(No Model.)

G. F. OEHRL.

STOCK CAR.

No. 266,190. Patented Oct. 17, 1882.

Fig. 1.

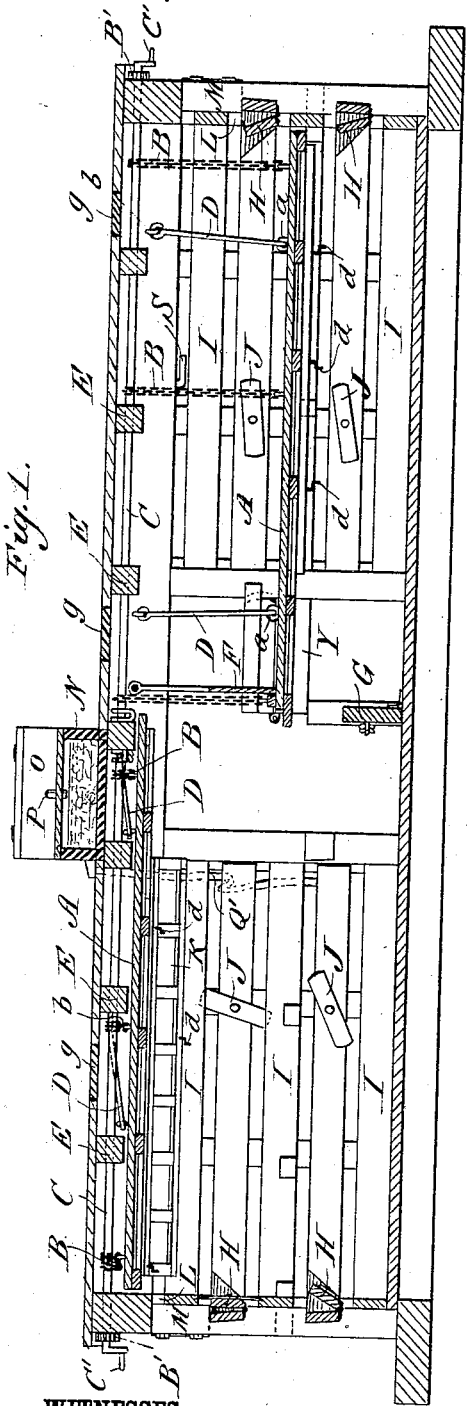


Fig. 3.

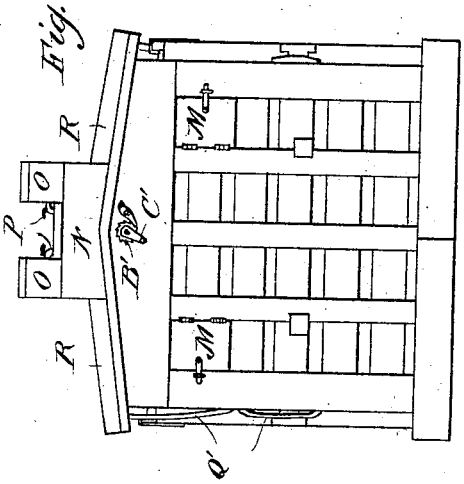


Fig. 2.

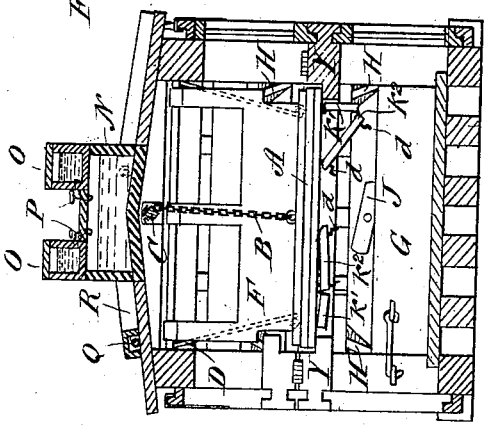
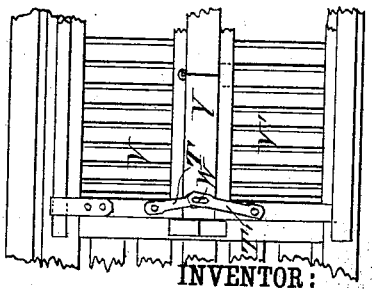


Fig. 4.



WITNESSES:

Donn Twitchell.

C. Sedgwick

INVENTOR:

G. F. Oehrl

BY Munn & Co

ATTORNEYS.

UNITED STATES PATENT OFFICE.

GEORGE F. OEHRL, OF BELLE VERNON, PENNSYLVANIA.

STOCK-CAR.

SPECIFICATION forming part of Letters Patent No. 266,190, dated October 17, 1882.

Application filed March 9, 1882. (No model.)

To all whom it may concern:

Be it known that I, GEORGE F. OEHRL, of Belle Vernon, in the county of Fayette and State of Pennsylvania, have invented a new and Improved Stock-Car, of which the following is a full, clear, and exact description.

The object of my invention is to facilitate the feeding of stock during transportation.

This invention is an improvement on the stock-car for which United States Letters Patent No. 253,418 were issued to me on the 7th of February, 1882.

Reference is to be had to the accompanying drawings, forming part of this specification, in which similar letters of reference indicate corresponding part in all the figures.

Figure 1 is a longitudinal sectional elevation of my improved stock-car, showing one of the sections of the movable floor raised and the other lowered. Fig. 2 is a cross-sectional elevation of the same, showing one of the sections of the movable floor lowered. Fig. 3 is an end elevation of my improved stock-car. Fig. 4 is a detail longitudinal elevation of a part of the gates of the car.

The vertically-movable floors or platforms A are suspended by chains B from a shaft, C, extending longitudinally below the top of the car, and provided at the ends with crank C′ and ratchet and pawl B′. By winding the chains B on the shaft C the floors or platforms can be raised up to the ceiling of the car.

Hook-rods D are pivoted to the inner sides of the car, near the upper edge of the same, and when the platforms or floors are lowered the hooks at the free ends of the rods D are passed through loops or staples *a* in the top of the floors or platforms A. These rods D thus serve to assist in supporting and holding the floors or platforms when the same are lowered. When the floors or platforms A are raised the hooks at the ends of the rods D are passed into or through loops or staples *b* on the cross-pieces E of the car-roof.

The car-roof is provided with a series of gates or small doors, *g*, which are opened to permit inserting the arm for detaching the hooks at the ends of the rods D from the staples or loops *a* and *b*.

A swinging end-gate, F, is pivoted to the top of the car, so as to adapt this gate to swing downward, as shown in Fig. 1, when one floor or platform A is lowered. A swinging gate, G, is pivoted to the car-floor below the gate F. If one of the floors or platforms A is lowered, as shown in Fig. 1, sheep can be placed on this platform, hogs below the platform, and cattle or horses in the other half of the car in which the platform A is raised. The gates F and G prevent the sheep and hogs from passing out of their compartments.

Folding-troughs H H are pivoted to the inner sides of the car in two rows, one above the other, so that the animals on the lowered platform A can be fed by means of the upper troughs, H, and the animals on the car-floor can be fed by means of the bottom troughs H. These troughs are lined with rubber or leather, and are adapted to be folded into recesses in the inner sides of the car. Locking-strips J are pivoted on the outer surfaces of the folding troughs, and when the troughs are to be held in the recesses these strips J are turned so that their edges pass into recesses in the rails I above and below the troughs. When the troughs are to be used the strips J are turned to be parallel with the troughs and the front sides of the troughs are drawn outward.

Hay-racks K, composed of two hinged sections, K′ K², are hinged to the under sides of the platforms A at the longitudinal edges of the same. These hay-rack sections are provided with screw-bolts *d* at the outer edges and at the joints. The ends of these bolts *d* fit into corresponding apertures in the under side of the platforms A, and by means of these bolts the racks K can be held to rest flat against the bottom of the platform A, as shown on the left-hand side of Fig. 2; or the hay-rack can be lowered at the middle, as shown at the right-hand side of Fig. 2, and can be locked in this position by the bolts *d*. When the platform A is raised and the hay-racks adjusted for use the hay can be passed into the rack through openings L in the upper corners of the ends of the cars, which openings are to be closed by closely-fitting swinging or sliding doors or gates M, which prevent sparks from passing through these openings into the hay in the racks.

A feed-box, N, rests on the car-roof, and on this box N two water-tanks, O, rest, which are

provided with cocks P for conducting the water from the tanks O into the box N. These tanks are lined with metal, leather, rubber, or other suitable analogous material.

Pipes Q extend from the box N to the troughs H, and the upper and lower troughs H are connected by pipes Q′. The pipe Q is surrounded by a boxing, R.

L-shaped hooks S are provided at the sides of the car for holding and supporting the platforms A when the same are raised.

A hasp, T, with an aperture or slot at the end, is pivoted to the lower part of the upper door, V, and a like hasp, T′, is pivoted to the upper part of the lower door, V′. Both hasps T T′ can be pressed over a staple or loop, W, on the middle cross-piece, Y, forming a support for the upper door, V.

The feed—cut or chopped hay or straw—is placed into the feed-box N, and water is admitted into the box N. A cock in the pipe Q is opened and the water and feed flow from the box N into the troughs H H. Then clean water is admitted into the box N, and after cleaning and washing the same passes through the pipes Q to the troughs and washes them. These troughs must be provided with apertures or openings or waste-pipes, through which the water and the remnants of feed can pass off. The stock can thus be fed very conveniently during transportation. The car can be adjusted very rapidly for any kind of stock, or it can be used to carry freight.

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

1. The vertically-movable platforms A, having the top loops, *a*, and flexibly suspended from a shaft extending longitudinally below the top of car, and provided with end cranks, C′, in combination with a ratchet and pawl, and hook-rods pivoted to the inner sides of the car by staples *b*, as and for the purpose specified.

2. The combination, with the vertically-movable platform A, of the gates F G, the latter pivoted below the former and adapted to swing, as shown, and for the purpose set forth.

3. The folding troughs H, pivoted to the inner sides of the car in rows, one above another, whereby the animals on the platform and on the car-floor may be respectively fed, as described.

4. The combination, with a stock-car, of the vertically-adjustable platforms A and the folding hay-racks K, pivoted to the under sides of these platforms, substantially as herein shown and described, and for the purpose set forth.

5. The combination, with a stock-car, of the vertically-adjustable platforms A and the folding hay-racks K, composed of hinged sections K′ K², and the screw-bolts *d* for locking the hay-racks in position, substantially as herein shown and described, and for the purpose set forth.

6. The combination, with a stock-car, of the vertically-adjustable platforms A, the folding hay-racks K, and the gates or doors M in the ends of the car, substantially as herein shown and described, and for the purpose set forth.

7. The combination, with a stock-car, of the troughs H, the feed-box N, the water-tanks O on the feed-box, and the pipes Q, leading from the feed-box to the troughs, substantially as herein shown and described, and for the purpose set forth.

GEORGE F. OEHRL.

Witnesses:
J. J. HOUSEMAN,
D. H. KREPPS.