

(No Model.)

2 Sheets—Sheet 1.

G. D. BURTON.
STOCK CAR.

No. 337,240.

Patented Mar. 2, 1886.

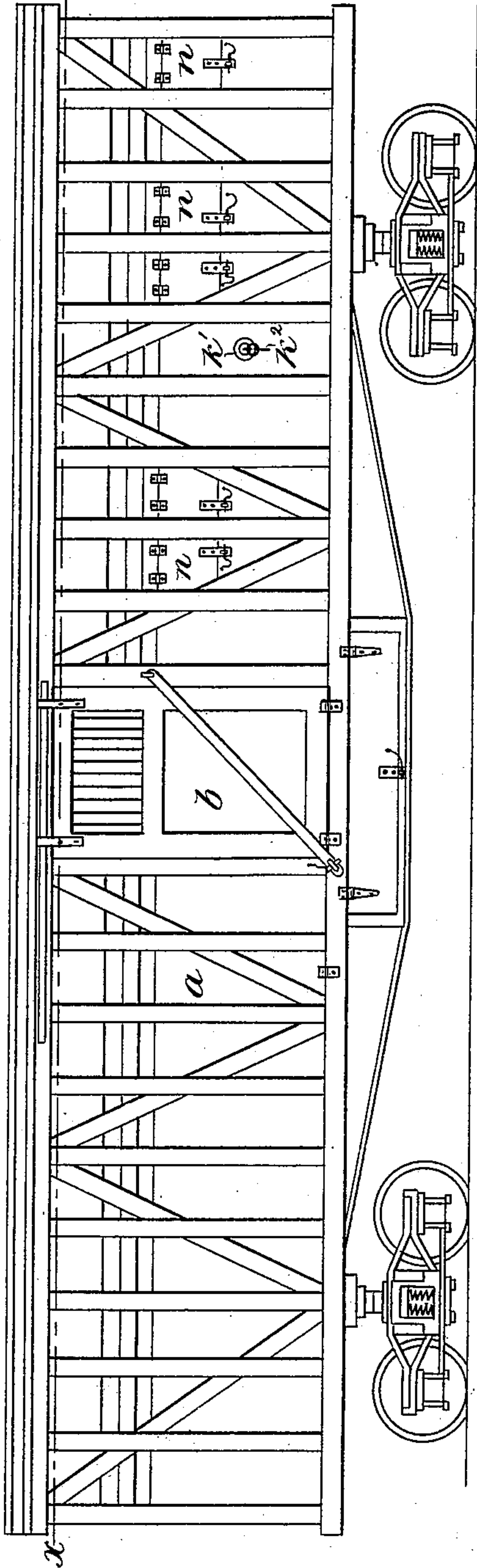


FIG. 1-

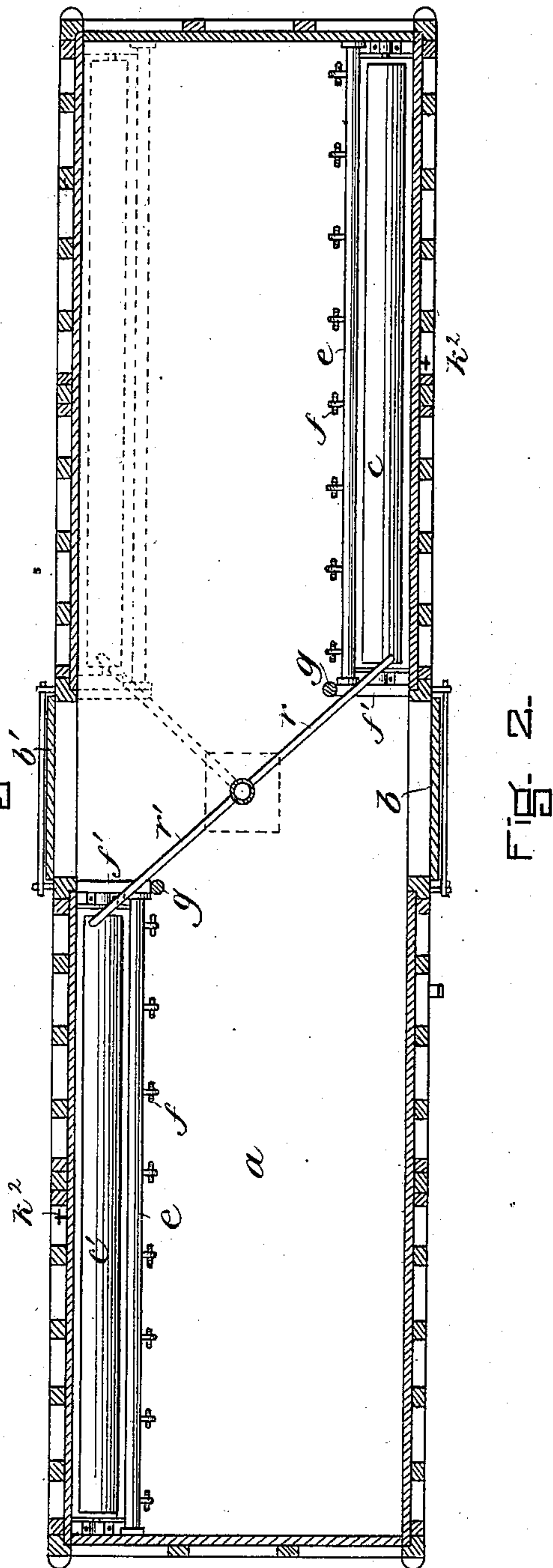


FIG. 2-

WITNESSES.

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INVENTOR-

G. D. Burton

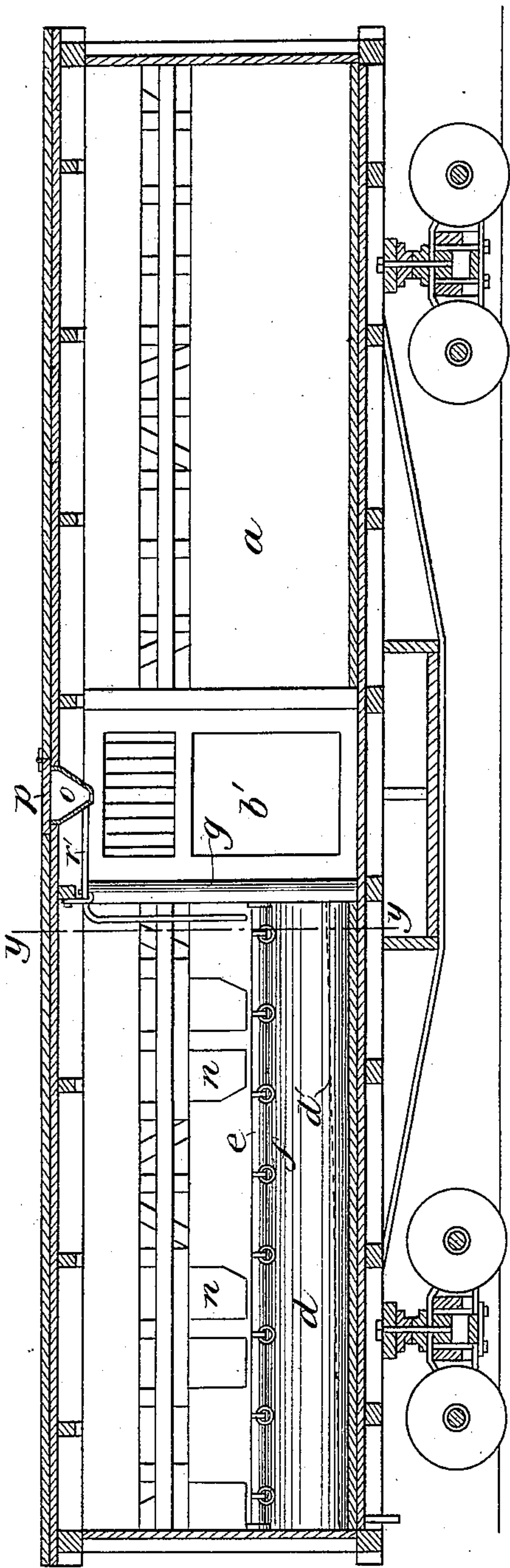
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2 Sheets—Sheet 2.

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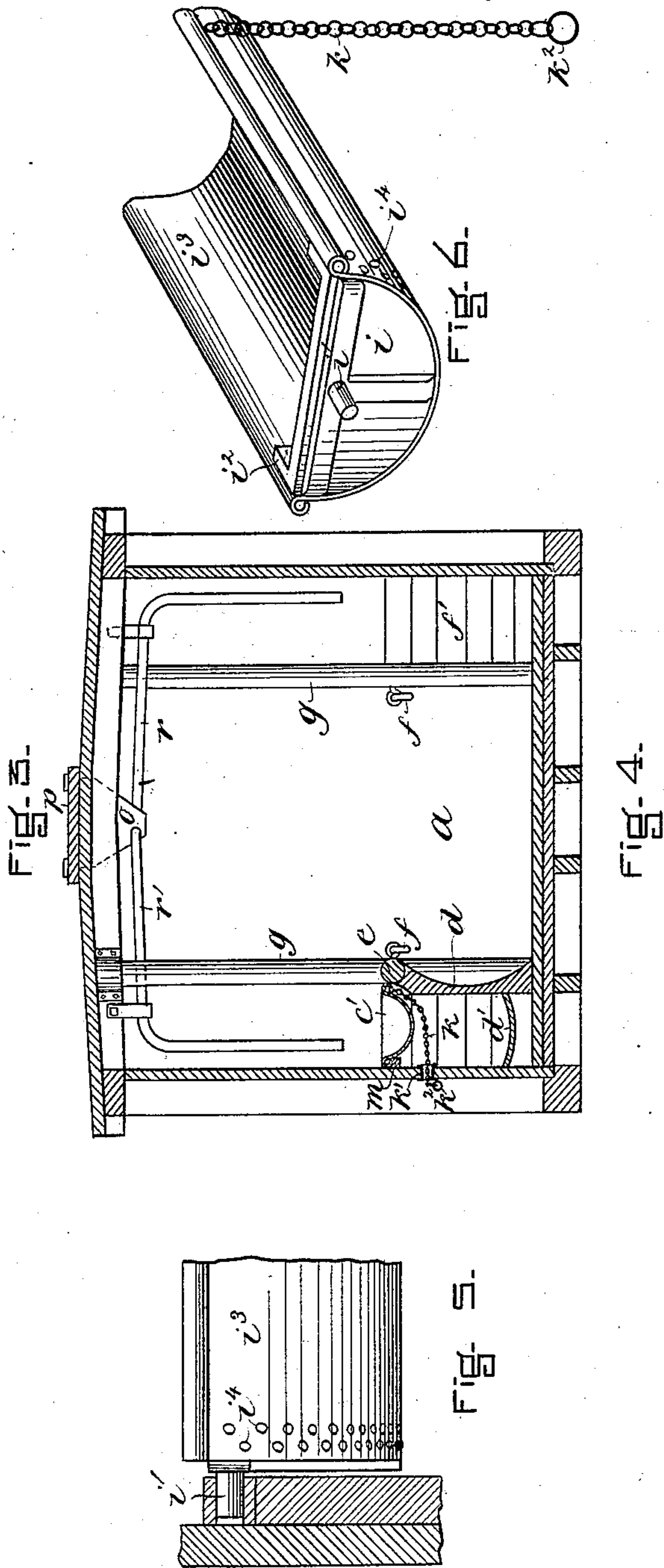
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Jos. P. Lvermore
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INVENTOR-

INVENTOR-
W. D. Burton

UNITED STATES PATENT OFFICE.

GEORGE D. BURTON, OF NEW IPSWICH, NEW HAMPSHIRE.

STOCK-CAR.

SPECIFICATION forming part of Letters Patent No. 337,240, dated March 2, 1886.

Application filed December 26, 1885. Serial No. 186,763. (No model.)

To all whom it may concern:

Be it known that I, GEORGE D. BURTON, of New Ipswich, county of Hillsborough, State of New Hampshire, have invented an Improvement in Stock-Cars, of which the following description, in connection with the accompanying drawings, is a specification, like letters on the drawings representing like parts.

My invention relating to a car for transporting live stock consists, mainly, in a novel arrangement of the appliances within the car, and in novel details of construction of some of said appliances.

The invention is embodied in a car without vertical partitions, having doors in its sides midway between its ends, and appliances for fastening the animals and feeding them arranged along either side of the car, the animals in one end of the car facing in the opposite direction to those at the other end and standing across the car, so that the weight of the load is evenly balanced. Troughs are provided to receive the food and water for the animals, the said troughs being pivoted, so that they may be inverted for the purpose of cleaning, and being provided with means for thus inverting them. The troughs are composed of cast-metal heads or end pieces provided with flanges and journals, and of sheet-metal side pieces riveted to the said heads and forming a tight joint therewith, so that the water used in the troughs cannot reach the rivets and cause them to rust, as is likely to occur when the troughs are made wholly of sheet metal.

Figure 1 is a side elevation of a stock-car embodying this invention; Fig. 2, a horizontal section thereof on line *x x*; Fig. 3, a longitudinal vertical section; Fig. 4, a transverse vertical section on line *y y*, Fig. 3; Fig. 5, a detail showing a portion of the end of one of the troughs and its journal and bearing on a larger scale; and Fig. 6, a sectional detail of the end portion of one of the feed-troughs.

The car-body *a*, with its running-gear, may be of any suitable or usual construction, being provided with doors *b b'* in its sides, midway between its ends, the entire space within the car being without vertical partitions, or forming, practically, a single compartment. Each side of the car between the doors *b b'* and the

ends of the car contains a feed-trough, *c c'*, preferably having the space below it boxed off or separated from the body of the car by a vertical partition or sheathing, *d*, preferably concave, as shown in Fig. 3, to prevent injury to the animals. The box below the trough contains a stationary trough or gutter, *d'*, inclined downward from the middle toward the end of the car, so that the remnants of feed will be washed out at the end of the car. The said sheathing *d* is surmounted by a fastening-rail, *e*, provided with rings or fastening devices *f*, to which the animals are tied, and when the car is used for large animals the feed-troughs in either end of the car are only at one side thereof and are at opposite sides in the opposite ends, as best shown in Fig. 2, so that half of the animals face across the car in one direction and the other half in the opposite direction, thereby distributing the weight evenly in the car.

The sheathing *f*, Fig. 4, at the end of the feed-trough, extends from the frame-piece at one side of the door to an upright, *g*, extending from the bottom to the top of the car, and rounded, as shown, so as to present no corners to injure the animals.

The feed-troughs *c c'* are composed of cast-metal heads *i*, provided with journals *i'*, resting in bearings connected with the end of the car and with the sheathing or partition *f* at the end of the feed-trough, near the middle of the car, the said end pieces *i* being about half round in shape, as shown, and provided with a flange, *i''*, to which the main body *i'''* of the trough, composed of sheet metal—such, for instance, as galvanized iron—bent to the proper shape, is attached by rivets *i''*, the flange *i''* being of sufficient thickness to securely hold the said rivets, and the joint between the said flange and the sheet-metal sides *i'''* being so tight as to prevent the water supplied to the said trough from reaching the rivets and causing them to rust so as to weaken the joint. The journals *i'* are substantially centrally located with relation to the troughs, but above the center of gravity, so that the troughs naturally hang in operative position, and will themselves return to this position if moved therefrom accidentally or otherwise.

The troughs are inverted for the purpose of emptying their contents beneath them by a de-

vice shown as consisting of a chain, *k*, connected with the front of the trough and extending out through a bushing, *k'*, and provided with the handle *k*², outside the car, so
 5 that an attendant by pulling on the said handle will cause the trough to be inverted, after which, by releasing the said chain, the trough will be turned to its normal position by its own weight, a stop, *m*, (see Fig. 4.) limiting
 10 its movement when thus turned back. The troughs are so arranged that in turning, the front side or side next the animals moves downward, so that in case an animal should step on the trough it would yield and the animal would
 15 naturally remove his hoof, and the trough return to its normal position without being damaged or broken, as it might be if arranged otherwise.

The sides of the car are provided with doors
 20 *n*, through which the fodder may be supplied to the animals, and the car is provided at the middle with a funnel-shaped receptacle, *o*, closed by a cover, *p*, in the top of the car, (see Figs. 3 and 4,) into which water may be de-
 25 livered from the roadside crane, the said funnel being provided with pipes *r r'*, extending to the feed-troughs *c c'*.

If desired, a car of this general arrangement may be used with an intermediate floor or
 30 deck, so as to contain small animals, and it will then preferably be provided with troughs along both sides at both ends of the car, as indicated in dotted lines in the right-hand part of Fig. 2.

I claim—

1. The car-body *a*, forming a single compartment, combined with doors *b b'* at an intermediate point on either side, and centrally-pivoted feed-troughs, and fastening devices extending from the said doors to the ends of the
 40 car, along the sides thereof, for accommodating animals standing transverse to the length of the car, and the water-receptacle *o* at the middle of the car, and branch pipes leading therefrom to the feed-troughs, substantially as de-
 45 scribed.

2. In a stock-car, the combination, with a centrally-pivoted feed-trough, of an actuating device for inverting the same, consisting of the flexible cord or chain *k*, connected with the
 50 trough near one side and extending across beneath the trough and out through an opening in the side of the car, substantially as described.

3. In a stock-car, a feed-trough composed of end pieces, *i*, provided with journals *i'* and
 55 flanges *i*², combined with sheet-metal sides *i*³, secured to the said flanges by rivets, substantially as and for the purpose described.

In testimony whereof I have signed my name to this specification in the presence of two sub-
 60 scribing witnesses.

GEO. D. BURTON.

Witnesses:

JOS. P. LIVERMORE,
 H. P. BATES.