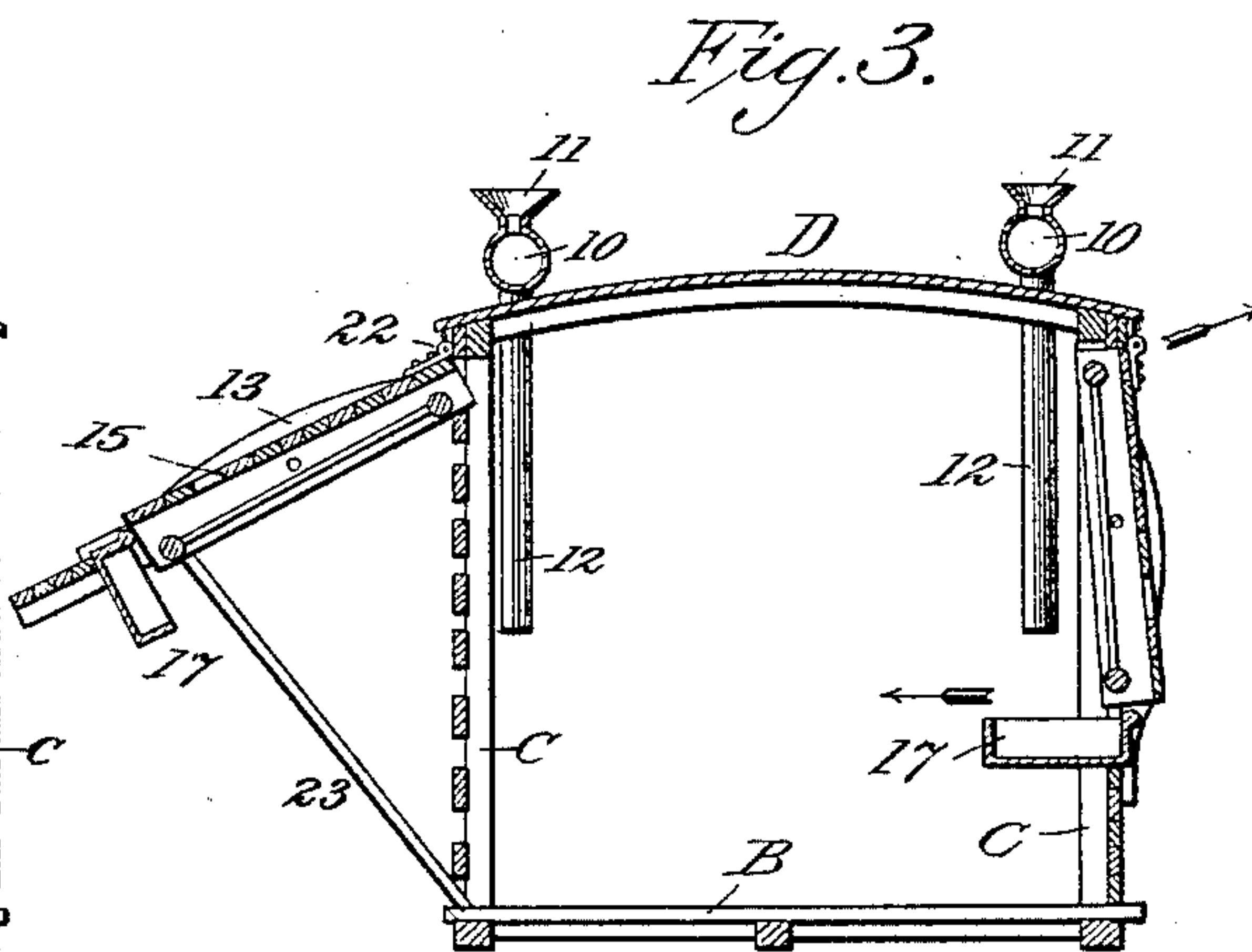
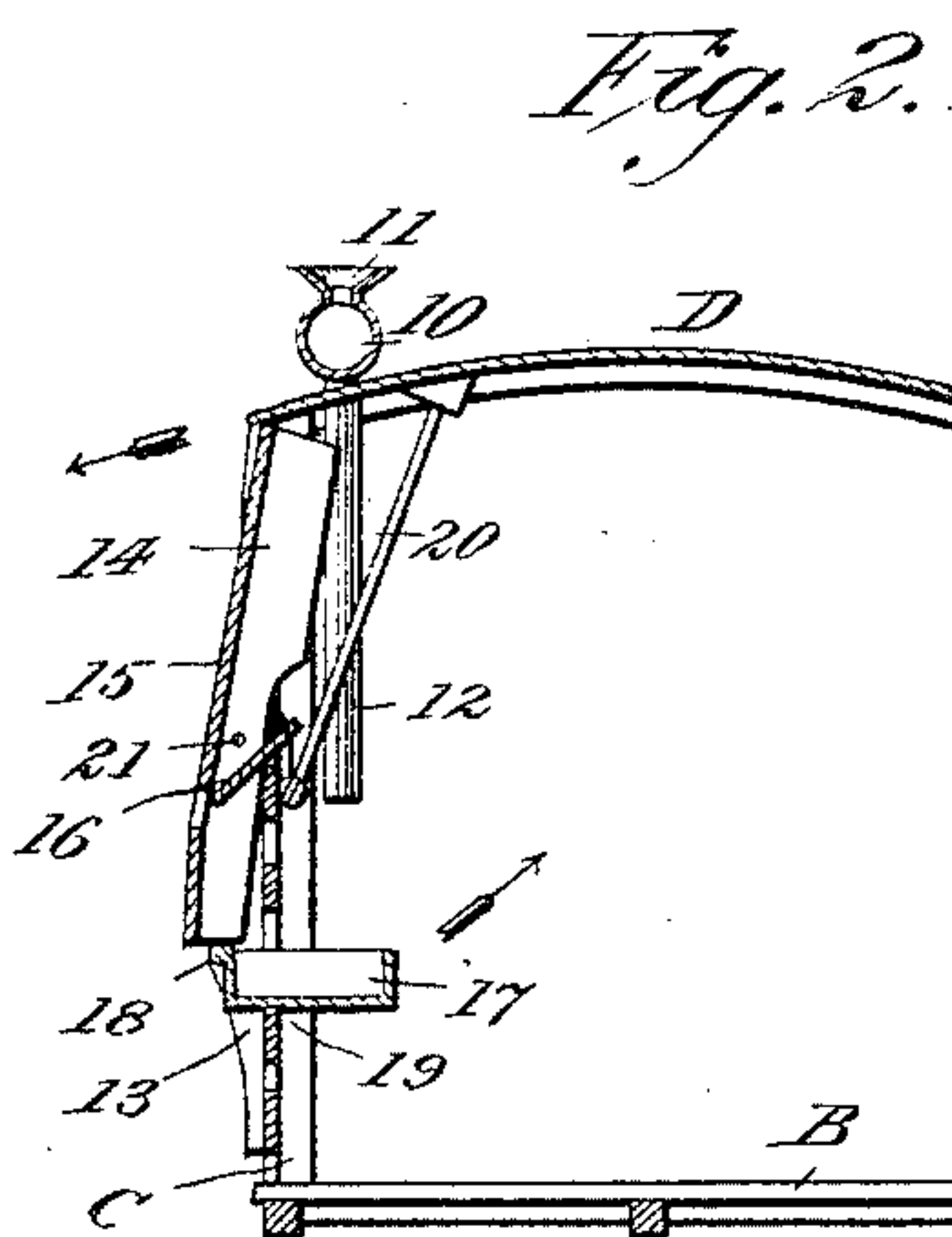
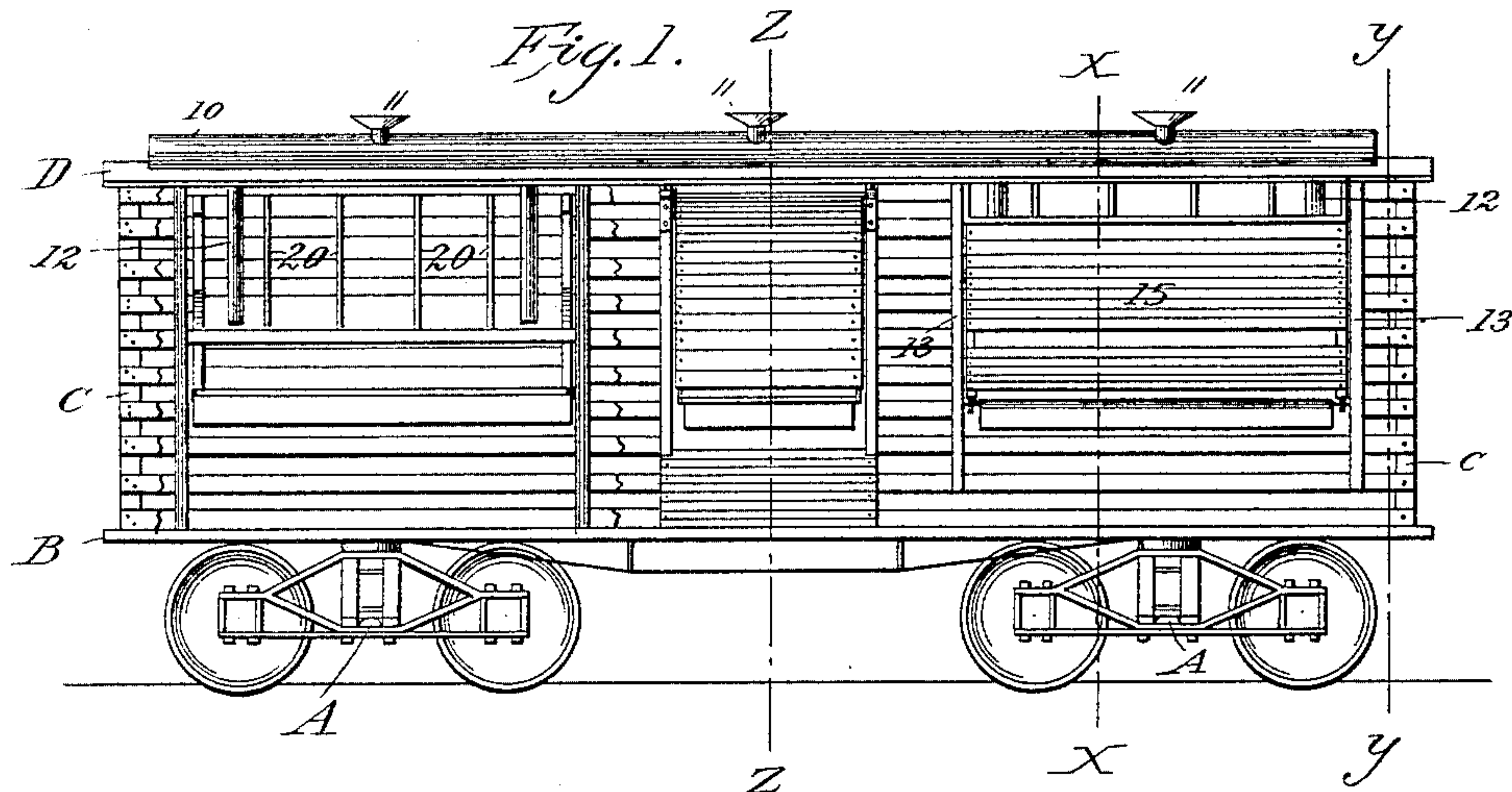


(No Model.)

J. B. MEADLEY.  
STOCK CAR.

No. 460,977.

Patented Oct. 13, 1891.



Witnesses:  
W. C. Warner  
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# UNITED STATES PATENT OFFICE.

JABEZ B. MEADLEY, OF DAVENPORT, IOWA.

## STOCK-CAR.

SPECIFICATION forming part of Letters Patent No. 460,977, dated October 13, 1891.

Application filed July 31, 1890. Serial No. 360,604. (No model.)

*To all whom it may concern:*

Be it known that I, JABEZ B. MEADLEY, a citizen of the United States, residing at Davenport, in the county of Scott and State of Iowa, have invented a new and useful Stock-Car, of which the following is a specification.

My invention relates to improvements in stock-cars in which the upper portion of the feed-box may be swung outward, so as to permit the feed to be readily placed therein; and the objects of my improvement are, first, to provide a swinging feed-box and water-trough, the upper portion of which feed-box, when swung outward, permits such feed-box to be supplied with hay or other suitable feed from the outside of the car, and at such time moves the water-trough in the interior of the car to supply the stock with water, and when the upper end of such feed-box is swung inward the hay or feed is thrown against a fixed rack within the interior of the car, so that the cattle may feed therefrom, and withdraws the water-trough from the interior of the car, and, second, to provide a door hinged at its upper portion to swing outward, having a feed-rack on its interior face, with a similar swinging feed-box and water-trough. I attain these objects by the mechanism illustrated in the accompanying drawings, in which—

Figure 1 is a side view of my stock-car, a portion of the front side being broken away at one end to show its interior. Fig. 2 is a view of a vertical diagonal cross-section of one end of the car, showing at one side the feed-box and watering-trough at *x* of Fig. 1, and at the other side the end part of the car preceding the commencement of the feed-box and trough at *y* in Fig. 1; and Fig. 3 is a view of a vertical cross-section of the car on the line *z* of Fig. 1.

Similar letters and figures refer to similar parts throughout the several views.

A A are the trucks, and B the floor, of the car-box, which is supported upon its trucks. C are posts or uprights, which support the roof of the car-box, and D the roof supported by said posts or uprights.

10 and 10 are longitudinal tubes or vessels, preferably of metal, which are secured on the roof of the car on each side, extending substantially the length of the car, each end of each tube being closed, so as to be water-

tight. 11 11 are funnel-shaped orifices in the tops of such tubes for supplying the same with water.

12 are pipes connected with tubes 10 for the purpose of conducting water from such tubes to the interior of the car.

On either side of the central opening or doorway in each side of the car-box I construct a feed-box and water-trough. I cut out a portion of the side of the car-box to accommodate the feed-box and water-trough. At each side of the space so cut out I secure to the outer sides of the car-box supports 13 for sustaining the feed-box and water-trough. I construct the feed-box with two end pieces 14, to which are secured the respective ends of the back 15, the whole being of proper dimensions to fit within the opening cut out in the side of the car-box. A shelf 16 is secured between the end pieces 14, near the lower end of such end pieces, which performs the function of a floor for supporting the hay or other feed placed in the box. A water-tight trough 17 is attached horizontally to the lower end of the feed-box by hinges 18, attached to its outside and the bottom ends of the end pieces 14. The bottom of the water-trough is supported on the portion of the side of the car-box not cut away, as at 19. In the interior of the car-box I place vertical rods or slats 20 in front of the feed-box at convenient distance apart, securing one of the ends of such rod or slat to the roof of the car and its opposite end to the side of the car at or beneath the shelf 16 and above the water-trough 17. I secure the feed-box with its water-trough in the space cut out in the side of the car by a pin or pivot 21 being passed about centrally through each side piece 14 and secured to the supports 13, such pins or pivots being in line, so that the feed-box may swing or oscillate thereon. The pipes 12 are so arranged that they will conduct water into the water-troughs 17 from the tubes 10. When it is desired to supply the feed-box with hay or other feed, the feed-box is swung upon its pins or pivots so its upper part will move in the direction of the arrow and the water-trough move in the opposite direction, as also shown by an arrow. This leaves a space or opening at the top of the feed-box, through which the hay or other feed may be passed, and which falls



down and rests upon the shelf 16 of the feed-box. By swinging the feed-box in an opposite direction this space or opening at its top is closed, as shown in Fig. 2, and the water-trough is moved in an opposite direction so as to be in a position to receive water through the pipes, which the tubes on the roof are supplied with through their funnel-openings. The door of the car is also cut out to accommodate a similar feed-box and water-trough, as has been described, which is supported in a similar manner upon pins or pivots; but the door is hinged at its upper end by the hinges 22 to the car-box, so that such door may swing outwardly, as shown in Fig. 3. The vertical rods or slats 20 in front of the feed-box within the opening in the door are attached at their respective ends to the frame of the door, and the pipe 12 is arranged near one side of the opening in the car-box for the door and in such manner as to supply the water-trough attached to the feed-box in such door with water from the tubes on the roof of the car. The feed-box in the door may be swung upon its pins or pivots in the manner already described, for the purpose of supplying such feed-box with hay or other feed. The door, when swung outward and opened, may be held in such position by a prop 23, placed one end against the side or floor of the car and the other end against the door, as shown in Fig. 3.

I am aware it is old to provide the interior of stock-cars with feed-racks and openings in the side or top of the car to supply such racks with feed; also to supply such cars with water-troughs and conductors through which water is delivered to such troughs; also that it is old to supply openings in such cars with doors or closing devices hinged at their lower

portions to the car-body and attaching to the inner face of such doors feeding or hay racks; also to use feed-racks within the interior of the car, hinged at their lower portion to the car-body, so that such racks may be automatically swung open or closed, and also that it is old to provide panels having feed-racks attached to their inner face within openings in the car-body and hinged near their upper edge to afford means of egress or ingress from the car. I therefore do not claim any such combinations broadly, but

What I do claim as my invention, and desire to secure by Letters Patent, is—

1. In a stock-car and within suitable openings in such car-body, the combination of the feed-box longitudinally pivoted at about its center to the car-body, so that it may swing upon such pivots, the water-trough hinged to the lower portion of such feed-box, and the slats attached within the interior of the car opposite said opening, substantially as described and set forth.

2. In a stock-car provided with a door hinged at its upper edge to the car-body so as to swing outward, such door being provided with a suitable opening and with slats secured upon its inner face opposite said opening, the combination of the feed-box longitudinally pivoted to said door within such opening at about its center, so that it may swing upon such pivots, and the hinged water-trough attached to the lower portion of said feed-box, substantially as described and set forth.

JABEZ B. MEADLEY.

Witnesses:

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