J. R. McPHERSON.

Stock-Car.

No. 165,849. Patented July 20, 1875.

FIG I

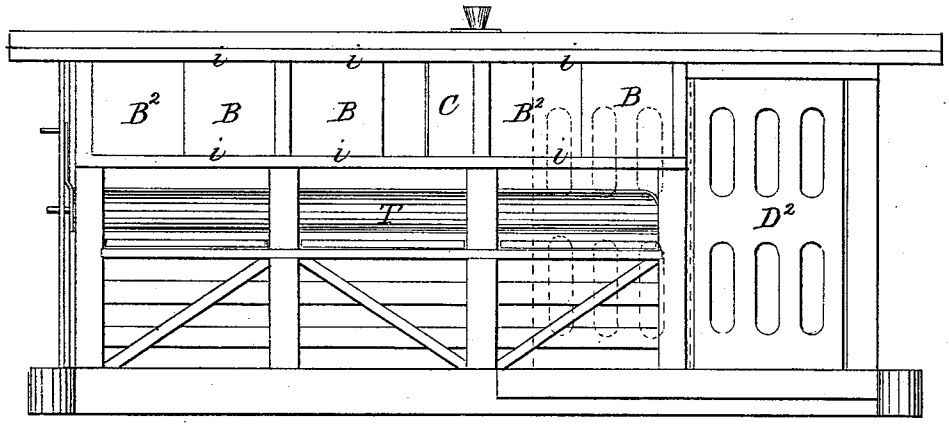


FIG II

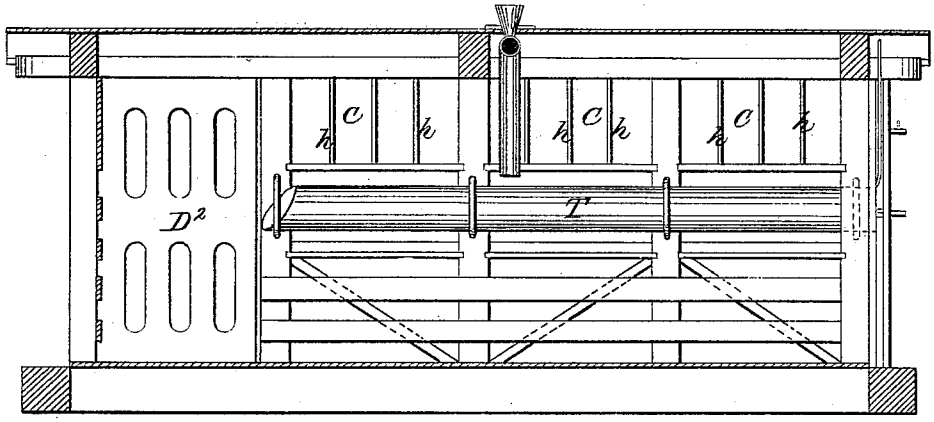
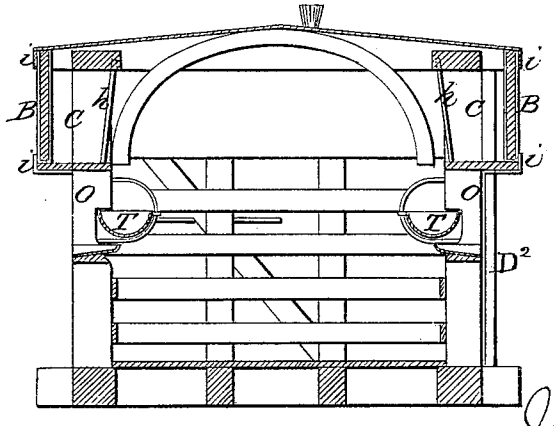


FIG III



WITNESSES

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F. H. Rutherford

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UNITED STATES PATENT OFFICE.

JOHN R. McPHERSON, OF JERSEY CITY, NEW JERSEY.

IMPROVEMENT IN STOCK-CARS.

Specification forming part of Letters Patent No. **165,849**, dated July 20, 1875; application filed May 25, 1875.

To all whom it may concern:

Be it known that I, JOHN R. McPHERSON, of Jersey City, in the county of Hudson and State of New Jersey, have invented certain new and useful Improvements in Stock-Cars; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to which it pertains to make and use the same, reference being had to the accompanying drawing and to the letters of reference marked thereon, which form a part of this specification.

The feature of invention herein claimed relates to the means for feeding the stock in the transportation of the same, and is designed as an improvement upon a patent granted to me April 6, 1875, No. 161,807, in which a crib or feed-box is combined with the car-wall, and a watering-trough in the wall-openings.

The improvement consists in the combination, with a stock-car having a crib or feed-box under the roof thereof, and built partially within and without the walls of the car, and occupying the wall-space above the water-troughs, of sliding sectional doors, the wall-ways therefor, and the closed wall-sections between the wall-studs and the ways, whereby the crib-doors are opened and closed in sections upon the closed portions, to give greater convenience for supplying the cribs and managing the doors at the top of the car, as each sectional door can be opened with facility, and each crib filled at a time through comparatively small openings, and which, being at a considerable height above the truck, enables the bins to be more easily filled from the position of the cars upon the track than by filling said bins from the top. The sectional doors, moreover, form vertical side walls to the upper portion of the car, and thereby avoid inclined covers and joints for the lodgment of rain thereon, and the consequent liability to enter the cribs. Unwieldy doors, with hinges, are also thereby avoided, and the consequent disadvantages of having to hold them up while filling the bins. By my improvement each sectional door is opened and closed as each section of the bin is filled, and one person can readily attend to this work, whereas a long hinged door on the side would make this labor quite heavy and very inconvenient.

In the accompanying drawings, Figure 1 represents an elevation of the side of a car embracing my invention; Fig. 2, a vertical longitudinal section, and Fig. 3 a transverse section.

The general construction of the stock-car may be substantially such as that described in my said patent, and in which sliding doors D^2 are provided in the sides of the car at its respective ends, so as to accommodate the feeding and watering devices. The doors are opened and closed against the outer walls of the car, the bottoms and ends of the cribs or feed-boxes projecting outside of the car-walls being slotted to admit of such movement of the doors. The water-troughs T are arranged upon the inner opposite side walls of the car, and extend from the doorways to the ends of the car. The troughs may be supplied with water in any suitable way. The openings O in front of the troughs extend longitudinally in the sides of the car to the doorways, and afford air and ventilation to the stock, and accommodate their horns, and when the troughs are revolved to empty them they partially close these openings, to exclude wind and weather, by filling up the space to a greater or less extent between the troughs and the bottoms of the crib-boxes. Above these openings O cribs or feed-boxes C are arranged, provided with rack *h*, which form their sides within the car, and through which the animals have access to hay or fodder therein. The ends of these cribs are closed, and their outer sides are provided with a series of doors, B, arranged to slide in ways *i*, suitable for the purpose, so as to be opened to fill the bins from the outside, and closed to seal them against the weather and flying sparks from the locomotive. This arrangement renders the supplying of the cribs convenient, and is effective in excluding rain. The cribs may be arranged entirely upon the outer sides of the car, or upon the inner and outer sides, and the divisions of the crib, made by the side posts of the car, form the stops to limit the opening and closing movements of the doors. The doors may be constructed to be opened and closed downward,

as stated, in any suitable manner, so long as a side ingress, for supplying the cribs with hay or fodder, is obtained, as it is much more convenient to fill the bins from the side than the top of the car, and greatly more convenient to open and close the small sectional slide-doors B at the car-side than a heavy and continuous hinged door at the top. Besides, in filling the bins, the door-openings need not be very large, and can open upon closed sides B^2, which join the posts in the side walls of the car, and form the fixed outer sides of the bins.

As the novel features relating to the troughs C for watering the stock, and the devices by which they are operated by a positive force and secured, form another patent bearing even date herewith, these features need not, therefore, be particularly described herein.

The following is claimed as new in stock cars, namely:

The combination, with a stock-car having a crib or feed-box, C, under the roof thereof, and built partially within and without the walls of the car, and occupying the wall-space above the water-troughs, of the sliding sectional doors B, the ways *i i* therefor, and the closed wall-sections B^2 between the wall-posts and the ways, substantially as and for the purpose herein set forth.

In testimony that I claim the foregoing as my own I have affixed my signature in presence of two witnesses.

JOHN R. McPHERSON.

Witnesses:

A. E. H. JOHNSON,

J. W. HAMILTON JOHNSON.