

(No Model.)

F. SELL.

STOCK CAR.

No. 321,860.

Patented July 7, 1885.

Fig. 1.

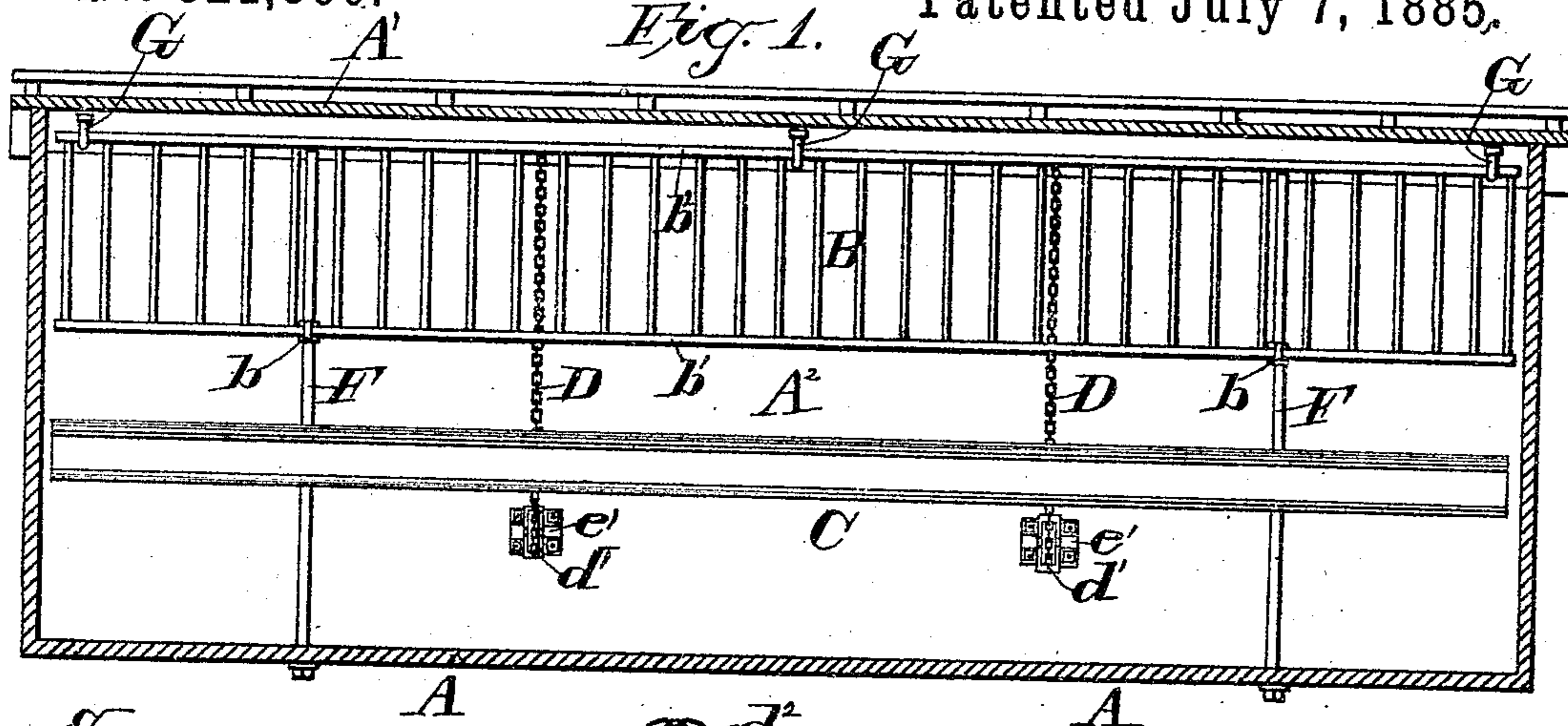


Fig. 2.

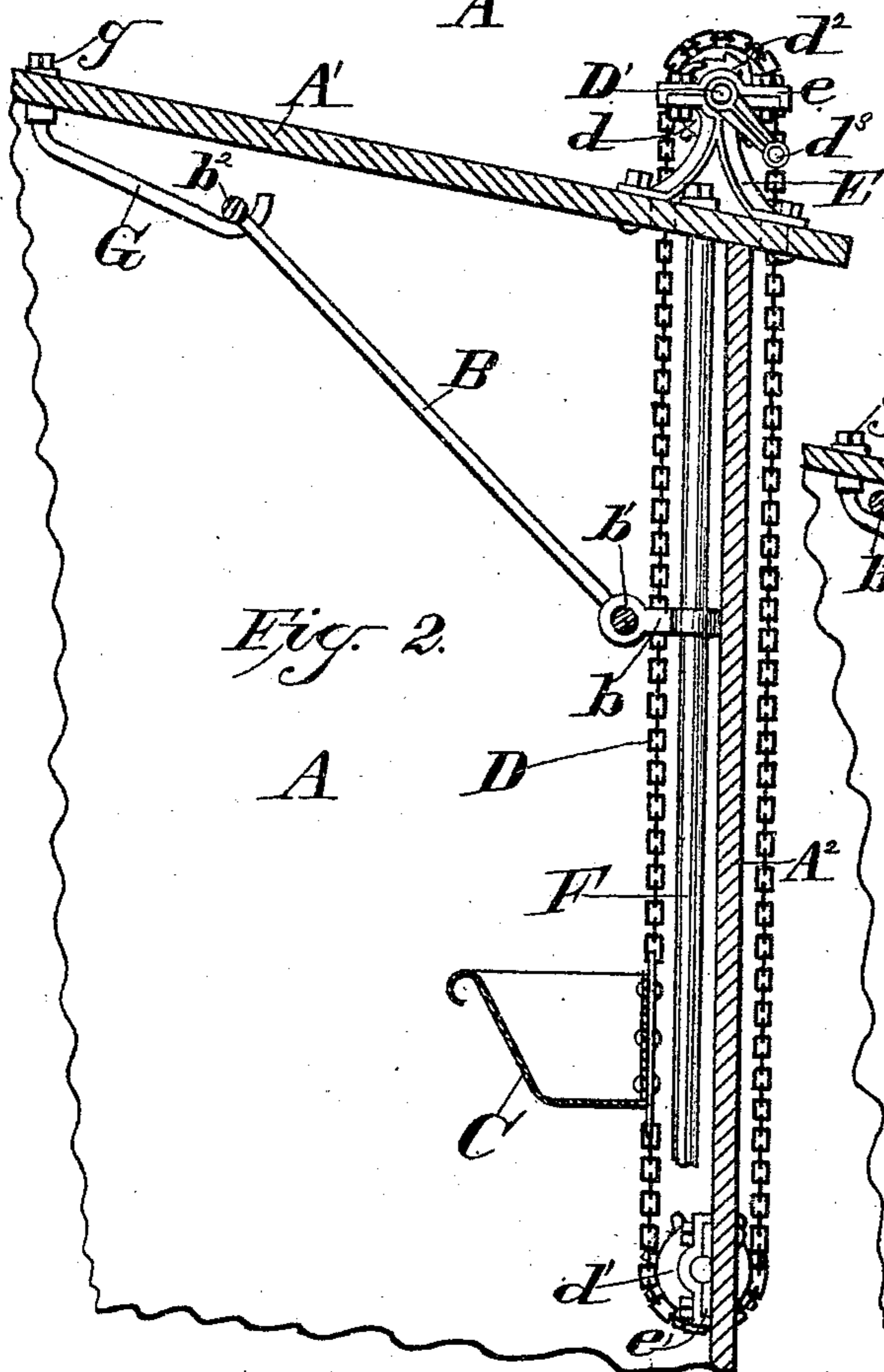
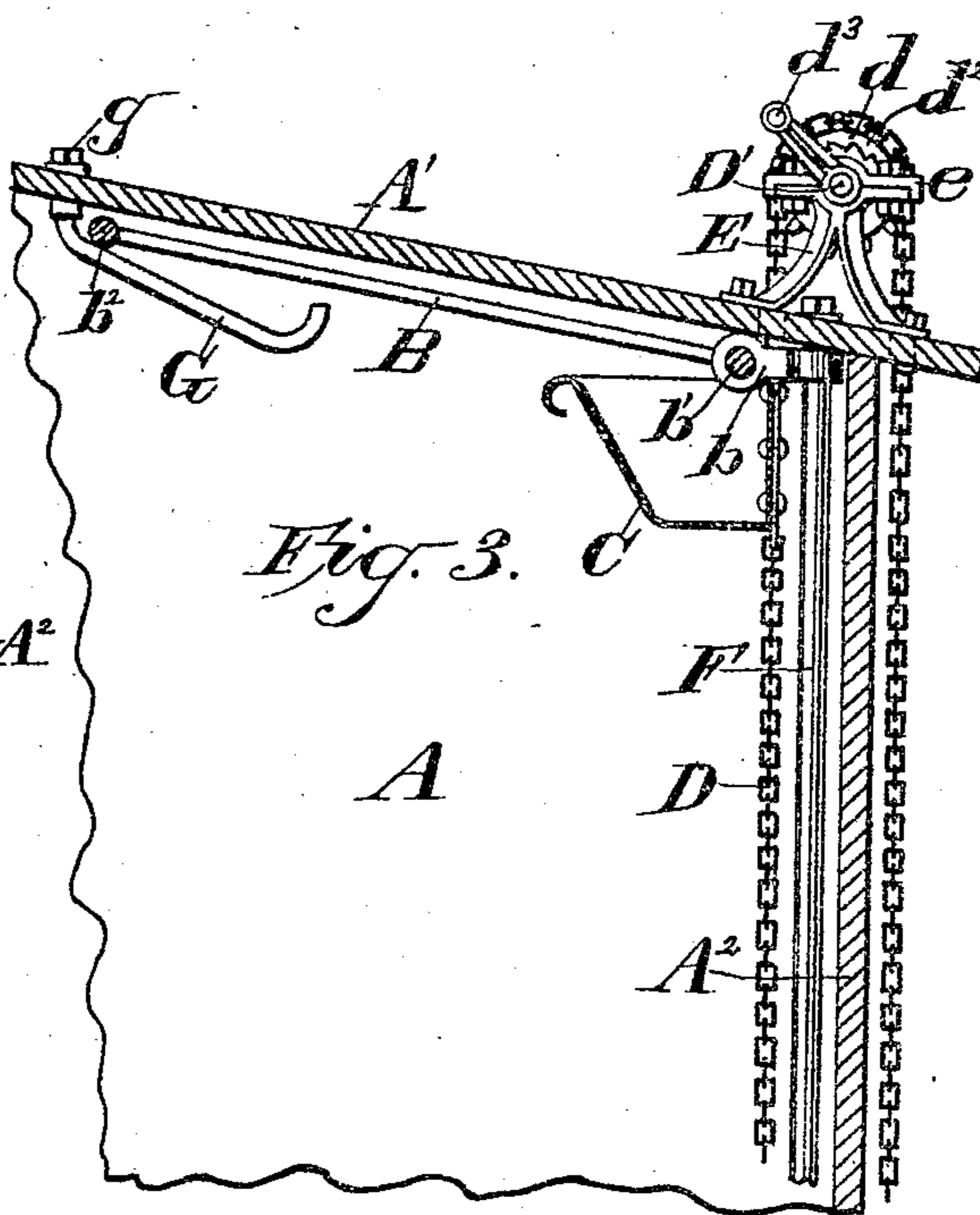


Fig. 3.



Witnesses:

E. G. Somers

R. Platz

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UNITED STATES PATENT OFFICE.

FRED SELL, OF MILWAUKEE, WISCONSIN, ASSIGNOR OF ONE-HALF TO
WILLIAM KLAESER, OF SAME PLACE.

STOCK-CAR.

SPECIFICATION forming part of Letters Patent No. 321,860, dated July 7, 1885.

Application filed October 14, 1884. (No model.)

To all whom it may concern:

Be it known that I, FRED SELL, of Milwaukee, in the county of Milwaukee, and in the State of Wisconsin, have invented certain
5 new and useful Improvements in Cattle-Cars; and I do hereby declare that the following is a full, clear, and exact description thereof.

My invention relates to improvements in cattle-cars, and will be fully described hereinafter.

In the drawings, Figure 1 is a vertical longitudinal section through the center of a cattle-car box fitted with my improved devices in position for use. Fig. 2 is a vertical
15 cross-section of part of a car showing my devices in like position, and Fig. 3 is a like view of the same, showing the trough and hay-rack as raised up when not in use.

The object of the present invention is to
20 simplify the construction of the device for which Letters Patent No. 296,842 were granted to me jointly with William Klaeser, of Milwaukee, Wisconsin, April 15, 1884, so as to materially reduce the cost of its manufacture, and to also render the same more effective, more promptly and easily manipulated,
25 and less liable to get out of order.

A is the car-body; B, the hay-rack, and C represents the water-trough. This latter is
30 suspended in any suitable manner to the endless chains D D, which are mounted in the top and sides of the car-box on sprocket-wheels $d d'$, journaled in bearing-boxes $e e'$, respectively. The upper wheels, $d d'$,
35 are keyed onto the longitudinal shaft D', the ends of which are journaled in the bearing-boxes $e e'$, fitted in the upper ends of the brackets E, fastened in the roof A' of the car-box so as to carry the chains D astride, as it
40 were, of the car sides A², suitable perforations being made for that purpose in the said parts. Either one or both of the said sprocket-wheels may be provided with a pawl-ratchet, d^2 , and a crank-handle, d^3 , by
45 means of which the shaft D' may be operated to raise or lower the trough C and the hay-rack B. This latter consists of the sliding base-pieces $b b$, the outer ends of which are vertically perforated to be adapted to slide
50 up or down along the guide-rods F F, fitted in the roof and bottom of the car-box at a slight distance from the inner face of the sides A².

The inner portions of the base-pieces b are

vertically flattened and perforated to receive
the lower bar, b' , of the hay-rack, bearing
freely therein. The upper bar, b^2 , of the
said rack rests against the upper edge of the
curved-up lower end of the brackets G G,
fitted by bolts $g g$ in the roof A', and depend-
6 ing therefrom on a suitable incline toward
the car sides.

The operation of my device is substantially
the same as disclosed in the previously-named
patent.

The location of the hoisting and lowering
65 gear has been changed for greater convenience, and the substitution of the endless chains for the screws, besides adding considerable advantage on account of their being
70 adapted to work more rapidly, has materially reduced the cost of the device.

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

1. In a cattle-car, the combination of a water-
trough suspended on endless chains mounted,
substantially as herein described, in the roof
and sides of the car-box, mechanism, sub-
stantially as described, to raise or lower the
80 same as desired, a folding hay-rack adapted to slide in guide-rods of the car-box, and supporting-brackets depending from the car-roof, substantially as and for the purpose set forth.

2. In a cattle-car, the combination of the
endless chains D, carrying the water-trough
C, with the car-roof A', provided with bearing-brackets E, shafts D', carrying sprocket-
wheels $d d'$, pawl-ratchet d^2 , and hand-crank
90 d^3 , and box sides A², provided with bearings $e e'$, and sprocket-wheels $d' d'$, substantially as shown and described, and for the purpose set forth.

3. In a cattle-car, the hay-rack B, having
95 sliding hinge-pieces $b b$, in combination with the roof and bottom of car-box having guide-rods F F, brackets G, and chains D, provided with hoisting mechanism and carrying the trough C, substantially as shown and
100 described, and for the purpose set forth.

In testimony that I claim the foregoing I
have hereunto set my hand, at Milwaukee,
in the county of Milwaukee and State of Wisconsin, in presence of two witnesses.

Witnesses:

FRED SELL.

S. S. STOUT,

H. J. FORSYTHE.