

(No Model.)

2 Sheets—Sheet 1.

J. R. WILSON.
STOCK CAR.

No. 401,091.

Patented Apr. 9, 1889.

Fig. 1

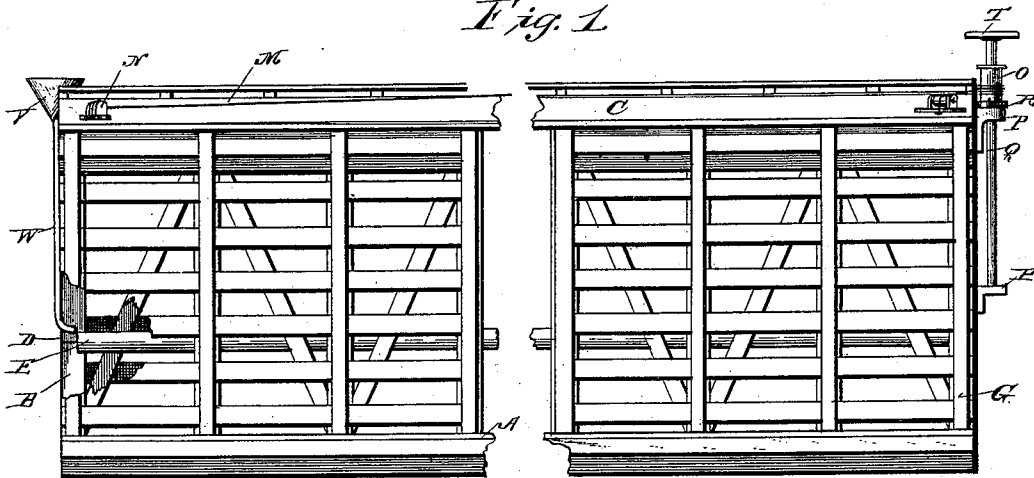


Fig. 4.

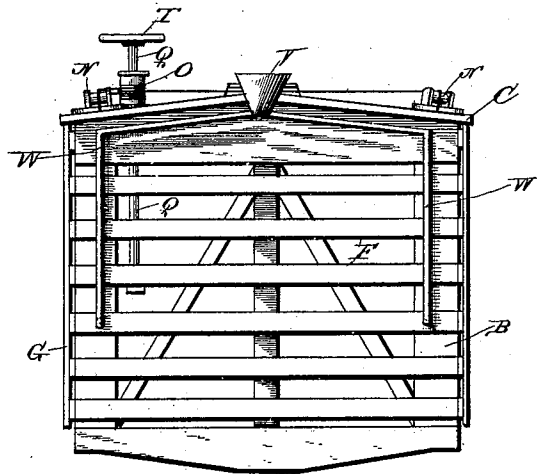
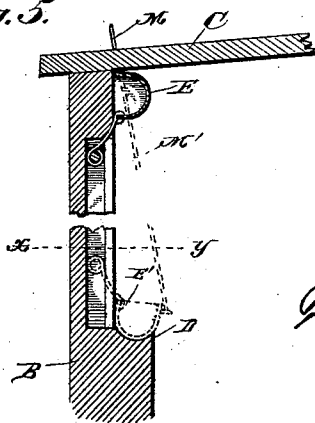


Fig. 5.



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(No Model.)

2 Sheets—Sheet 2.

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Fig. 2.

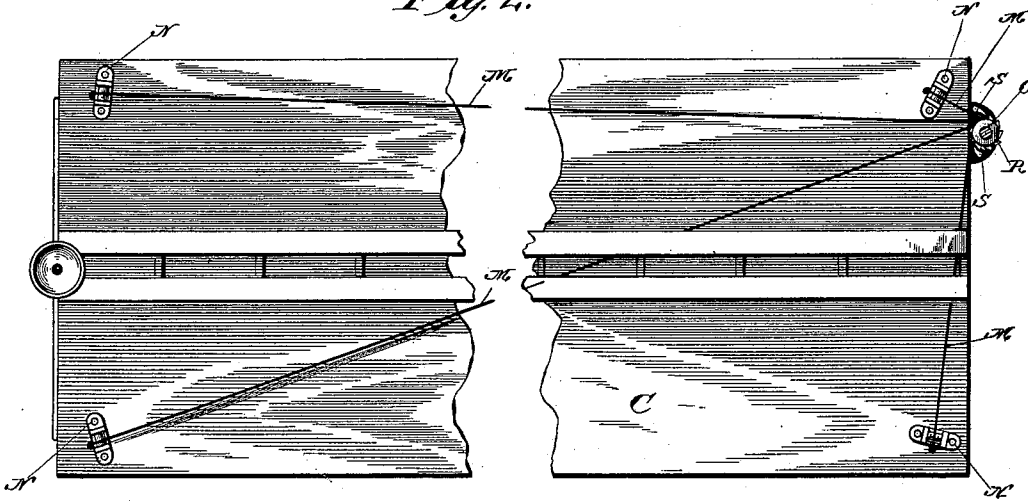


Fig. 3.

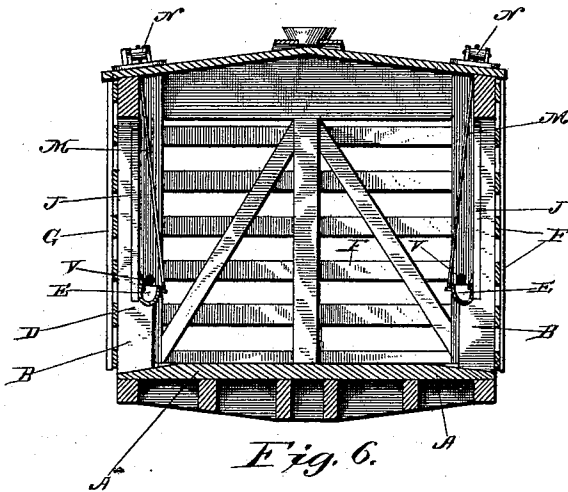
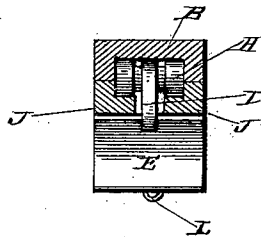


Fig. 6.



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UNITED STATES PATENT OFFICE.

JOHN RICHARD WILSON, OF FARMVILLE, VIRGINIA.

STOCK-CAR.

SPECIFICATION forming part of Letters Patent No. 401,091, dated April 9, 1889.

Application filed October 17, 1888. Serial No. 288,377. (No model.)

To all whom it may concern:

Be it known that I, JOHN RICHARD WILSON, a citizen of the United States, residing at Farmville, in the county of Prince Edward and State of Virginia, 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 relates particularly to means for supplying water in stock-cars, and, briefly, involves a trough within and upon each side of the car, means for pouring water simultaneously into both, and means for simultaneously raising both and securing them beneath the roof of the car. It is shown in the accompanying drawings, in which—

Figure 1 is a side elevation of a car provided with my devices, a small portion being broken away to show interior construction. Fig. 2 is a top plan of the car. Fig. 3 is a transverse vertical section of the same, looking toward the left in Fig. 1. Fig. 4 is an end elevation, looking toward the right in Fig. 1. Fig. 5 is an enlarged partial vertical section through one of the posts of the car-frame. Fig. 6 is an enlarged section on the line *x y*, Fig. 5.

The drawings represent a very simple form of stock-car; but the novel devices may be readily applied to cars of different construction.

In the drawings, A represents the car-floor supported upon ordinary beams.

B are posts supporting any suitable framework at the top and the usual roof or covering, C. The boards F, forming the sides and ends of the car, are placed outside the frame to give greater space within, and are securely retained by outer vertical strips, G, bolted to the car-frame. The posts B are provided with an offset, D, at a suitable uniform height above the floor, and in the curved surface of these offsets upon each side of the car rests a trough, E, which extends nearly the whole length of the interior. The posts are grooved nearly to their tops upon their inner faces above the offsets, Figs. 5 and 6, and in each groove runs a roller, H, which is retained in the groove by strips J overlapping the ends of

the roller and fixed upon the post at a little distance from each other. A link, I, secured about the diminished middle of the roller, passes out between the strips J and engages the outer edge of the trough. Cords M are attached to the inner edge of the trough near each end, and pass thence upward through the roof of the car near its junction with the side walls. After passing through the roof the cords run over suitably-placed pulleys N and along the top of the car to a drum, O, mounted upon a shaft, Q, whose bearings P are secured upon the car's end wall. A hand-wheel, T, serves for rotating the shaft, and, as all the cords wind upon the same drum one person can raise both ends of both troughs simultaneously and at the same speed. Reverse rotation is prevented by a ratchet-wheel, R, upon the shaft Q, and two pawls, S, engaging therewith and mounted upon the shaft-bearing. These pawls are preferably spring-actuated, and two are employed for safety, it being improbable that both will fail at the same time. At the opposite end of the car, Fig. 4, is a funnel, V, from which two pipes, W, lead downward and then inward just above and parallel to the troughs, terminating a little without the plane of the ends of the troughs. Evidently water introduced into the funnel is delivered into both troughs at the same instant, and hence struggling and injury of the animals—often consequent upon furnishing water upon one side at a time—are avoided.

When the trough is not in use, rotation of the drum O raises it to the position shown in full lines in Fig. 6, surplus water being poured out by partial inversion when the roller reaches the upper limit of its groove by the continued upward movement of the front or inner edge as it is drawn by the cords. To facilitate the escape of the water thus discharged, the floor is downwardly inclined, as shown, at each side of the car.

The trough being secured at the top of the car by the pawls and ratchet already described, there is in the interior nothing to materially interfere with using it for any length of time for transporting merchandise other than stock, while at the same time the entire apparatus is in position for use.

Evidently food as well as water may be dis-

tributed in the troughs, but special devices for such distribution are no part of the invention herein set forth.

Having now fully shown and described my invention, what I claim is—

1. The combination, with the car and the troughs extending along each side thereof and resting upon suitable supports, of guides hinged to the outer edges of the troughs, respectively, and sliding in ways in the car-walls, a funnel fixed without the car above the plane of the troughs, pipes leading from said funnel to points slightly above the ends of the troughs and terminating in open ends substantially parallel to the troughs, respectively, cords secured to the inner edges of the troughs and passing vertically through the car-roof, and means for drawing all said cords

simultaneously upward, substantially as set forth.

2. The combination, in a stock-car, of the trough E, the grooved posts B, the rollers H, working in the grooves in the posts, the links I, connecting the rollers and the outer edge of the trough, the cords M, and means for drawing the cords upward simultaneously, whereby the trough may be raised to the top of the car and be at the same time partially inverted.

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

JOHN RICHARD WILSON.

Witnesses:

H. C. JOHNSON,
W. T. BLANTON.