

Feb. 28, 1950

L. G. BURNAM

2,498,647

STOCKCAR

Filed Feb. 20, 1945

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Fig. 1.

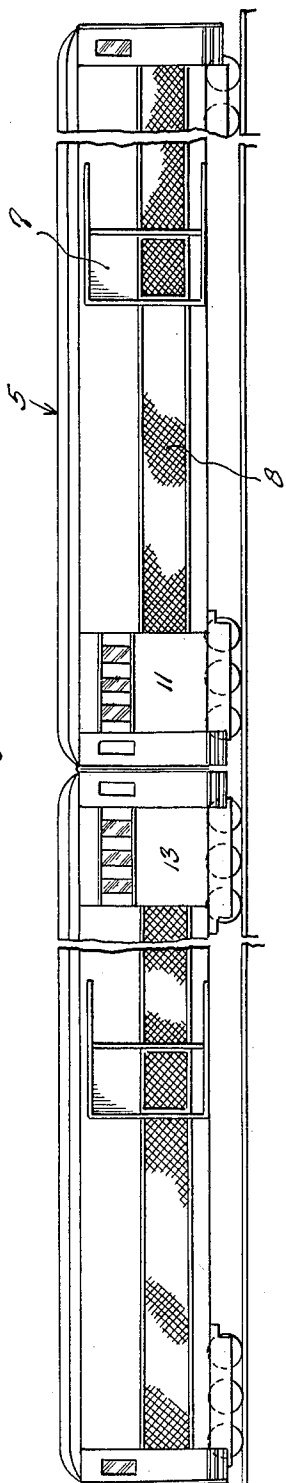


Fig. 5.

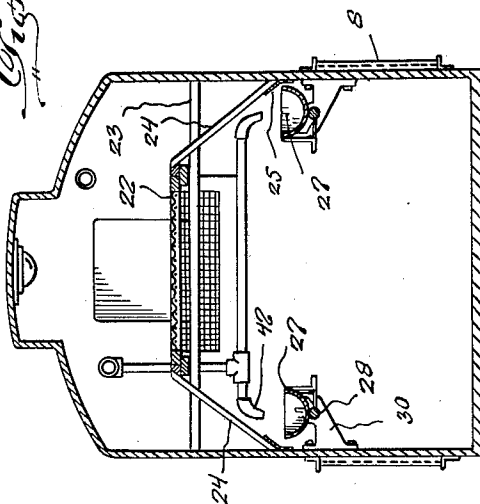
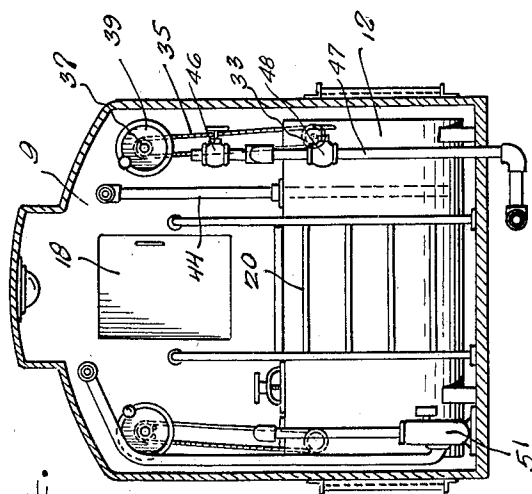


Fig. 4.



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Fig. 2.

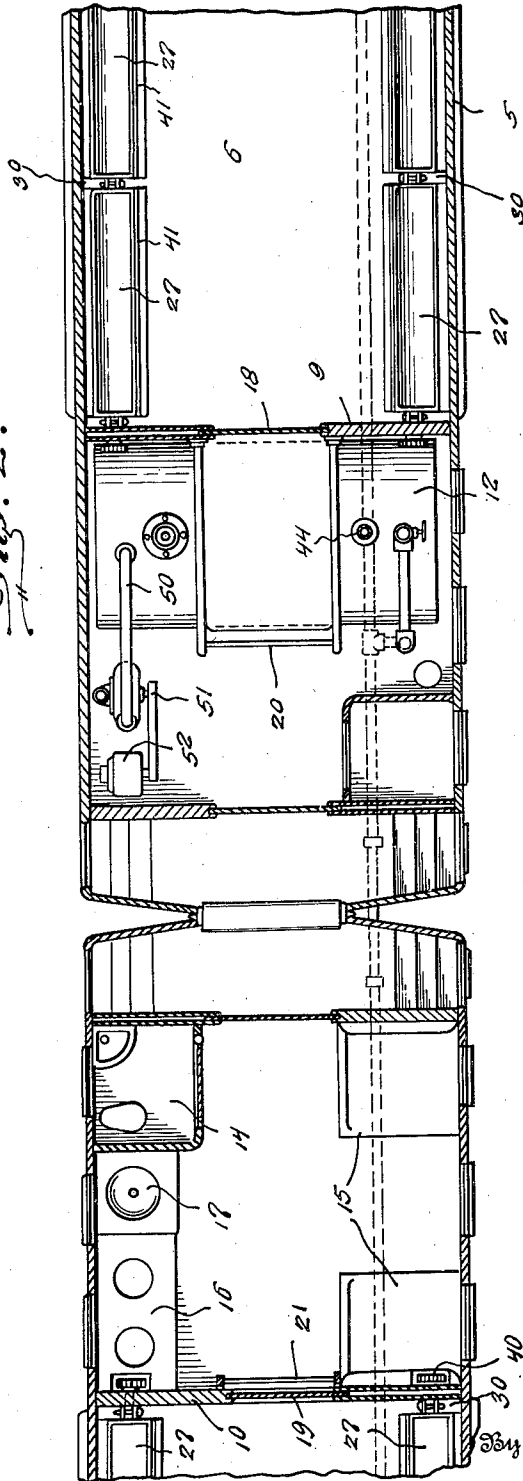
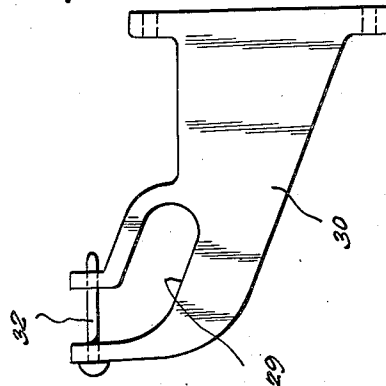


Fig. 3.



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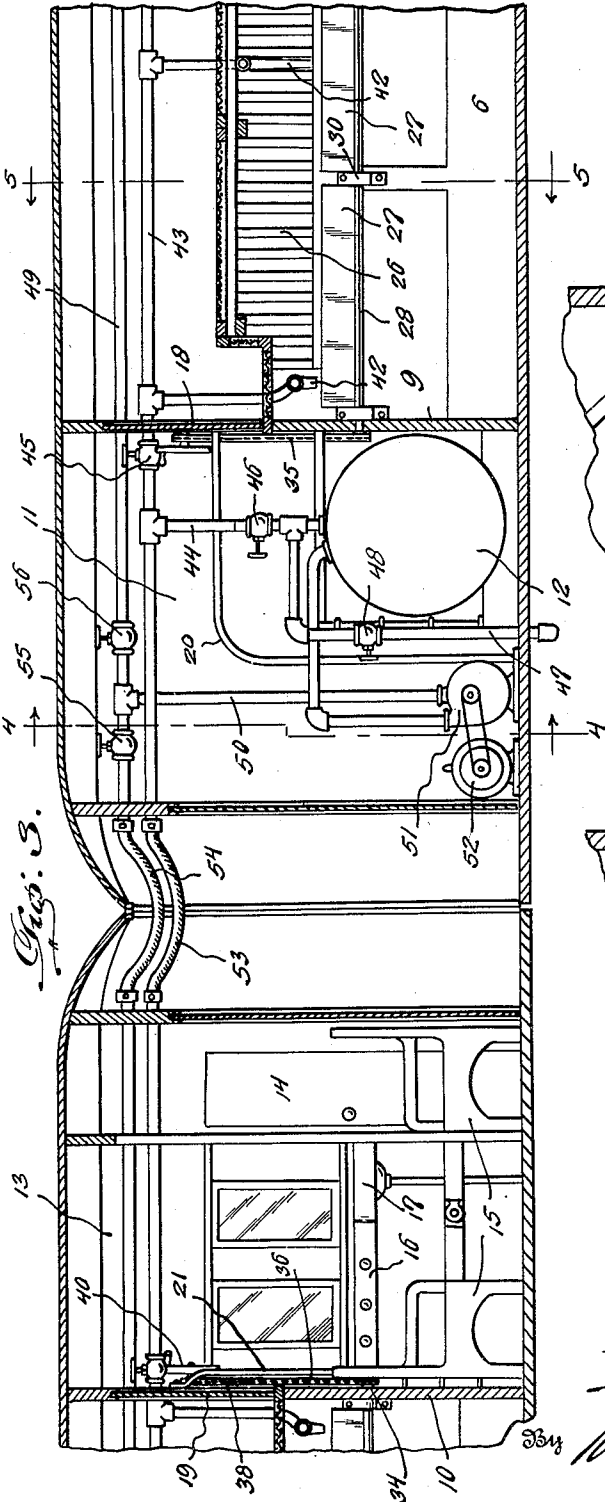
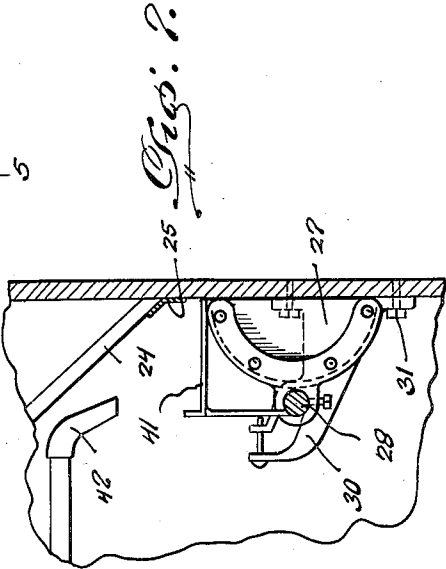
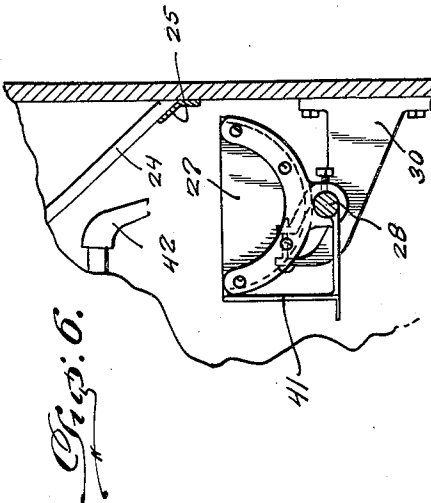
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UNITED STATES PATENT OFFICE

2,498,647

STOCKCAR

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Application February 20, 1945, Serial No. 578,824

2 Claims. (Cl. 119-10)

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The present invention relates to new and useful improvements in stock cars for transporting livestock, and the invention had for its primary object to provide means for watering and feeding the stock while in transit, as well as to provide ventilating means in the sides of the car for the animals and living quarters at one end of the car for the attendants.

An important object of the present invention is to provide pivotally mounted watering troughs at the sides of the car connected to a watering system for either supplying water to the troughs from a tank carried by the car while the car is in transit, or for connecting the system to an outside source of supply when the car is stationary, and also to provide means for raising and lowering the trough into an out-of-the-way position, when not in use, and without necessitating the attendant entering the portion of the car where the stock is confined.

A further object of the invention is to provide feed racks into which feed may be placed from an overhead platform without requiring the attendant to enter the compartment where the stock is confined.

The stock car embodying the present elements of invention is designed particularly for transporting feeder cattle direct from the range to a feed lot in a sanitary and well fed and watered condition without resorting to the use of terminal stockyards in which cattle are usually placed for feeding and watering during transportation and in which the cattle are frequently subjected to contamination and disease.

It is accordingly an object of the present invention to provide a stock car by means of which cattle may be transported on either long or short hauls in a safe condition and without danger of loss of the cattle through lack of attention.

A further object of the invention is to provide an apparatus of this character of simple and practical construction, which is efficient and reliable in operation, relatively inexpensive to manufacture and maintain in use, and otherwise well adapted for the purposes for which the same is intended.

Other objects and advantages reside in the details of construction and operation, as more fully hereinafter described and claimed, reference being had to the accompanying drawings forming part hereof, wherein like numerals refer to like parts throughout and in which:

Figure 1 is a side elevational view.

Figure 2 is an enlarged horizontal sectional view of the connected ends of a pair of the stock

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cars and showing the living quarters for the attendant, as well as the control compartment for the water supply.

Figure 3 is an enlarged fragmentary longitudinal sectional view of the connected ends of a pair of stock cars.

Figures 4 and 5 are transverse sectional views taken respectively on the lines 4-4 and 5-5 of Figure 3.

Figure 6 is an enlarged end elevational view of one of the watering troughs, and with parts shown in section.

Figure 7 is a similar view showing the watering trough raised when not in use.

Figure 8 is an enlarged side elevational view of one of the supporting brackets for the trough.

Referring now to the drawings in detail, where, for the purpose of illustration, I have disclosed a preferred embodiment of the invention, the numeral 5 designates the stock car generally which includes a central cattle compartment 6 having a sliding door 7 at one side thereof for loading and unloading the car, both of the side walls of the compartment 6 being formed with a screen section 8 at the lower portion thereof and by means of which the compartment may be suitably ventilated.

At each end of the compartment 6 are partitions 9 and 10 providing a compartment 11 at one end of the car within which a water tank 12 may be placed and a compartment 13 at the other end of the car forming living quarters for an attendant and including a toilet 14, chairs or seats 15, a cook stove 16 and sink 17.

The chairs or seats 15 may be converted into bunks, if desired. A sliding door 18 is mounted in the partition 9 and a sliding door 19 is similarly mounted in the partition 10, the doors being mounted in an elevated position and to which access is afforded by the ladder structures 20 and 21.

An elevated screened or grilled platform 22 is supported in the animal compartment 6 and extends throughout the length of the compartment, the platform being supported on transverse beams 23.

The side edges of the platform 22 are spaced from the sides of the car and a feed rack 24 extends downwardly from each of the side edges of the platform 22 to an adjacent side of the car and is attached thereto by brackets 25. The feed rack is formed of spaced parallel slats 26 behind which hay may be placed for feeding to the stock. Positioned beneath the feed rack 24 are a plurality of water troughs 27, the troughs having a

shaft 28 secured to the bottom thereof and extending longitudinally thereof throughout the length of each side of the compartment 6.

The troughs 27 are spaced apart at their end portions and the shafts 28, at the ends of the troughs are positioned in an inclined slot 29 of a bracket 30 projecting outwardly from the side of the compartment 6 and secured thereto by bolts or the like 31. The upper end of the slot 29 is closed by a pin 32 to prevent accidental removal of the shaft from the slot.

The ends of the shaft 28 extend through the partitions 9 and 10 and are provided with sprockets 33 and 34 at their respective ends operated by chains 35 and 36 from sprockets 37 and 38 having wheels 39 and 40 attached thereto and by means of which either end of the shaft 28 may be rotated for swinging the troughs 27 from their position as shown in Figure 6 of the drawings into a position, as shown in Figure 7 of the drawings, against the adjacent side of the compartment when the trough is not in use. The shaft 28 moves transversely in the slot 29 as the trough 27 is turned from the position shown in Figure 6 to the position shown in Figure 7 in order to provide sufficient clearance for the edge of the trough 27 as it engages the side of the car. After the trough is positioned against the side of the car, as shown in Figure 7, the shaft 28 is again seated in the slot 29, as shown in Figure 7.

To the outer side of each of the troughs 27 is attached a shelf 41 which occupies a vertical position when the trough is open in the position shown in Fig. 6, and the shelf 41 occupies a horizontal position above the trough when the trough is pivoted into its closed position, as shown in Figure 7.

The shelf 41 is positioned immediately beneath the feed trough 24 so that hay dropped from the feed trough during the feeding of the animal will be collected on the shelf 41.

Water is supplied to each of the troughs 27 by means of a nozzle 42 connected to an overhead supply pipe 43 extending longitudinally of the car and connected to the tank 12, by means of the upstanding pipe 44. The pipes 43 and 44 have manually operable valves 45 and 46, respectively, therein.

A compressed air supply pipe 47 is attached to the tank 12 also having a manually controlled valve 48 therein, the pipe 47 extending downwardly through the bottom of the car and is adapted for connection with the usual compressed air brake system of the car, the pipe having a bleeder valve 46 therein.

A water supply pipe 49 also extends longitudinally of the car and leads to the water storage tank of the locomotive to which the stock cars are attached.

The pipe 49 is attached to the tank 12 by means of a pipe 50 having a pump 51 therein operated by an electric motor 52 for pumping the water through the pipe 49 into the tank.

The overhead pipes 43 and 49 of the respective cars are connected by hose 53 and 54 at the adjacent ends of the cars and the pipes 49 at each side of the pipe 50 are provided with manually operable valves 55 and 56.

The pipe 44 extends downwardly into the tank 12 adjacent the bottom of the tank and the pipe 47 is adapted for attaching to the air line of the

train for supplying air under pressure to the tank and by means of which water from the tank is forced upwardly through the pipe 44 and into the pipe 43 for distribution to the several troughs 27.

Bales of hay for feeding to the animals may be stored on the platform 22 for placing in the feed troughs 24 when the animals are to be fed.

In view of the foregoing description taken in connection with the accompanying drawings, it is believed that a clear understanding of the construction, operation and advantages of the apparatus will be quite apparent to those skilled in the art. A more detailed description thereof is accordingly deemed unnecessary.

It is to be understood, however, that even though I have herein shown and described a preferred embodiment of my invention, the same is susceptible to certain changes fully comprehended by the spirit of the invention as herein described, and the scope of the appended claims.

Having thus described the invention, what I claim is:

1. In a cattle car including a pair of spaced parallel side walls, a watering device operatively connected to one of said side walls, said device comprising a pair of spaced parallel brackets projecting from said side wall and fixedly secured thereto, each of said brackets being provided with an inclined slot extending from its projecting end for a portion of its length, a horizontally-disposed rotatable shaft supported by said pair of brackets and positioned to move transversely in said slots, an open-top trough adapted to contain water carried by said shaft, and means operatively connected to said shaft for rotating the latter to thereby swing the open top of said trough into and out of engaging relation with said side wall.

2. In a cattle car including a pair of spaced parallel side walls, a watering device operatively connected to one of said side walls, said device comprising a pair of spaced parallel brackets projecting from said side wall and fixedly secured thereto, each of said brackets being provided with an inclined slot extending from its projecting end for a portion of its length, a horizontally-disposed rotatable shaft supported by said pair of brackets and positioned to move transversely in said slots, means for closing said slots to prevent accidental removal of said shaft therefrom, an open-top trough adapted to contain water carried by said shaft, and means operatively connected to said shaft for rotating the latter to thereby swing the open top of said trough into and out of engaging relation with said side wall.

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