

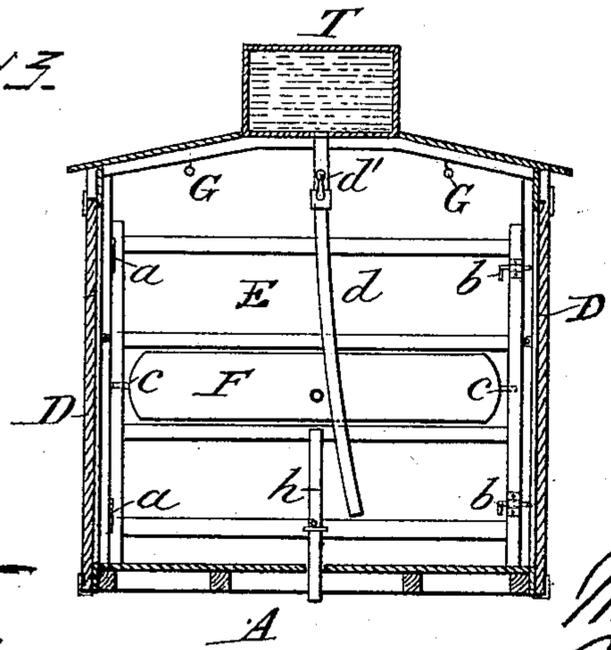
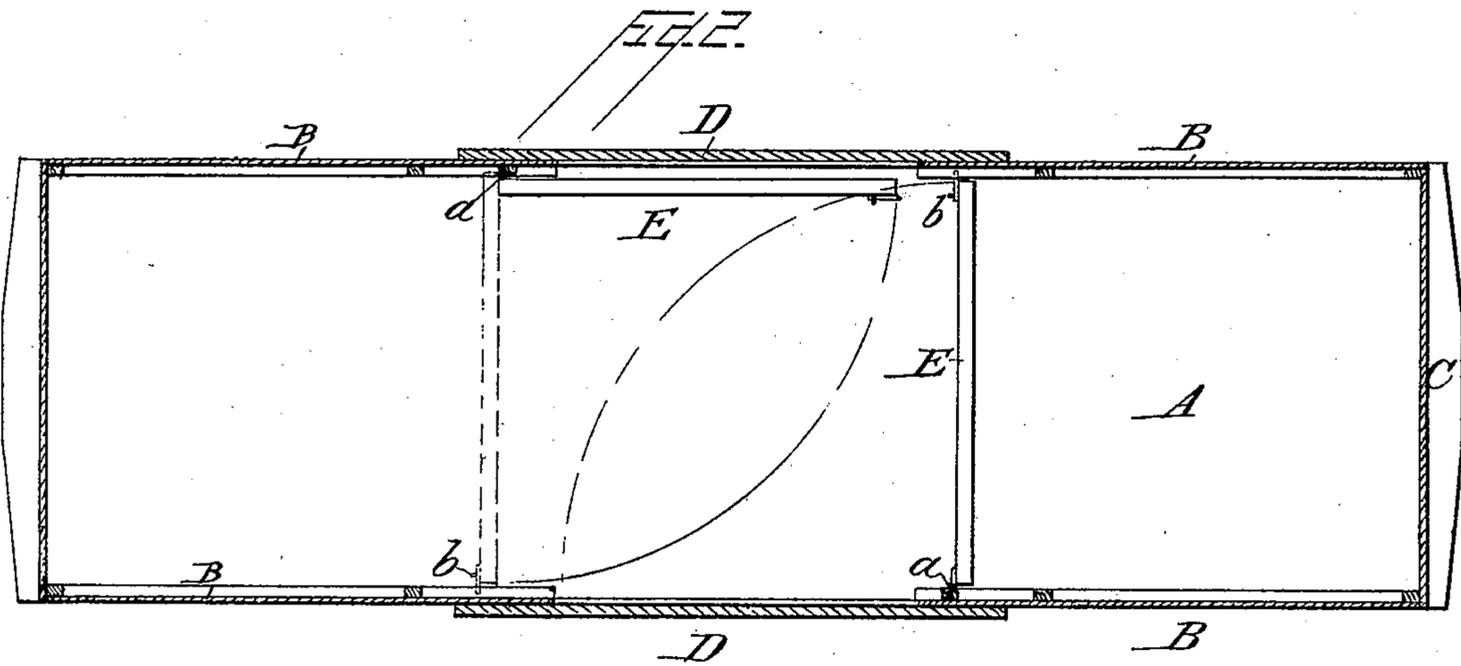
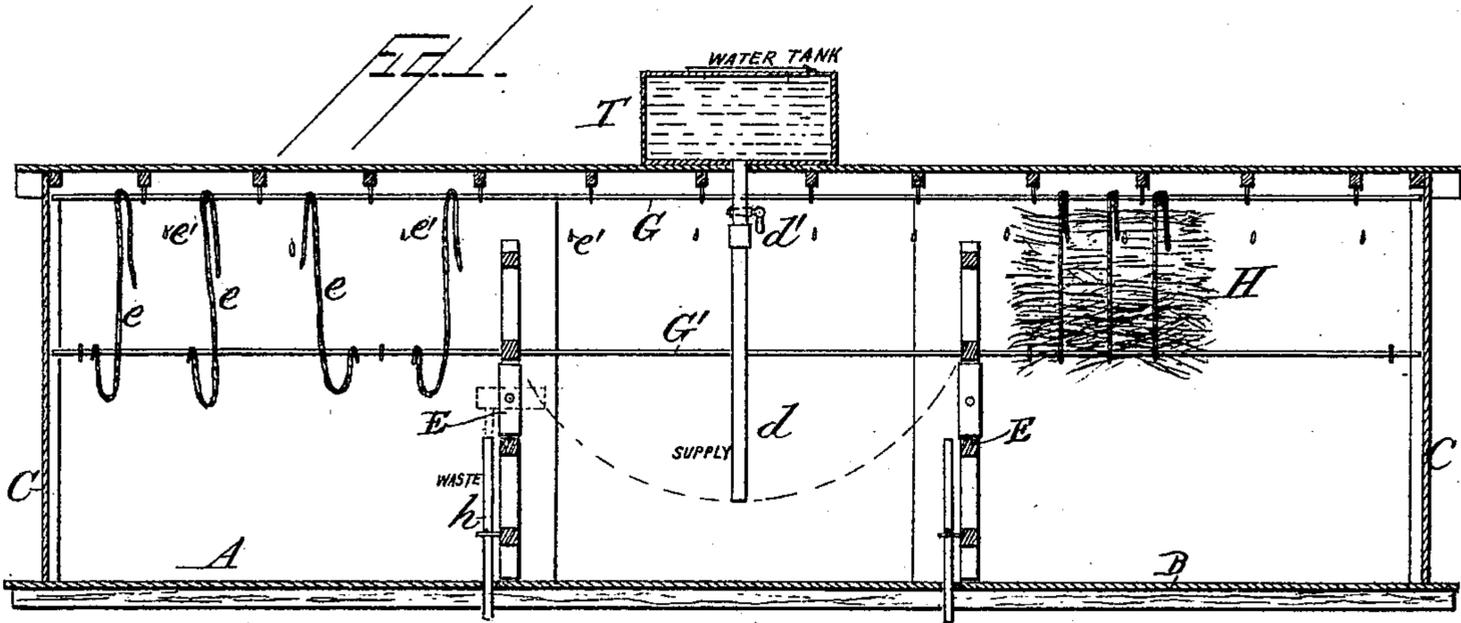
(No Model.)

2 Sheets—Sheet 1.

M. D. MOORE.
STOCK CAR.

No. 405,107.

Patented June 11, 1889.



Attest:
H. H. Schott
J. Burroughs

Inventor
Martin D. Moore
 By *W. E. Chandler*
att'y

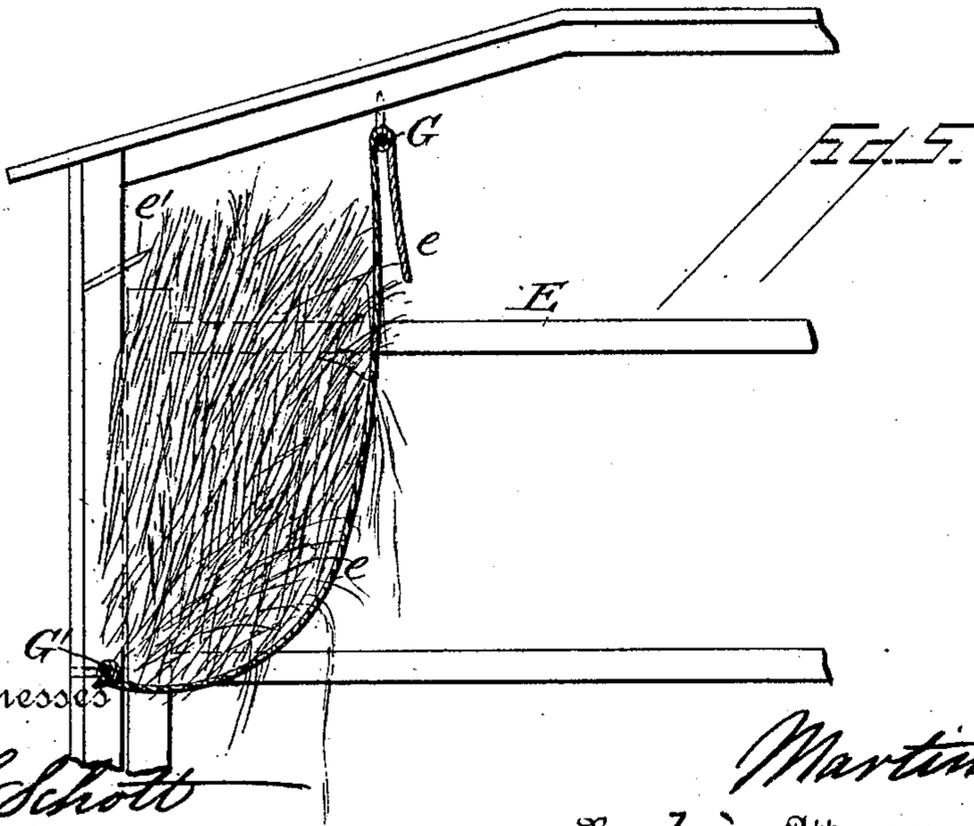
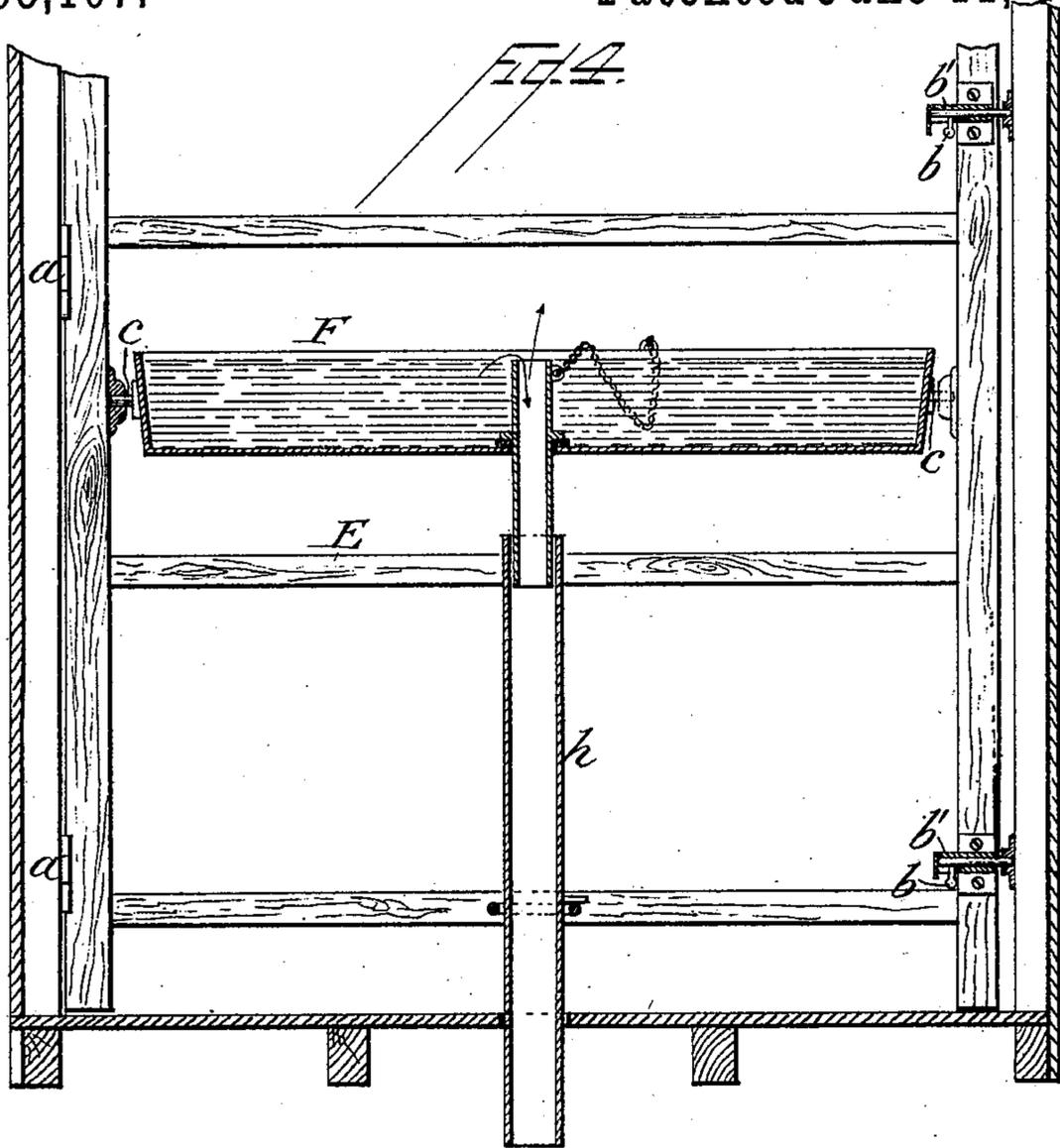
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2 Sheets—Sheet 2.

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No. 405,107.

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Witnesses

H. Schott
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Inventor

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UNITED STATES PATENT OFFICE.

MARTIN D. MOORE, OF WAKONDA, DAKOTA TERRITORY.

STOCK-CAR.

SPECIFICATION forming part of Letters Patent No. 405,107, dated June 11, 1889.

Application filed December 13, 1888. Serial No. 293,491. (No model.)

To all whom it may concern:

Be it known that I, MARTIN D. MOORE, a citizen of the United States, residing at Wakonda, in the county of Clay and Territory of Dakota, have invented certain new and useful Improvements in Stock-Cars; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form a part of this specification.

This invention relates to improvements in that class of cars employed in the conveyance of live stock, the object being to so construct the interior fittings of the car that the cattle shall be well supplied with food and water during their transportation without the necessity of unloading for that purpose, and that after reaching their destination the fittings may be readily removed and the car prepared for receiving a load of ordinary merchandise on its return trip. In order to supply the stock with food, a series of ropes or chains are attached to the sides and roof of the car and so arranged that hay in bales may be secured by them to the sides of the car at a proper height from the floor to be out of the way of the cattle, but still within their reach, so that they may feed from the same at will.

In the accompanying drawings, illustrating this invention, Figure 1 is a longitudinal vertical section of a car fitted with my improvements, showing the position of the gates and devices for watering the stock, as well as the method of securing the bales of hay in place. Fig. 2 is a horizontal section showing the positions of the gates therein. Fig. 3 is a transverse vertical section through the car at mid-length. Fig. 4 is a similar section showing one of the gates provided with a water-trough and devices for preventing overflow of the same. Fig. 5 is an enlarged sectional detail to further illustrate the arrangement of the hay-holding device.

In the several figures, A represents the floor of the car, and B the sides of the same; C the ends, and D the doors, through which the car is loaded and unloaded. Between the doors

and each end of the car is placed a removable or swinging gate E. These gates may be attached to one side of the car by hinges, as *a a*, so that they may swing back against the side of the car out of the way, in which position they take up very little room, but when in use are swung around at right angles to the sides, extending across the car, the free end being secured in place by bolts *b*, which firmly secure it to the side of the car. These bolts are protected by a shield *b'*, which prevents the cattle from rubbing against the bolts and thus withdrawing them. Each of these gates is provided with a trough *F*, extending between the posts of the gate and turning freely upon the pivots *c c*, which are journaled in said posts. As before stated, these troughs are intended to supply water to the stock, to accomplish which they are turned into a horizontal position and secured, and the lower end of the flexible pipe *d* placed therein. The upper end of this pipe connects with the water-tank *T* upon the top of the car, a valve *d'*, just below the tank, affording the means for controlling the flow of water through the pipe.

If desired, a waste-pipe *h* may be connected with the troughs and arranged to draw off any water which has not been drunk by the cattle, thus preventing its freezing in the troughs in cold weather, as well as preventing the overflow of the troughs while being filled.

In order to provide for feeding the cattle while in transit, a rod *G* is secured to the roof, and to this rod is attached by loops, so that they may slide upon the rod, a series of ropes or chains *e e*, which pass around the bales of hay, as shown in Fig. 1 of the drawings, and around the rod *G'*, attached to the side of the car, the free ends being then properly secured to the hooks *e'*. The bales of hay having thus been secured in place, the ties or bands of the same are cut, and their expansion causes them to fill tightly the space between the chains and the sides and roof of the car, where they are held in such manner that the cattle may draw from the same sufficient for their wants, and they cannot easily waste it or get it under foot.

In loading a car provided with these fittings, one of the gates is swung around against the door opposite that through which the cattle are

to enter. A certain number, equal to what is intended for one compartment of the car, are then driven in and into one end of the same, and the gate is then swung across the car and secured. The other gate is then swung into the place vacated by the first, and the compartment at the opposite end of the car is filled in the same manner, leaving the central section to be filled last. It will therefore be apparent that the car may be loaded and unloaded with little difficulty and in about the same time required to load an ordinary car.

I am aware that cars have heretofore been provided with devices for feeding and watering stock during transportation, among which were sliding and folding racks to hold the hay, which racks could be folded against the roof of the car when not in use. I do not therefore claim such devices, but limit my claim to the means by which I am enabled to secure

a bale of pressed hay in position against the side of the car.

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

In a stock-car, the devices for securing bales of pressed hay in place against the car sides, consisting of the longitudinal rods *G* and *G'*, secured to the roof and sides of the car, the chains or ropes *e*, passing around said rods, and the hooks *e'* in the side of the car, to which the free ends of the chains or ropes may be secured, all combined and arranged substantially as and for the purpose set forth.

In testimony whereof I affix my signature in presence of two witnesses.

MARTIN D. MOORE.

Witnesses:

G. BURROUGHS,
S. M. CHANDLER.