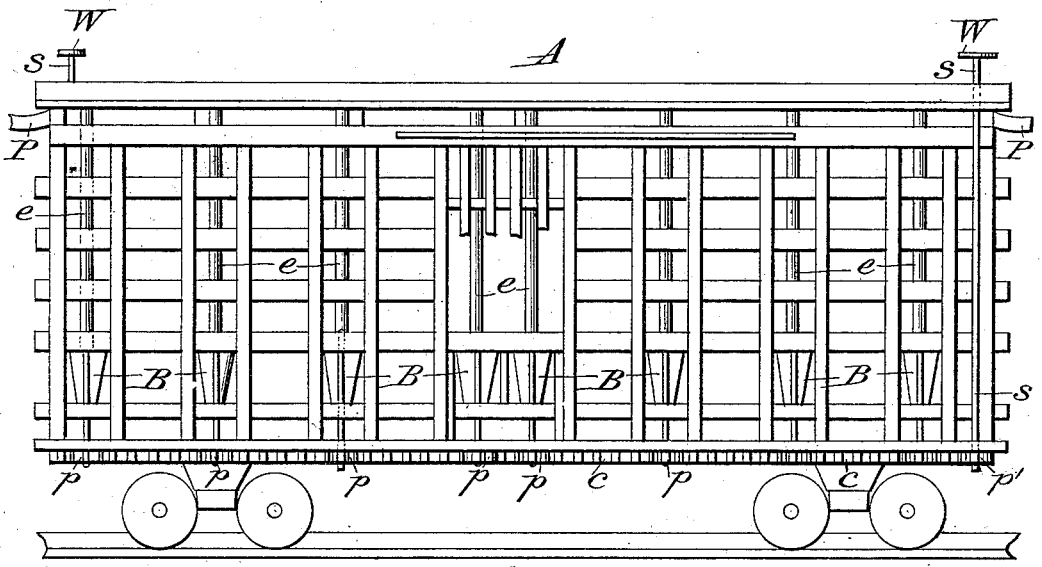
(No Model.)

S. C. WISER.

STOCK CAR.

No. 264,018. Patented Sept. 5, 1882.

Fig. 1.



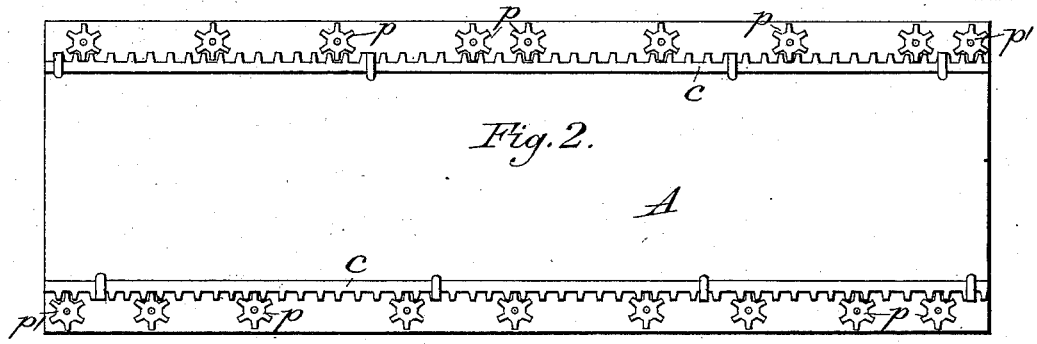


Fig. 2.

Fig. 4.

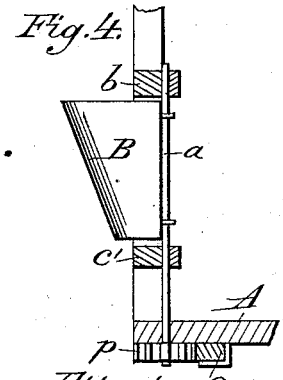


Fig. 3.

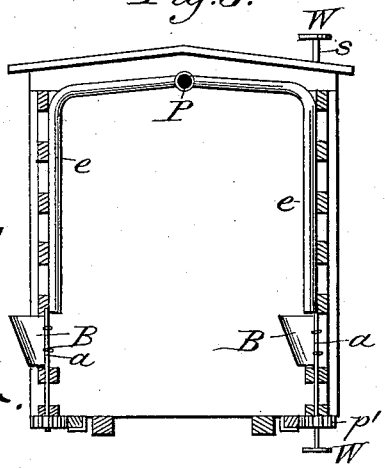
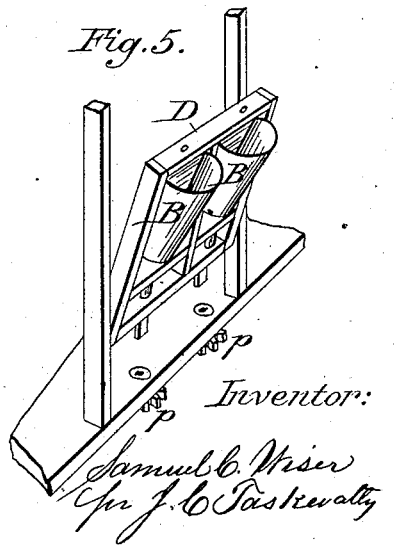


Fig. 5.



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UNITED STATES PATENT OFFICE.

SAMUEL C. WISER, OF CHICAGO, ILLINOIS.

STOCK-CAR.

SPECIFICATION forming part of Letters Patent No. 264,018, dated September 5, 1882.

Application filed April 10, 1882. (No model.)

To all whom it may concern:

Be it known that I, SAMUEL C. WISER, a citizen of the United States of America, residing at Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Stock-Cars, of which the following is a specification.

My invention relates to that class of stock-cars which are arranged for watering stock therein by means of a system of pipes and buckets, the pipes of one car being arranged to connect with those of the next in such a manner that all of the cars of a train and the stock contained therein may be supplied at one and the same time from any suitable point.

My invention consists in the construction and arrangement hereinafter specified.

In the accompanying drawings, which form a part of this specification, Figure 1 is a side elevation of a stock-car having my improvements. Fig. 2 is a bottom plan view. Fig. 3 is a cross-sectional view of the same. Figs. 4 and 5 are detail views referred to hereinafter.

Similar letters of reference refer to similar parts throughout the several views.

In the drawings, A represents a stock-car, which may be made in the ordinary manner.

Along each side of the car A, at suitable distances apart, are arranged buckets B, each of which is secured to and supported by a rod or shaft, *a*, having a bearing above and below the bucket B in suitable timbers, *b* and *c*, said shaft extending down through the bottom of the car and being provided at its lower end with a pinion, *p*. Each of the pinions *p* engage, with one of the two racks, *c c*, running the entire length of the cars at each side, and attached to the bottom thereof in such a manner that they are free to move endwise.

Gearing with each rack *c* at any convenient point in its length, but preferably at one end, is a pinion, *p'*, secured on the lower end of a rod or shaft, S, which projects above the top of the car and is provided with a hand-wheel, W.

By turning the hand-wheel W the buckets B, through the agency of racks *c* and pinions *p*, may be turned outward, as shown in Fig. 4, when not in use, and thus kept clean, and in this position are entirely out of the way if it is desired to load the car with any kind of merchandise on the return-trip.

Extending through the center of the car at the top is a pipe, P, provided at each end with a suitable coupling, by which it may be connected with the pipes of the other cars of the train.

Leading from the pipe P to each of the buckets B is a smaller pipe, *e*. These pipes are made of rubber or other flexible material, so that they may be fastened up to the top of the car when not in use or when the car is to be loaded with miscellaneous freight.

In order to utilize the space of the door for buckets, I provide a separate frame, D, Fig. 5, which fits in the frame of the door, inside of and out of the way of the opening and closing of said door. In this frame D the buckets are hung, and the whole may be removed at any time, the rods *a*, on which the buckets are hung, being made square on the end and fitting in a square hole in the pinions *p p*, said pinions being journaled in the floor of the car in such a manner that they are held in position when the frame D, with the buckets and rods, is removed.

The end of the pipe P of the last car is closed and the one next the engine supplied with a suitable opening, through which it can be supplied with water from the ordinary railway-tanks, or from the tender of the engine, thus furnishing water to all the cars at once.

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

1. The buckets B, in combination with rods *a*, pinion *p*, and rack *c*, substantially as shown and described.

2. The combination of buckets B, rods *a*, pinion *p*, rack *c*, and rod or shaft S, having hand-wheel W and pinion *p'*, substantially as described and shown.

In testimony whereof I affix my signature in presence of two witnesses.

SAMUEL C. WISER.

Witnesses:

CHAS. KRESSMAN,

FRANK JOHNSON.