(No Model.)

# W. F. MITCHELL.

## Stock Car.

**No. 238,243.** **Patented March 1, 1881.**

*Fig. 1.*

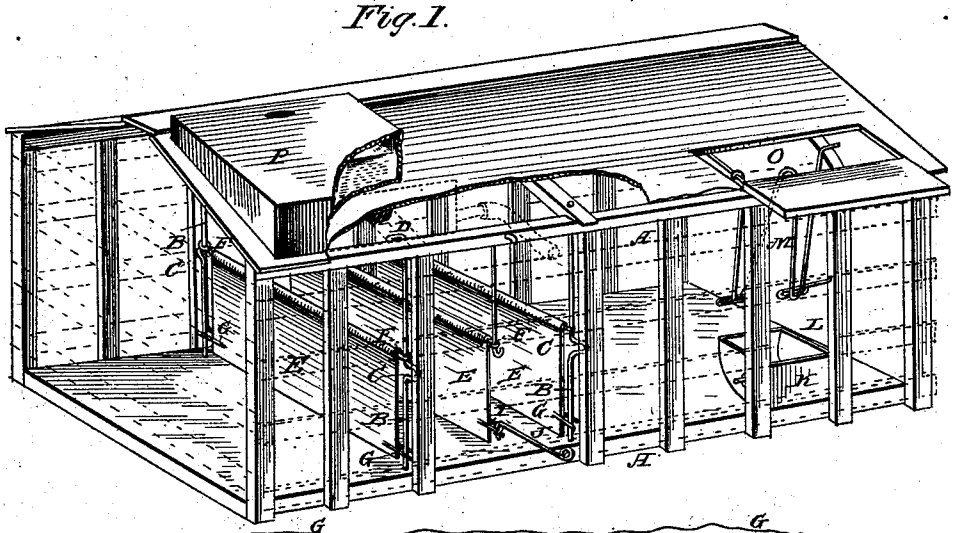



*Fig. 2.*

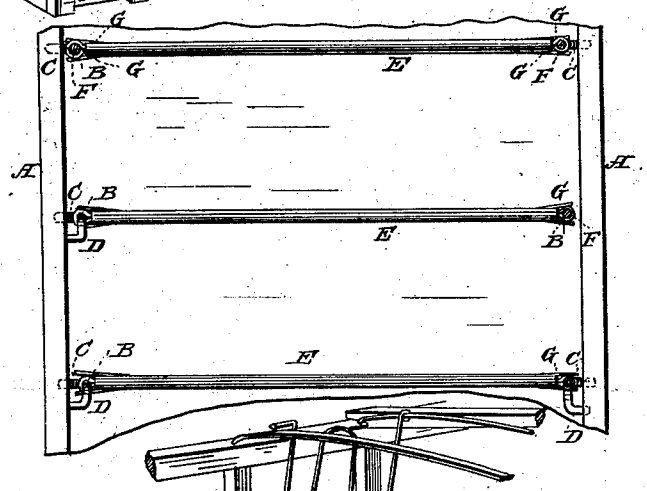
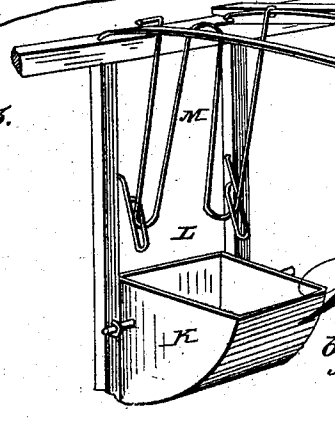



*Fig. 3.*




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# UNITED STATES PATENT OFFICE.

WILLIAM F. MITCHELL, OF WILLIAMS, INDIANA.

## STOCK-CAR.

SPECIFICATION forming part of Letters Patent No. 238,243, dated March 1, 1881.

Application filed December 30, 1880. (No model.)

*To all whom it may concern:*

Be it known that I, WILLIAM F. MITCHELL, of Williams, in the county of Lawrence and State of Indiana, have invented certain new and useful Improvements in Cattle-Cars; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification.

Figure 1 is a perspective view of my improved cattle car, part of the sides and roof having been broken away for the purpose of better showing the construction. Fig. 2 is a detail view, showing the arrangement of the partitions; and Fig. 3 is a detail view of one of the feed-troughs and rack.

Corresponding parts in the several figures are denoted by like letters of reference.

This invention relates to cars for the transportation of cattle upon railroads; and it consists in certain improvements in the construction of the same, which will be hereinafter fully described, and particularly pointed out in the claims.

The principal feature of my invention relates to the construction and arrangement of partitions by which the car may be subdivided transversely into a suitable number of compartments, in which the animals may be separately confined during transportation, the said partitions being so arranged that they may be swung out of the way, under the roof of the car, when it is to be loaded or unloaded.

To this end I provide the sides of the car A with vertical rods or supports B, arranged a slight distance from the said walls or sides, and provided at or near the center with U-shaped loops or bends C, reaching to the walls or sides, as shown, where they may be secured by any suitable fastenings, if desired. The upper ends of the rods are bent as shown at D before being attached to the sides of the car.

The partitions E, which may be constructed in any suitable manner, of wood, sheet metal, or other material, are provided at their upper corners with eyes F, by which they slide upon the vertical rods B. At their lower corners they are provided on each side with studs, fingers, or projections G, adjusted upon either side of the rods, so as to hold the partitions firmly when in position, and serving as guides when they are raised or lowered. When the partitions, which are about half the height of the car, are raised as high as may be, the fingers or guides G may pass through the loops C of rods, thus enabling the partitions to be swung up under the roof of the car, where they may be secured while the car is being loaded or unloaded. The bends D at the upper ends of rods B prevent any cramping of the eyes F when the partitions are thus adjusted.

The rods B at the doors of the car extend only half-way down from the roof of the car, where they are pivoted so as to be capable of being swung aside. The lower corners of the partitions, at these points, are provided with eyes or staples I, capable of being secured by hooks J, pivoted to the floor of the car.

In each stall or compartment of the car I provide a pivoted feed-trough, K, made of sheet metal or other suitable material, so as to be capable of holding water as well as feed. The said feed-trough, which is pivoted between the stanchions, may be tilted so as to empty its contents outside the car, in the sides of which suitable openings L are provided for this purpose. To the side of the car, above each feed-trough, is secured an elastic or spring-rack, M, constructed as clearly shown in Fig. 3 of the drawings, said rack serving the double purpose of guiding the feed to the box when supplied and holding it while being consumed, so as to prevent waste.

Doors or openings O are provided in the roof of the car, through which feed and water may be supplied to the troughs, the latter from a suitably-constructed tank, P, located upon the roof of the car, and provided with a spout, Q, to which hose, and if necessary a cock or faucet, may be attached. Previous to supplying water, the troughs may be tilted to empty them of feed, and vice versa.

From the foregoing description the operation and advantages of my invention will be readily understood. It is simple, effective, and the improvement may, with slight expense, be applied to the old-fashioned stock-cars now in use.

I am aware that a cattle-car having vertical

guide-rods with right-angled portions at the upper ends thereof, whereby stall-boards moving on said guide-rods are adapted to be elevated up and out of the way on said right-angled portions, is old, and such I do not wish to be understood as claiming, broadly, as of my invention.

Having thus described my invention, I claim and desire to secure by Letters Patent of the United States—

1. In a cattle-car, the combination of the vertical rods B, having loops C near the center and longitudinal bends D at the upper ends thereof, and the partitions E, having eyes F and guides or fingers G, substantially as herein described, for the purpose shown and specified.

2. In a cattle-car, the combination, with the tilting feed-trough, of an elastic or spring rack to guide the feed to said trough and hold it while being consumed, as and for the purpose shown and specified.

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

WILLIAM F. MITCHELL.

Witnesses:
JACOB BOSSERT,
PHILIP A. DUNIHUE.