(No Model.)

I. M. LINCOLN.

CATTLE CAR.

No. 249,779. Patented Nov. 22, 1881.

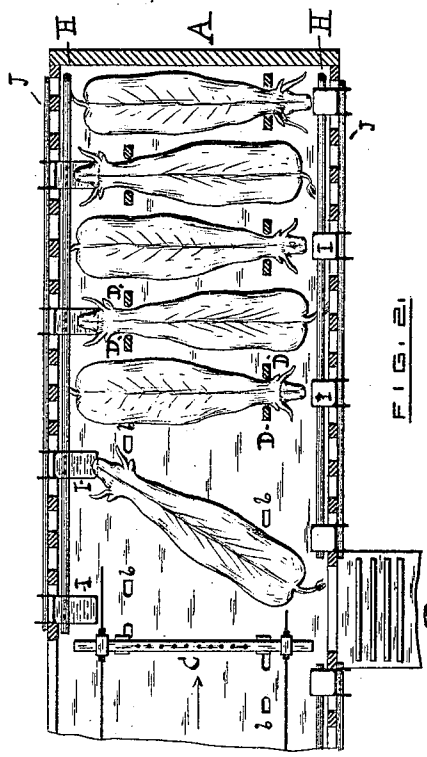


FIG. 2.

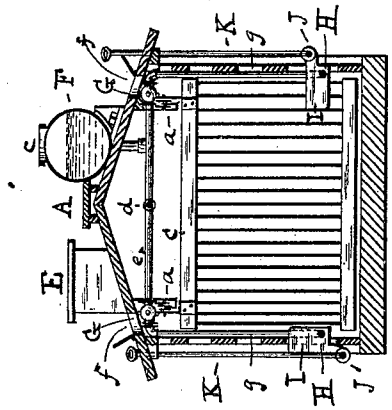


FIG. 4.

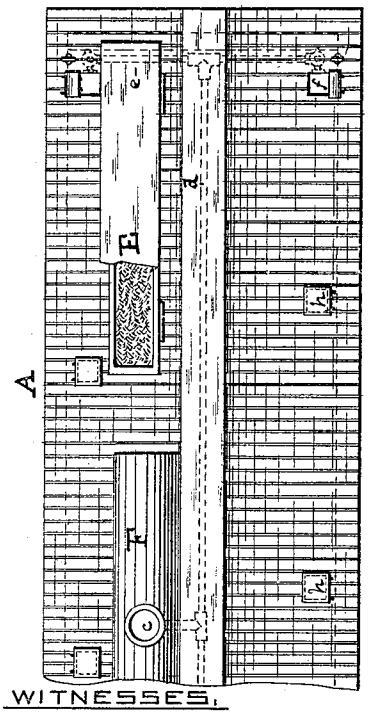


FIG. 1.

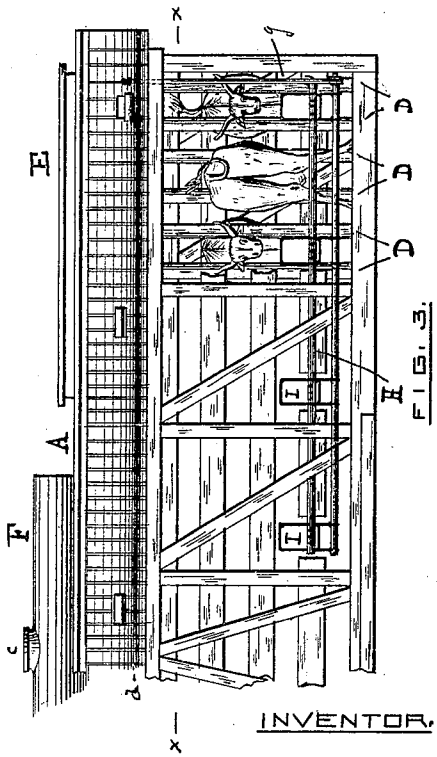


FIG. 3.

WITNESSES.

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UNITED STATES PATENT OFFICE.

ISAAC M. LINCOLN, OF PROVIDENCE, RHODE ISLAND.

CATTLE-CAR.

SPECIFICATION forming part of Letters Patent No. 249,779, dated November 22, 1881.

Application filed September 15, 1881. (No model.)

To all whom it may concern:

Be it known that I, ISAAC M. LINCOLN, of the city and county of Providence, in the State of Rhode Island, have invented a new and useful Improvement in Cattle-Cars; and I declare the following to be a specification thereof, reference being had to the accompanying drawings.

Like letters indicate like parts.

Figure 1 is a top view of the car. Fig. 2 is a longitudinal horizontal section on line *x x* of Fig. 3. Fig. 3 is a side elevation of my improved car, and Fig. 4 is a transverse perpendicular section of the same.

My invention relates to railway-cars for the transportation of live stock, and is an improvement on the invention described in Letters Patent of the United States No. 233,630, granted to me, and bearing date October 26, 1880.

The invention consists in the construction and arrangement of parts, as hereinafter more fully described and claimed.

In the drawings, A represents a cattle-car of the usual construction, through the door of which the cattle are driven, as shown in Fig. 2, entering by means of the plank B. The sliding partition C, traveling upon trucks *a*, is brought up against the bullock as he enters and crowds him into the desired position within the car, where two upright stanchions, D, are set in mortises *b* made in the floor and roof of the car, and said stanchions confine him on each side of his neck, as shown in Figs. 2 and 3. The cattle are arranged to stand heading alternately in opposite directions, so that the stanchions which hold one bullock at his neck serve to secure his neighbors at their rumps. The cattle are thus separated from each other and supported on each side, in front and rear, while having entire freedom of motion to stand or lie without interference with each other. This method of shipping and confining cattle in transit dispenses with the use of partitions between the cattle, as described in said Letters Patent No. 233,630.

Upon the top of the car is a hay-box, E, and a water-tank, F. The tank is filled through the mouth *e*, and has a pipe, *d*, communicating with it and running longitudinally along the roof to a cross-pipe, *e*. A suitable valve, G, reached from the top of the car through the opening *f*, allows the water to flow down through the pipes *g* into the pipe H on each side of the car. Buckets I are mounted upon the pipes H at intervals, the outer end of which buckets are connected by a rod, J, which is made to rise or fall by means of a rod or handle, K, extending therefrom at one end up through the roof of the car. Thus all the buckets I on one side of the car can be raised or lowered by one movement of the handle K from the top of the car. The pipes H are perforated within the buckets I, so that when the valve G is opened the water flows from the tank into the buckets. By depressing the handle K the buckets are tipped up against the side of the car out of the way of the cattle and are emptied of the water, thus preventing the freezing of the water in the buckets in the winter season, as happens in buckets of cattle-cars as hitherto constructed. Openings *h* are also made through the car-roof to enable the feeding of the cattle.

By the use of my improved car live stock can be easily and securely shipped, protected from injury during the transit, and can be fed and watered without removal from the car, thereby saving the delay, danger, and trouble incident to the care and control of cattle by the common means of transportation.

When not in use for the conveyance of live stock the car can be used for general freight by the removal of the stanchions and the tilting of the buckets.

I claim as a novel and useful invention and desire to secure by Letters Patent—

In a stock-car, the combination of the water-tank F, connecting-pipes *d e g*, perforated horizontal pipe H, tilting buckets I, adapted to swing on said horizontal pipe, operating-rods J K, and valve G, all constructed and arranged substantially as and for the purpose described.

ISAAC M. LINCOLN.

Witnesses:

WARREN R. PERCE,

ALBERT D. BEAN.