

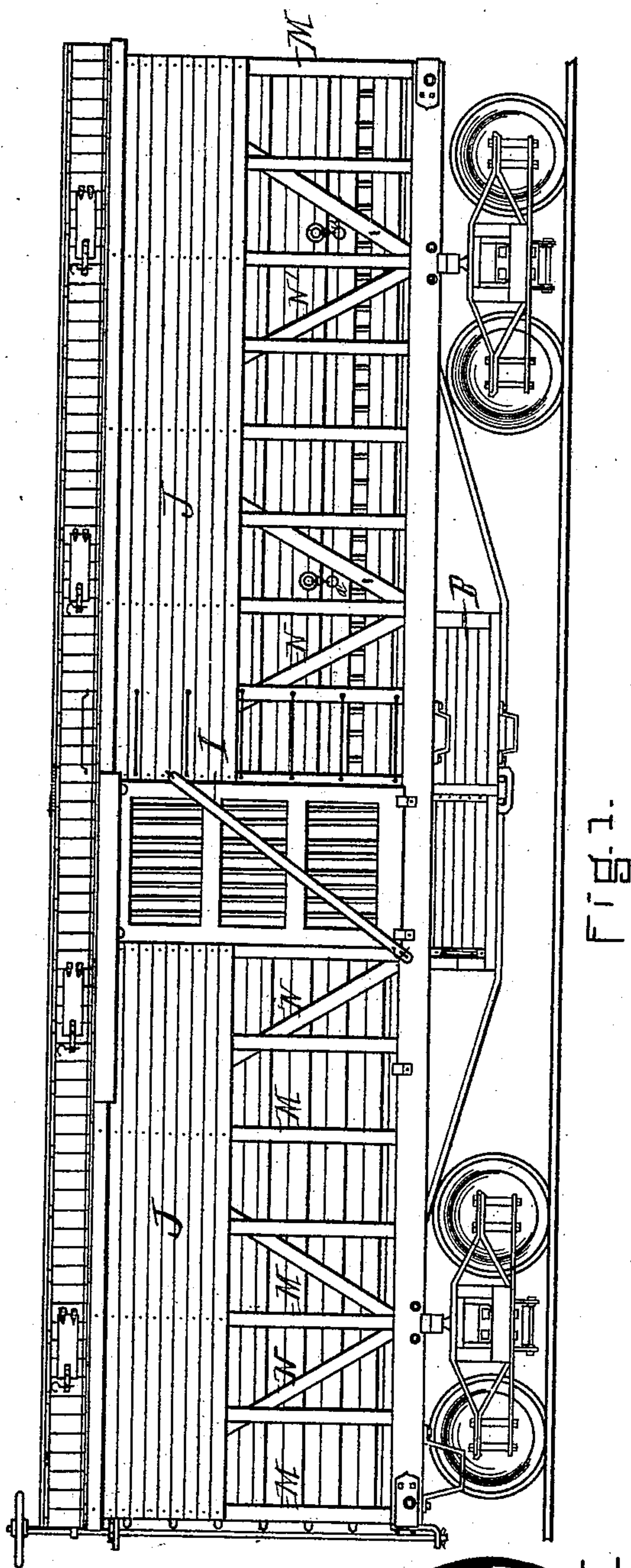
(No Model.)

2 Sheets—Sheet 1.

G. D. BURTON.  
STOCK CAR.

No. 450,138.

Patented Apr. 14, 1891.



WITNESSES.

*William D. Nash*  
*Chas. P. Adams*

INVENTOR.

*G. D. Burton*  
*M. J. Fiske Atty.*

G. D. BURTON.  
STOCK CAR.

No. 450,138.

Patented Apr. 14, 1891.

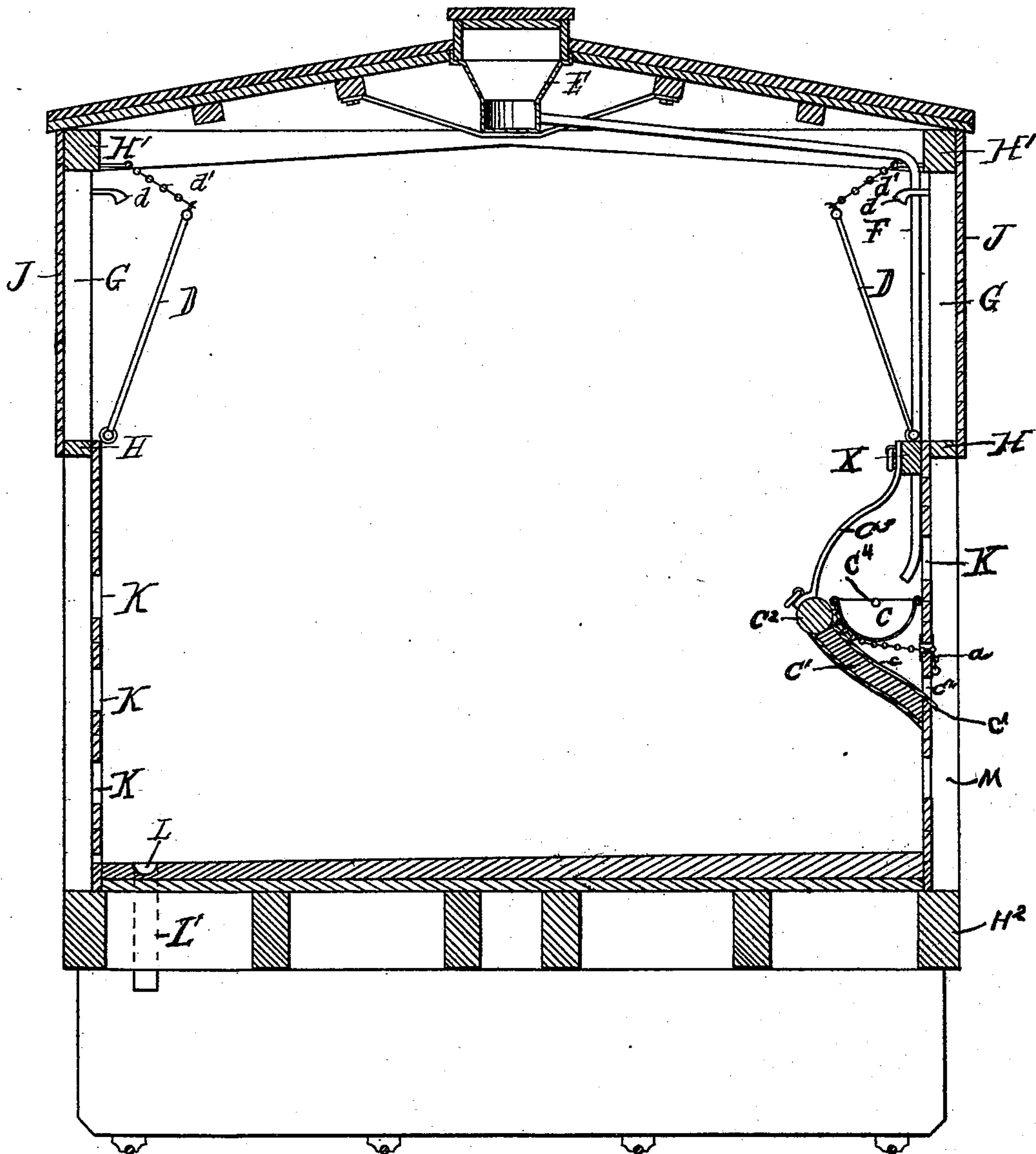


Fig. 2.

WITNESSES.

*William H. Nash*  
*Chas. P. Adams.*

INVENTOR.

*G. D. Burton*  
*M. J. Foote atty.*



# UNITED STATES PATENT OFFICE.

GEORGE D. BURTON, OF BOSTON, MASSACHUSETTS.

## STOCK-CAR.

SPECIFICATION forming part of Letters Patent No. 450,138, dated April 14, 1891.

Application filed May 15, 1888. Serial No. 273,930. (No model.)

*To all whom it may concern:*

Be it known that I, GEORGE D. BURTON, a citizen of the United States, residing at Boston, in the county of Suffolk and State of Massachusetts, have invented certain new and useful Improvements in Stock-Cars; and I do hereby 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.

This invention has relation to certain new and useful improvements in stock-cars; and it consists in a novel construction, arrangement, and combination of parts, substantially as hereinafter described, and more particularly pointed out in the claims.

The objects of the invention are, first, the provision of means whereby the capacity of the hay-racks will be increased without increasing the width of the car-body; second, the provision of means whereby when the feed-troughs are being emptied the contents thereof are guided out beyond the sides of the car-body; third, the provision of an improved support for the feed-troughs. These objects are attained by the construction illustrated in the accompanying drawings, in which the same parts in both views are designated by the same letters of reference, and in which—

Figure 1 is a side elevation of my improved car, and Fig. 2 is a transverse section of the same.

The main car-body A of my improved car will be mounted upon trucks of any well-known construction, and is preferably provided with a box or receptacle B beneath the same, adapted to carry an amount of food necessary for a journey. Doors I I are also provided in the sides of the car-body for entrance and exit.

Within the car are located feed and water troughs C, hay-racks D, which are located above said troughs, and water-tank E, situated at the top of the car and having pipes F running therefrom to the troughs. The troughs are pivoted at C<sup>1</sup>.

C' represents the trough-support projecting obliquely within the car a suitable distance from the inner side of the same, to which it is secured. Its upper edge is provided with

a curved rail C<sup>2</sup>, to which the lower ends of bracing and protecting rods C<sup>3</sup> are secured, the upper ends of said rods being secured to the longitudinal beams X of the car-body. 55

To the upper surface of the trough-support C' is secured a sheet c, preferably of metal, which extends from the top of the said support down to and through an opening c'', formed in the car-body, the edge c' projecting therefrom. 60

The inner edge of the trough C is provided with a chain or cable a, also extending through an opening to the exterior of the car, whereby the trough can be operated without the necessity of entering the car, and is provided with a pivot bar or journal C<sup>4</sup>. 65

When it is desired to empty the troughs C of their contents, it may be done by the attendant pulling upon the cable a, causing the contents to fall upon the inclined sheet c and be guided thereby through the opening c'' to the exterior of the car. 70

I may dispense with the sheet c and form the upper surface of the trough-support C' with a flange projecting out through the opening c'', which will serve the purpose of said sheet. 75

The hay-racks D are pivoted in order to permit them to be opened or closed. They are held in the upright or closed position by means of the dogs d, and in their lower or open position against displacement by the cable or chain d'. In order to afford greater capacity in said hay-racks and at the same time make the car-body no wider, I place the siding J at the upper part of the car adjacent to the hay-racks upon the outside of the uprights, thus forming a space G equal in height to the height of the hay-racks and in width equal to the thickness of the uprights, which space is added to the hay-racks, thus utilizing that much space heretofore wasted, and at the same time without causing the racks to occupy any additional space inside the car. The longitudinal beam H' forms the top of the hay-rack, the hay-rack being pivoted at the level of the beam H and the chain for limiting its opening being secured at one end to the plate H'. The siding J is shown as rigidly secured to the uprights; but, if desired, it may form a door or doors and be hinged, or may be fur- 100



nished with sliding doors, whereby the hay-racks may be filled from the side of the car instead of from the roof, as heretofore, through trap-doors therein.

5 The car is provided with studs or uprights M, extending from the sills H<sup>2</sup> to the plates H', and has braces N on each side of the doors, extending from the plates to the central longitudinal beams, thus leaving the spaces G  
10 between the studs adjacent to the hay-racks free from obstruction. The siding from the central longitudinal beam H to the floor is secured to the inner sides of the uprights or studs M, which gives a smooth interior sur-  
15 face, and thus prevents injury to the stock by contact of their limbs with the studs or braces, and also makes a stronger body for the reception of freight when the car is used for that purpose.

20 Openings K are provided in the sides of the car for ventilation, and gutters L with outlet L' for drainage.

Having thus fully described my invention, what I claim as new, and desire to secure by Letters Patent of the United States, is— 25

1. In combination, the feed-troughs pivoted at their outer edges, the rail C<sup>2</sup>, the bracing-rods C<sup>3</sup>, and the obliquely-placed trough-supports extending from rail C<sup>2</sup> to an opening in the side of the car, as set forth. 30

2. In combination, the feed-troughs pivoted at their outer edges, the rail C<sup>2</sup>, the bracing-rods C<sup>3</sup>, the obliquely-placed trough-supports extending from rail C<sup>2</sup> to an opening in the side of the car, and the deflector on said trough- 35 support extending through said opening, as set forth.

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

GEO. D. BURTON.

Witnesses:

LUTHER E. LEWIS,  
W. H. NASH.