(No Model.) 2 Sheets—Sheet 1.

S. M. FISCHER.

WATERING DEVICE FOR STOCK CARS.

No. 453,804. Patented June 9, 1891.

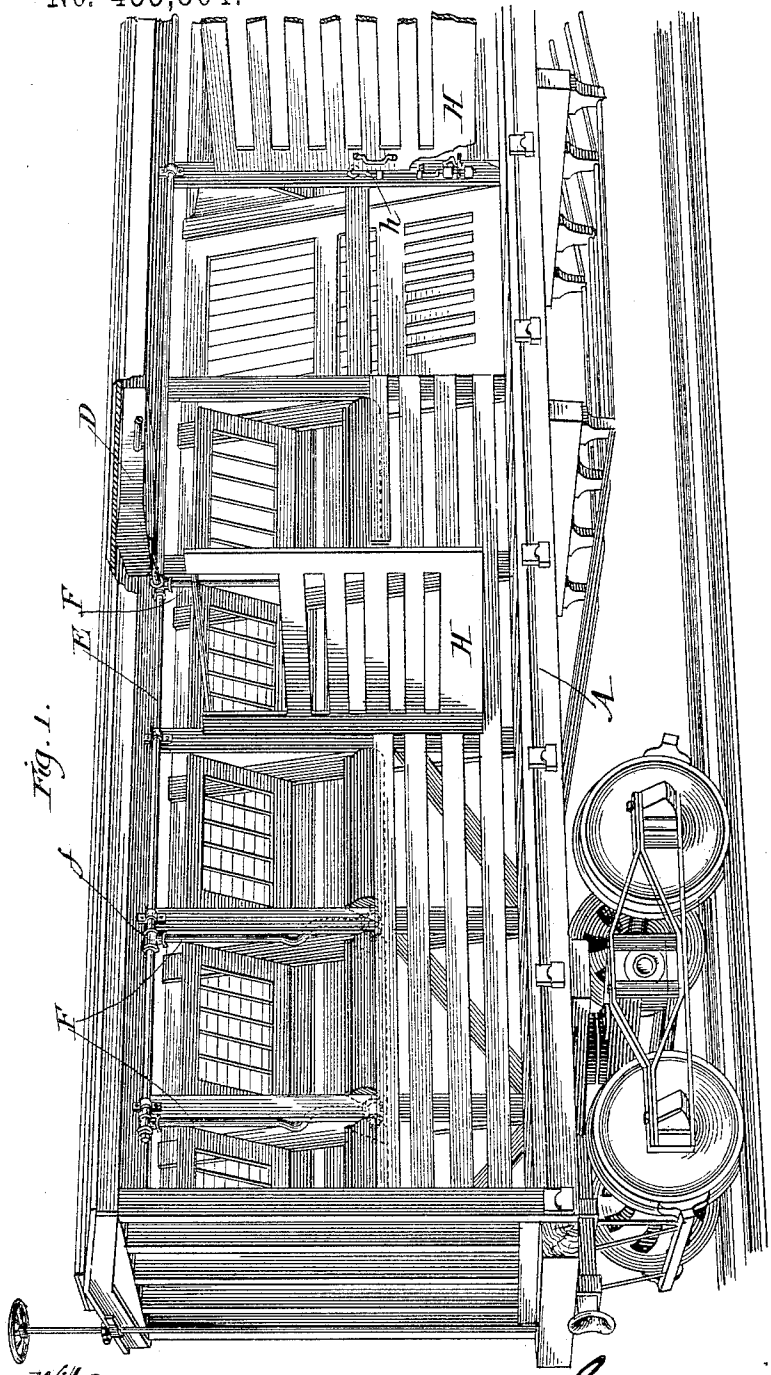

Fig. 1.

Witnesses:
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John L. Jackson

Inventor:
Siegfried M. Fischer

(No Model.) 2 Sheets—Sheet 2.

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Fig. 2.

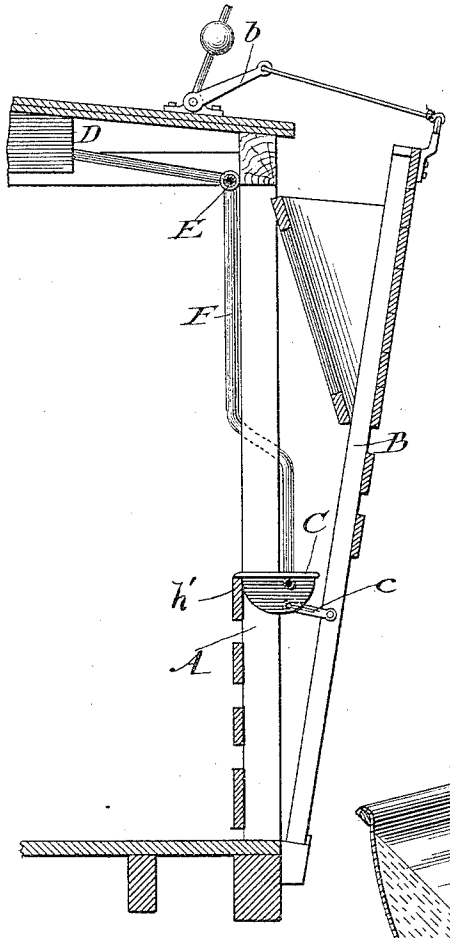


Fig. 3.

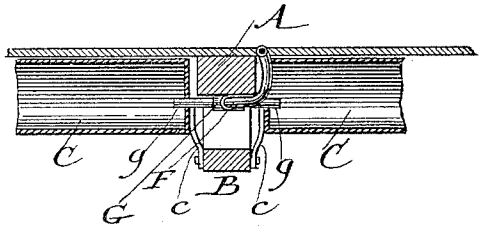
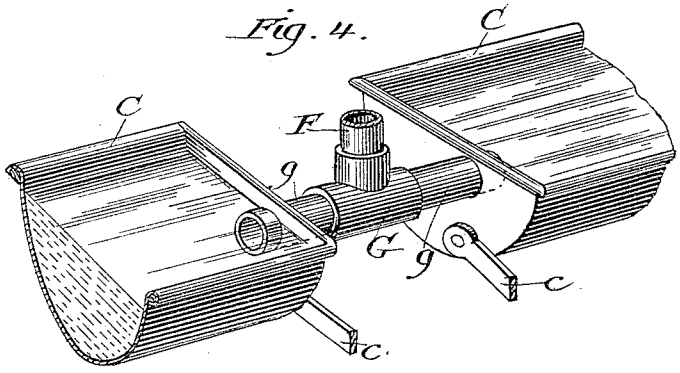


Fig. 4.



Witnesses:
Frank L. Blanchard
John L. Jackson

Inventor:
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UNITED STATES PATENT OFFICE.

SIEGFRIED M. FISCHER, OF CHICAGO, ILLINOIS.

WATERING DEVICE FOR STOCK-CARS.

SPECIFICATION forming part of Letters Patent No. 453,804, dated June 9, 1891.

Application filed December 13, 1890. Serial No. 374,633. (No model.)

To all whom it may concern:

Be it known that I, SIEGFRIED M. FISCHER, residing at Chicago, in the county of Cook and State of Illinois, and a citizen of the United States, have invented a new and useful Improvement in Watering Devices for Stock-Cars, of which the following is a specification, reference being had to the accompanying drawings, in which—

Figure 1 is a perspective view, one side of the car being removed. Fig. 2 is a vertical section. Fig. 3 is a detail, being a horizontal section through a portion of the troughs; and Fig. 4 is a perspective view showing the method of supporting the troughs from the water-pipe.

This invention relates to stock-cars, and is particularly designed to be employed on stock-cars of the class shown in Patent No. 336,872, granted to J. W. Street, assignor, February 23, 1886.

In stock-cars of the above-mentioned class a swinging side is hinged to the side at or near the bottom of the car, which is hereinafter called a "false side," and water-troughs are placed between the posts at the sides of the car. These troughs are thrown into position by the movement of the false side. Heretofore considerable difficulty has been experienced in supplying water to such troughs and in supporting the troughs themselves.

In said prior Patent No. 336,872 water was supplied to the troughs through a pipe which ran along the lower portion of the car, and branch pipes which extended upwardly and passed through the posts of the side of the car. This weakened the posts, and the water did not flow as freely as desired.

The object of my present invention is to provide an improved watering device, in combination with cars of the above-specified class, whereby water will be readily and quickly supplied to the troughs and the troughs will be supported without difficulty. I accomplish this object as illustrated in the drawings and as hereinafter described.

That which I claim as new will be pointed out in the claims.

In the drawings, A represents the body of a stock-car of the class above specified.

B represents a false side. This side B at its lower end is hinged to the body A, as usual, and at its upper end is connected by a link with an elbow-lever *b*, by which it can be moved outwardly or inwardly.

C represents a number of troughs. These troughs can be made in any suitable form, the form shown being the preferable one. Each trough C is connected with the false side B by a link *c*. The posts of the false side B are outside of the posts of the body A of the car, and the troughs C are pivotally supported at their ends.

D represents a tank to which the train-men supply water.

E represents a pipe extending longitudinally along the upper portion of the car, and is secured to the posts of the car by clips or other suitable means.

F represents a number of branch pipes, each connected with the pipe E by means of T-couplings *f*, as shown in Fig. 1. As shown, the couplings *f* are preferably located at one side of the posts of the car, and the pipes F extend downwardly at the side of such posts to a point a short distance above the troughs C, at which point each branch pipe F is bent, so as to bring its lower end in front of its corresponding post, as best shown in Figs. 2 and 3.

Upon the lower end of each branch pipe F is secured a T-coupling G, which is provided with two short pipes or nipples, one on each side, upon which the troughs C are pivotally supported. By this construction the troughs are supported between the posts of the false sides B and the posts of the body A of the car. Water supplied to the tank D will flow through the pipe E and descend through the branch pipes F to the T-couplings G, and through the short pipes *g* into the troughs C. This arrangement greatly improves the supply of water to the troughs.

By connecting the troughs C with the false sides B by means of the links *c* they are turned into operative position when the false sides are swung outwardly, as shown in Fig. 2, and they are turned up, so as to discharge their contents when the false sides are turned inwardly. The construction and arrangement above described improve the construc-

tion and operation of the car and avoids the difficulties hereinbefore specified.

The car may be supplied with the usual doors for dividing it into compartments and for convenience in loading. In Fig. 1 I have shown two such doors H. Each door H is adapted to be locked in its closed position by means of a common automatic bolt. (Shown at *h* in Fig. 1.) These doors H separate the animals contained in the car, so that each animal will receive its share of water or food, as the same troughs may be used for feeding with grain or meal. When the inner edge of the trough strikes the board *h'*, the links *c* operate as a limit to the further outward movement of the hinged or false side, and the weight of the hinged side, acting on the links, holds the trough strongly in position when in use for drinking or feeding purposes.

That which I claim as new, and desire to secure by Letters Patent, is—

1. The combination, with a stock-car, of the elevated water-pipe E, arranged at the roof portion of the car and provided with depending branches F, extended down inside the car and bent laterally to the outside or front thereof, the rotating troughs C, and short pipes *g*, supporting the troughs and connected with the lower extremities of the said depending branches, substantially as described.

2. The combination, in a stock-car, of the fixed frame A, the elevated water-pipe E, having depending branches F, provided with short pipes *g*, the rotating troughs C, supported by the short pipes, the swinging false side B, hinged at its lower portion, and direct-acting link-bars *c*, pivotally connected to the rotating troughs and to the swinging false side, substantially as described.

3. The combination, with a stock-car having the fixed frame A and swinging false side B, hinged at its lower portion, of the elevated water-pipe E, arranged at the roof portion of the car and having depending branches F, extending downward inside the car and bent laterally through the fixed frame to the outside or front thereof, the rotating troughs C, the short pipes *g*, supporting the troughs and connected with the said depending branches, and the link-bars *c*, pivotally connected to the troughs and to the swinging false side, substantially as described.

SIEGFRIED M. FISCHER.

Witnesses:
ALBERT H. ADAMS,
JOHN L. JACKSON.