

(No Model.)

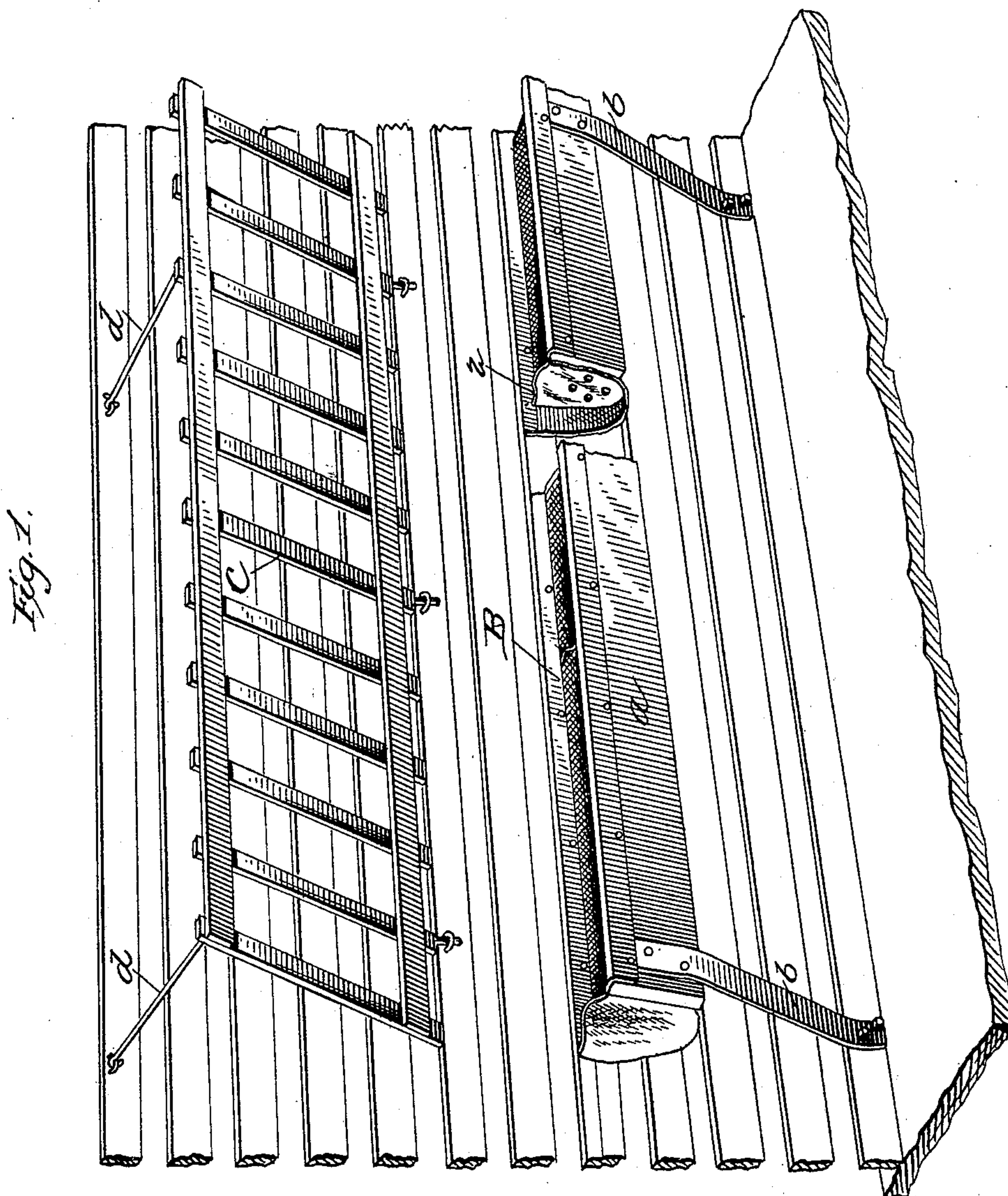
2 Sheets—Sheet 1.

O. NEWELL.

STOCK CAR.

No. 366,975.

Patented July 19, 1887.



Attest:
Walter Macdonald
Frank L. Middleton

Inventor
Olney Newell
by E. H. Spear
Atty.

(No Model.)

2 Sheets—Sheet 2.

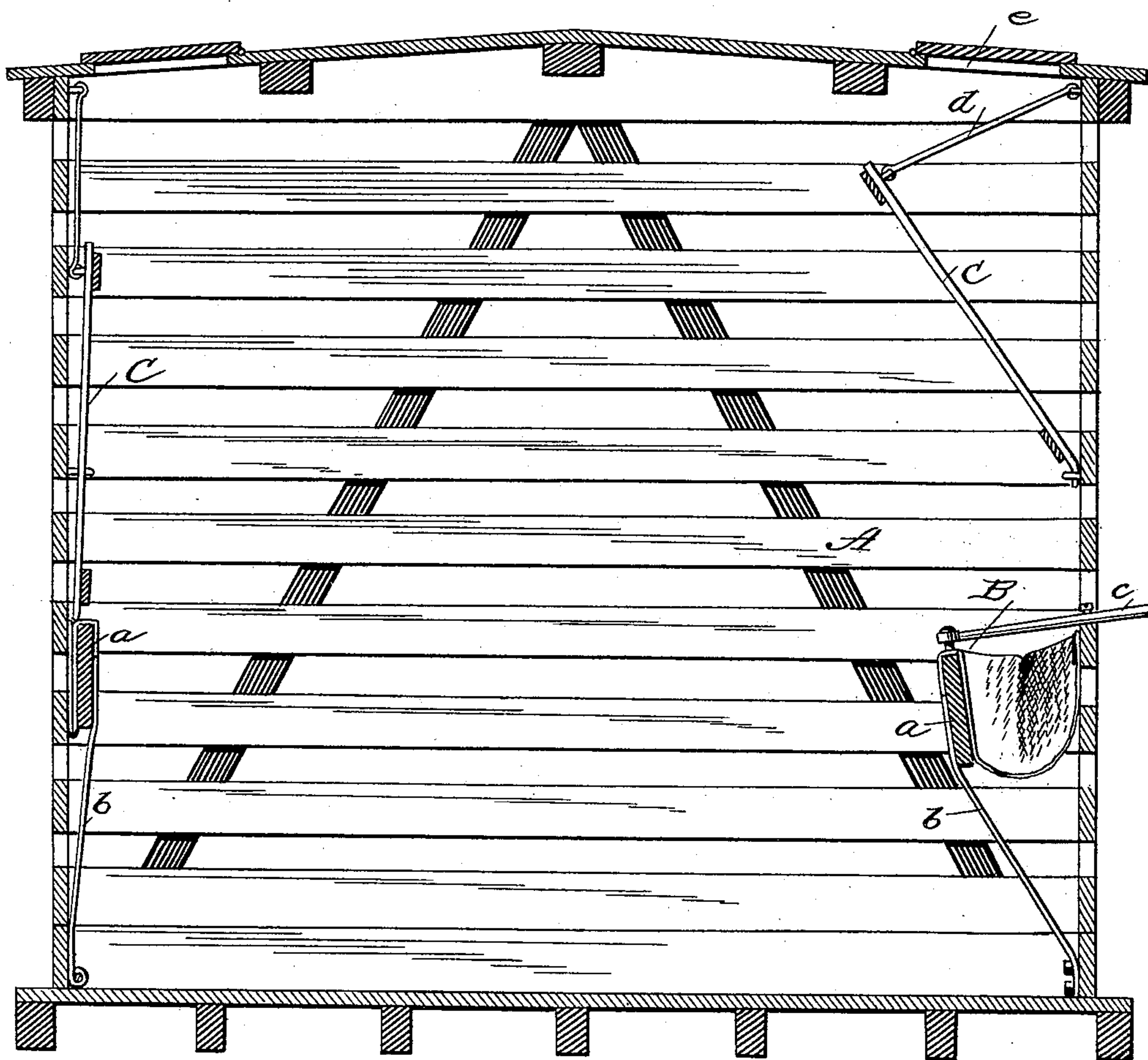
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Fig. 2.



Attest:

Walter M. Alderson

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UNITED STATES PATENT OFFICE.

OLNEY NEWELL, OF DENVER, COLORADO.

STOCK-CAR.

SPECIFICATION forming part of Letters Patent No. 366,975, dated July 19, 1887.

Application filed May 23, 1887. Serial No. 239,097. (No model.)

To all whom it may concern:

Be it known that I, OLNEY NEWELL, of Denver, in the county of Arapahoe and State of Colorado, have invented a new and useful Improvement in Stock-Cars; and I do hereby declare that the following is a full, clear, and exact description of the same.

My invention relates to stock-cars of that class used for transporting cattle long distances, and which are therefore required to have feed-racks and water-troughs to supply the cattle with proper nourishment in transit.

The object of my invention is to provide in one car a feed-rack in the upper part, adapted when not in use to be folded up against the side of the car out of the way, and a water-trough in the lower part of the car, adapted also to be folded up against the side of the car when not in use.

Heretofore watering-troughs have been provided for cars composed of flexible material, and supported at their outer ends by spring-supports, the entire trough and supports being mounted upon a sliding frame, by means of which, when not in use, the trough could be elevated to the top of the car. A construction of this kind is very objectionable, for the reason that the whole side of the car is taken up practically, as no feed-rack can be used in the upper part, and the devices for moving such troughs are continually getting out of order, thereby causing great annoyance and, many times, injurious delays.

It has also been suggested to provide a car with a series of curved bars supported upon hooks for holding hay, these hooks being adapted to be moved to other hooks, so as to be raised from their normal level. Such a construction, however, necessitates a supplemental chamber in the top of the car, and cannot therefore be applied to the cars as ordinarily constructed.

My invention overcomes the numerous objections heretofore existing in this class of cars, as I provide a folding hay-rack in the upper part of the car and a folding water-trough in the lower part, arranged in such relation to each other as not to interfere, and so that both may be used together, and they may also be applied to the cars as ordinarily made.

In the drawings, Figure 1 is a perspective view of a section of a car containing my invention. Fig. 2 is a cross-section of the car.

In the drawings, A represents a car of ordinary construction. My improved water-trough is shown at B. It is preferably made in sections if the car is of great length, but may be made of one piece, if desired. It is composed of a trough made of canvas or other suitable material made in bag shape, being connected directly to the car-side at one edge, and to a strip at the other edge, extending longitudinally of the trough. The ends of the sections are closed, so as to make the trough hold water. The strip *a*, which supports the inside of the trough, is supported at intervals upon curved standards, *b*, or by bars or straps of spring-steel constructed to collapse or open the trough automatically, as preferred. These are pivoted or secured to the bottom of the car close up to the side thereof. The curved form of the supporting standards is for the purpose of having them lie close to the side of the car beneath the point where they are connected to the longitudinal strip *a*. A water-pipe from a reservoir on the car or at the rear of the car supplies the trough with water, or the water may be supplied by hose from railroad water-tanks. At the middle of each section I connect a bar, wire, or strap with the edge of the strip *a*, and extend it to the outside of the car, providing it with a suitable handle, as shown at *c*. A pin or other suitable locking device is provided, and by pulling upon the handle the trough will be collapsed, (or when used in connection with the steel springs to collapse or open the trough the springs may be arranged to operate,) and it may be secured in either position by fastening the holding bar, wire, or strap to the pin. It will be observed that by this means the trough may be opened or closed from the outside without necessitating the presence of any one inside the car.

At C I have shown my improved folding hay-rack. It is composed of a series of vertical bars united by a longitudinal strip at top and bottom, the space between the vertical bars being of sufficient width to allow the cattle to draw the hay or other long feed through it. The lower edge of the rack rests upon one of the side bars of the car, and is secured in place by an easily-detachable pin fitting in a staple or other simple means of fastening. The rack is inclined from its bottom portion upwardly toward the

center of the car, and is connected to the side of the car near its top by means of links or bars *d d*. An opening is made in the roof of the car, as shown at *e*, and through this opening the hay or other feed may be inserted into the rack. When a rack is not in use, the link-connections for the lower end are detached from the outside, and this will allow the rack to fold down flat against the side of the car. This construction of rack and trough will take up no room of any consequence, dispenses with all slides and operating devices, and permits the car to be used on the return trip for the carrying of any kind of merchandise.

It will be understood that in double-deck cars used for smaller animals the trough and rack may be duplicated for the compartments and made of a little smaller size.

Any suitable chains or gates may be used to separate the cattle.

The trough may be provided with partitions, as at 2, so that the sudden movement of the car or stoppage thereof will not cause the water to run violently to one end.

I claim—

1. In a stock-car, a water-trough composed of flexible material secured at one edge to the side of the car and at the other edge to a longitudinal strip, said trough being adapted to be folded, in combination with flexible partitions dividing the trough into sections, said partitions being perforated, substantially as described.

2. In a stock-car, a water-trough composed of flexible material secured to the side of the car at one edge and connected to a strip upon the other edge, spring-supports for the strip, and an operating bar or handle extending to the outside of the car and adapted to operate the trough to collapse or open the same, substantially as described.

3. In a stock-car, a hay-rack supported upon the inside thereof, consisting of vertical parallel bars joined by cross-strips having a link-connection at its upper end, and a detachable connection at its lower end, whereby when not in use the rack may be folded up against the side of the car, substantially as described.

4. In a stock-car, a water-trough composed of flexible material connected directly to the side of the car at one edge and to a longitudinal strip at the other edge, with spring-standards for the strip, said standards curving from their lower points of support upwardly and outwardly, substantially as described.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

OLNEY NEWELL.

Witnesses:

P. E. ROBINSON,
HENRY GEBHARD.