(No Model.)

F. RIEBER.

Stock Car.

No. 228,933. **Patented June 15, 1880.**

Fig. 1.

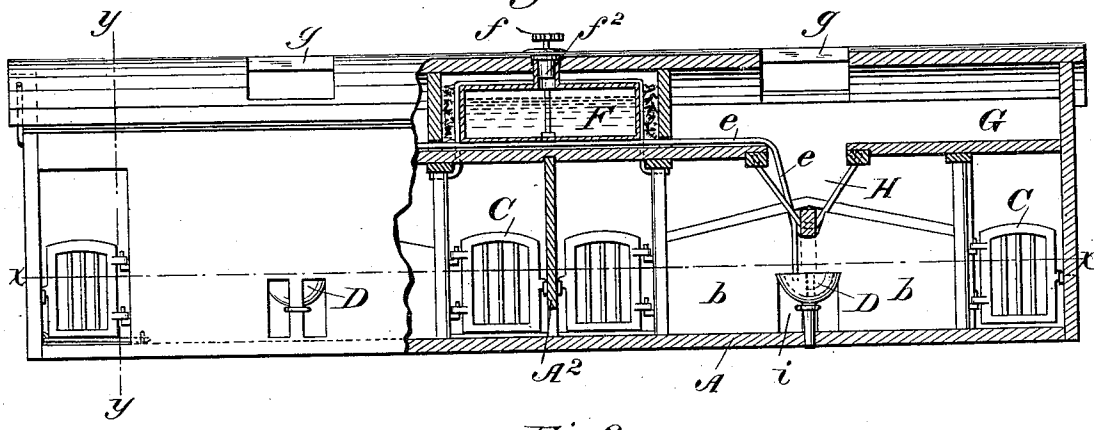


Fig. 2.

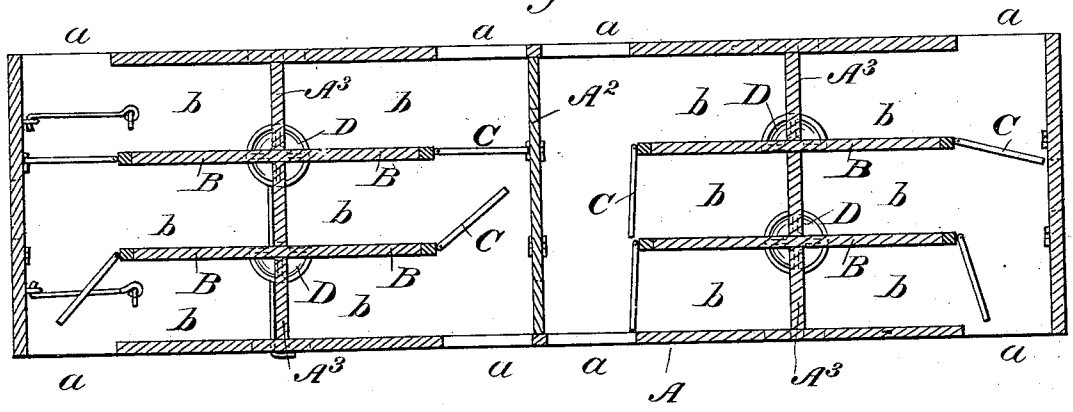


Fig. 3.

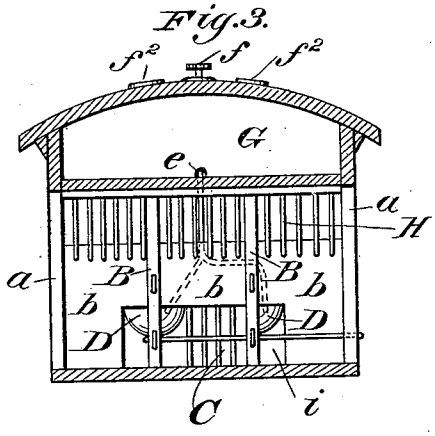
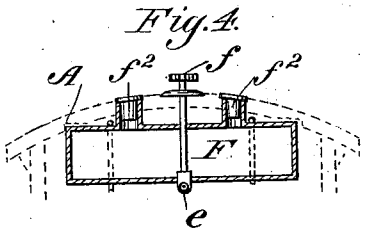


Fig. 4.



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UNITED STATES PATENT OFFICE.

FRANCIS RIEBER, OF CALLICOON DEPOT, NEW YORK.

STOCK-CAR.

SPECIFICATION forming part of Letters Patent No. 228,933, dated June 15, 1880.

Application filed April 2, 1880. (No model.)

To all whom it may concern:

Be it known that I, FRANCIS RIEBER, of Callicoon Depot, in the county of Sullivan and State of New York, have invented a new and useful Improvement in Railway Stock-Cars, of which the following is a specification.

My invention relates to a car for transporting live stock by railway; and it consists in certain novel details of construction and arrangement of stalls, feed-racks, water-troughs, hay-lofts, and water-tanks, and devices connected therewith, whereby provision is made for securing the comfort and preserving the health of the animals occupying the car.

In the accompanying drawings, Figure 1 is a longitudinal vertical sectional view of a car embodying my improvements. Fig. 2 is a longitudinal horizontal section taken in the line *x x*, Fig. 1. Fig. 3 is a transverse vertical section taken in the line *y y*, Fig. 1. Fig. 4 is a vertical section of the water-tank.

The general exterior build and frame-work of the car may be of any suitable description, and the number of compartments into which it is divided may vary according to circumstances and the character of stock for the transportation of which it is to be used.

As here represented, the car A is divided by a transverse bulk-head, A^2, into two compartments, each of which is again divided by a bulk-head, A^3, into two, making four compartments in the car, one at each end and two intermediately between them. Access to these compartments is afforded by means of doors *a* in the sides of the car.

Each compartment is divided by two longitudinal partitions, B, into three stalls, *b*. Each partition B is provided with a gate, C, arranged to swing both ways and to engage with suitable catches, so that one gate may serve to close two stalls. In each stall B is a water-trough, D, of quadrantal shape, placed in one corner of the stall. The troughs are formed from circular or semicircular iron bowls, so arranged that one bowl serves to supply either two stalls or four stalls, the quadrantal division being made by the bulk-heads A^3 and partitions B. These troughs are supplied with water through pipes *e*, leading from a tank, F, located under the roof of the car and at about the center thereof, and provided with caps f^2, through which it may be filled with water.

The pipes *e* radiate from the center of the bottom of the tank, at which point is a stop-cock provided with a vertical stem and handle, *f*, extending above the roof of the car, for the purpose of regulating the supply of water. In the bottom of each bowl is a valve provided with a stem extending outside the car, by means of which the bowls may be emptied in order to prevent freezing.

Under the roof of the car is a compartment, G, which serves as a hay-loft. It is provided with a scuttle, *g*, through which it may be filled from the roof. The bottom of the loft G communicates with a feed-rack, H, the general construction of which is similar to that of those commonly used in stables. The rack H is arranged in line with the bulk-head A^3, so as to supply all the stalls separated by said bulk-heads.

In the bulk-heads and partitions are openings *i*, for ventilation, which openings may be covered with grating or net-work, if desired.

The water-tank F is packed with tan-bark, sawdust, or other non-conducting material, to prevent heating of the water in summer and freezing in winter.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

A stock-car divided by longitudinal and cross partitions into stalls fronting on each side of a bulk-head, A^3, swinging doors C being provided at the rear, and bowls D where the stalls join, as shown and described.

FRANCIS RIEBER.

Witnesses:

LOUIS BERNER,

JAMES I. CURTIS.