(No Model.) 4 Sheets—Sheet 1.

W. A. BERNARD & B. W. RHODES.

STOCK CAR.

No. 382,405. Patented May 8, 1888.

Fig. 1.

Witnesses,
F. L. Durand.
John Imirie Jr.

Inventor,
William A. Bernard. and
Benjamin W. Rhodes,
By their Attorney
Geo. C. Poulton.

(No Model.) 4 Sheets—Sheet 2.

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Fig. 1.

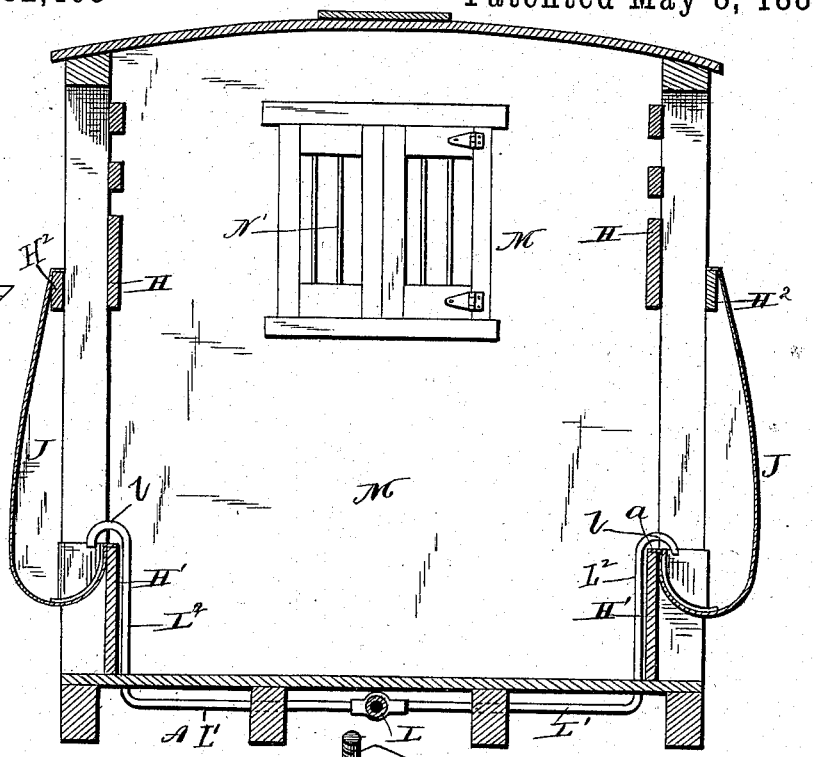
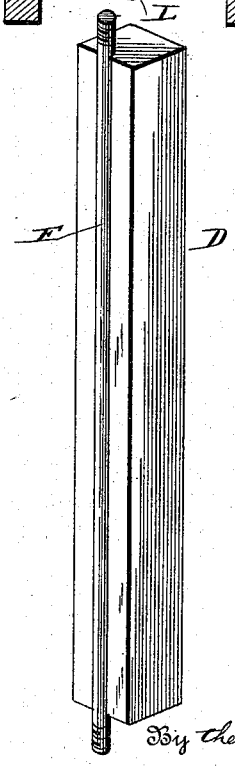


Fig. 2.



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F. L. Ourand.
John Imirie Jr.

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William A. Bernard, and
Benjamin W. Rhodes.
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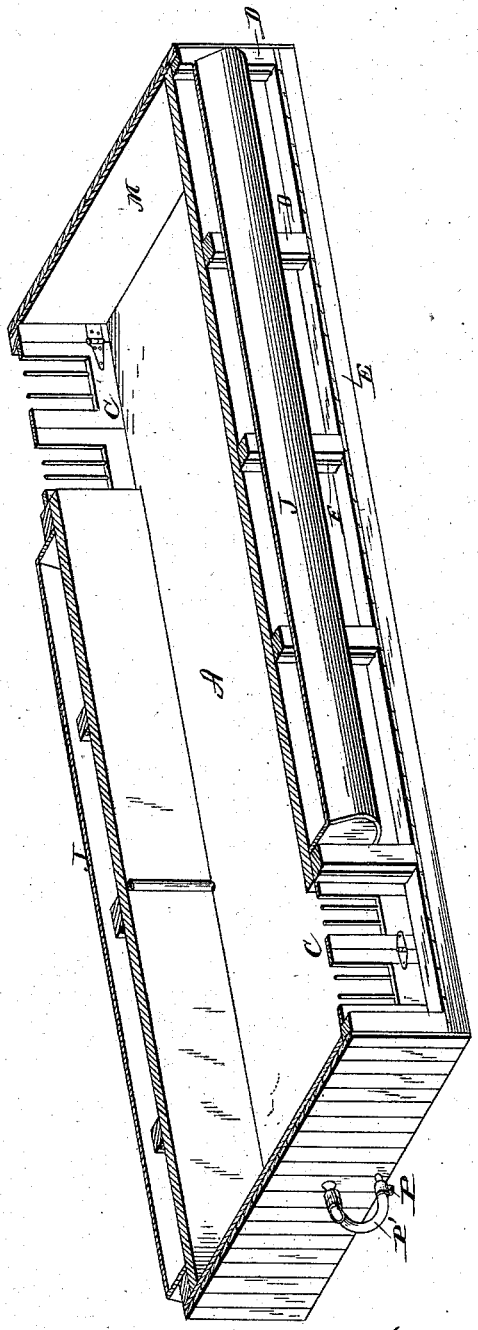

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W. A. BERNARD & B. W. RHODES.

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Fig. 5.

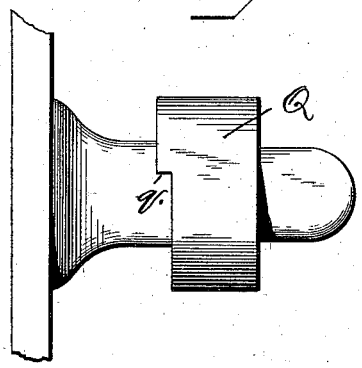
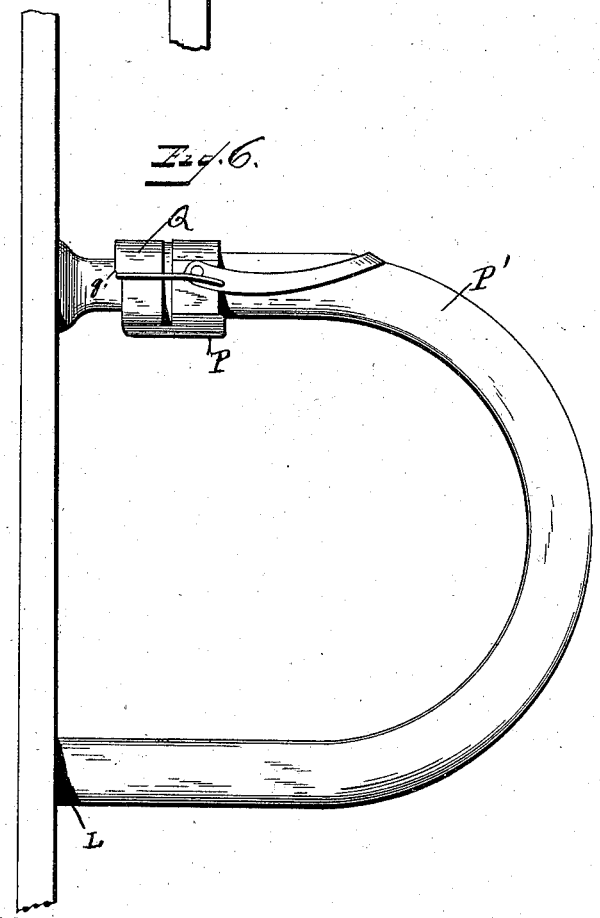


Fig. 6.



WITNESSES.
F. L. Durand
John Imirie Jr

INVENTORS.
Wm A. Bernard.
and Benjamin W. Rhodes.
Geo. C. Poulton Attorney.

UNITED STATES PATENT OFFICE.

WILLIAM A. BERNARD AND BENJAMIN W. RHODES, OF DANVILLE, VIRGINIA.

STOCK-CAR.

SPECIFICATION forming part of Letters Patent No. 382,405, dated May 8, 1888.

Application filed September 1, 1887. Serial No. 248,505. (No model.)

To all whom it may concern:

Be it known that we, WILLIAM A. BERNARD and BENJAMIN W. RHODES, citizens of the United States, residing at Danville, in the county of Pittsylvania and State of Virginia, have invented certain new and useful Improvements in Stock-Cars; and we do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

Our invention relates to improvements in stock-cars; and it consists in the construction and arrangement of parts, as will be hereinafter described, and particularly pointed out in the claims.

In the accompanying drawings, Figure 1 is a perspective view of the body of a car embodying our invention, a portion of the trough being broken away so as to show the interior thereof at one of the supporting-pillars. Fig. 2 is a perspective view of a supporting-pillar with bar therein on an enlarged scale. Fig. 3 is a cross-sectional view of the body of the car shown in Fig. 1. Fig. 4 is a horizontal section of the same car, shown in perspective. Fig. 5 is a view of the plug. Fig. 6 is a view of the coupling attached to the plug and the hose connected to the pipe.

Similar letters represent similar parts in the drawings.

The letter A represents the body of a car constructed, except as hereinafter described, in the usual manner. Each of the sides B is formed of open-work, as shown, and has a double folding door, C, in one end portion thereof, the doors of each side being at opposite ends, so as to permit easy entrance and egress of the stock from the car. The folds of each door are hinged together on the outside thereof, so as to avoid the obstructing of the opening.

D represents supporting-pillars securely fastened in any suitable manner at the top and bottom to the side beams, E E′, of the car and serve to shield the vertical bars F, which are located in grooves in said pillars and are secured to the said beams E E′ by having their screw-threaded ends fastened in the same by nuts. The brace-rods G, connected at top to the top beam, E′, and at their lower ends to the pillars D, assist in rendering the side B rigid and fixed in position.

Secured to the inner sides of the pillars D are the longitudinal bars H, forming an open frame-work. A trough, J, preferably formed of a single sheet of galvanized metal or other material, curved, as shown, is secured to the side B, and within the wall thereof, and forms a portion of said wall, and extends from the door C to the end of the car. The lower edge of the trough has a lip, *a*, which rests on or is fastened to the top of the longitudinal bar H′, at the base of the side B, the top edge of the trough being fastened to the top of the longitudinal bar H^2, secured to the outer side of the pillars D, as shown in Fig. 3. That portion of each of the pillars D within the body of the trough has a flanged shield, K, of galvanized metal or other suitable material, inclosing the same, so as to protect the pillar from the action of the water in the trough. The said shield at its lower edge is necessarily secured to the bottom of the trough, so as to be watertight. The bars H′ and H^2 are placed at a suitable distance apart, so as to permit the easy access of the stock to the water in the troughs.

Beneath the body and connected to the bottom of the car is a pipe, L, extending in the direction of the length thereof, and having cross feed-pipes L′, having branch pipes L^2, provided at their upper ends with U-shaped bends *l*, connected with the troughs J, whereby the said troughs are supplied with water.

The ends M of the cars are closed except at the opening M′, which has a folding door, N, constructed in a manner similar to that of the door C in the side of the car, and is for entrance to the car to assist in aiding the stock therein. These doors, when closed, are secured in place by latches and bolts.

For the purpose of supplying the troughs of a number of cars connected together with water, couplings P, with hose attachments P′, are secured to the adjacent ends of the pipes L, so as to form a continuous passage for the water along the whole line of cars. Both ends of each car are supplied with a plug, Q, secured thereto, to which one end of a hose, P′, is se-

cured when it is desired to stop the water from one car to another. The said plug Q consists of a block of metal or other suitable material adapted to be secured at one end to the end of a car, and is provided with a shoulder, *q*, whereby the coupling P with the hose is secured thereto.

Any well-known form of coupling may be used; but we prefer, in connection with the other improved combinations herein described, that one which is shown and claimed in an application by us of even date herewith and bearing Serial No. 248,504.

The tank at the station is supplied with a coupling similar to the one, P, herein shown.

We attach importance to the doors at the side ends of the car, whereby the stock can be readily stowed therein, and that the last animal's head is in communication with the trough, his rear portion being opposite the door. We also attach importance to the arrangement of our troughs, whereby the stock can be readily fed through the opening at the top of the troughs.

What we claim, and desire to secure by Letters Patent, is—

1. The combination, with a stock-car having a trough, J, and plugs Q at the ends of said car, of the pipe L, secured to the central portion of the bottom of the car, having cross feed-pipes L′, with branch pipes L^2, extending upward and having bends *l* projecting over the trough, and the coupling P, with hose attachment P′ connected to pipe L, and said coupling P adapted to be connected to plugs Q, as shown and described.

2. A stock-car having each of its sides consisting of the beams E E′, grooved pillars D, the bars F, seated in said grooved pillars and connected to the beams E E′, the braces G, secured to beams E′ and pillars D, the transverse bars H′ H^2, and the doors C, as shown and described.

3. In a stock-car, the combination, with the beams E E′, the grooved pillars D, the bars F, seated in said grooves of the pillars and connected to the beams E E′, the braces G, secured to beams E′ and pillars D, and the bars H′ H^2, of the trough J, formed in one piece and connected to bars H′ H^2, and the flanged shields K, secured to the trough and to the pillars, as shown and described.

In testimony whereof we affix our signatures in presence of two witnesses.

WILLIAM A. BERNARD.
BENJAMIN W. RHODES.

Witnesses:
GEO. C. POULTON,
J. F. COLEMAN.