on the stays *a*, so that they cannot be pressed down inside and the contents spilled. They are to be fastened up when not in use by the staple *j* and a pin, *k*.

To feed with hay I make spring-racks consisting of spring-supports *l*, attached to the floor of the car, and bars *m*, the springs supporting the bars *m* along the sides of the car-body within the car and below the troughs, to which the hay is to be supplied through the spaces *n*, between the slats of the sides, the racks being arranged to stand close up to the sides of the car-body when empty, but so that they will give back when the proper supply of hay is crowded in, both for keeping the hay so as not to be pulled away and wasted by the stock, and for closing up out of the way of the stock when the hay is exhausted.

For partitioning the car to separate the stock anywhere along the car that it may be desired, I have a rack or frame, *o*, of any approved construction, suspended by pivots *p* from pivot-bearing plates *q*, fastened to the beam *s* by bolts *t*, that may be taken out of the beam and shifted along to other holes, which may be provided anywhere along the beams, as may be required. The lower end of the partition *o* will be fastened by hooks and staples *u*, and when it is not required to use the partition it is to be swung up under the top of the car and fastened by a spring or other hook, *w*, as indicated by the dotted lines in the upper part of Fig. 1.

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

1. The spring-racks *l m*, located within the car and along the sides to receive the hay stuffed in through the openings of the sides, substantially as described.

2. The combination, with a stock-car, of a partition, *o*, suspended on pivots *p*, having pivot-bearings *q*, adjustable along the beams of the car, substantially as described.

JAMES CLARK WEAVER.

Witnesses:

JOHN C. ROGERS,
JONES D. KNORR.