(No Model.)

G. D. BURTON.

FEED TROUGH.

No. 422,007. Patented Feb. 25, 1890.

Fig. 1.

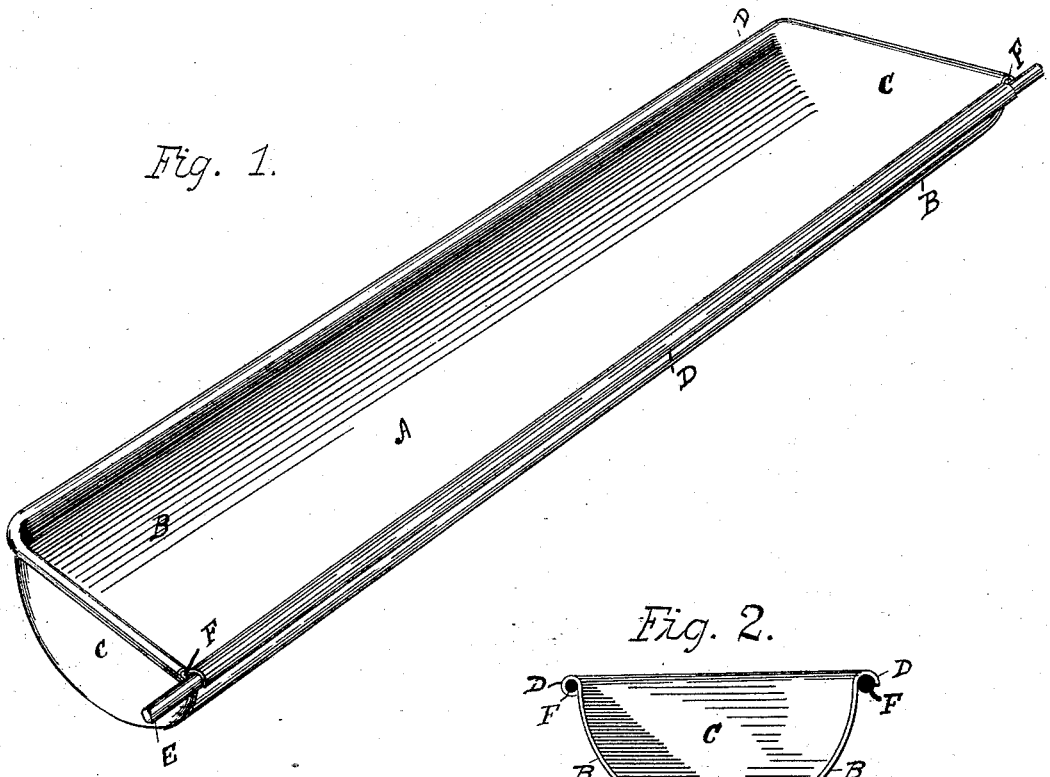

Fig. 2.

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UNITED STATES PATENT OFFICE.

GEORGE D. BURTON, OF BOSTON, MASSACHUSETTS.

FEED-TROUGH.

SPECIFICATION forming part of Letters Patent No. 422,007, dated February 25, 1890.

Application filed March 23, 1889. Serial No. 304,459. (No model.)

To all whom it may concern:

Be it known that I, GEORGE D. BURTON, of Boston, in the county of Suffolk and State of Massachusetts, a citizen of the United States, have invented a certain new and useful Improvement in Feed-Troughs for Stock-Cars; and I 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.

My invention relates to feed-troughs for stock-cars, and has for its object to provide a trough of this type which shall be cheap in first cost, easy of formation, light in weight, and strong and durable in use.

My invention consists in certain details of construction, arrangement, and combination of parts, all of which will be more fully described hereinafter, and the specific points of novelty in which will be pointed out in the appended claim.

Referring to the accompanying drawings, Figure 1 is a perspective view of my invention. Fig. 2 is a transverse section of the same.

Like letters of reference mark the same or corresponding parts in the several views of the drawings.

Referring to the drawings by letter, A indicates the trough-body, consisting of the sides B B and the ends C C, the whole being formed in any desired manner out of one single piece of metal, and having outwardly rolling or flaring flanges D D extending all around its edges and both of the sides B B and ends C C. If the trough is pivotally supported in position in the car, the flange on one side can embrace the journal in the manner shown in Fig. 1, where E indicates the horizontal journal upon which the trough rocks. If the trough, on the other hand, is stationary within the car, these flanges are designed to embrace and hold strengthening-rods F F, which can be inserted in the tubular concavity made by the roll of the flange.

By reference to Fig. 2 of the drawings it will be seen that the flanges on the trough-edges roll outwardly, so that no impediment is presented to the free exit of the contents of the trough when the latter is dumped or cleansed.

At the present time the preferred form of arranging a feed-trough is to have the same constructed to rock about a pivotal point and be provided with mechanism for dumping the same. Accordingly when my form of trough is so constructed, as shown in Fig. 1, the flange of one edge of a side is made independent of the other flanges, so that the journal E may be inserted straight through the concavity formed thereby, and the flange will form the bearing for the said journal.

I prefer to make this trough of a sheet of steel, which, being heated, is placed between male and female dies and then subjected to an enormous pressure, thus forming it into shape. The edges are then turned over by hammering or otherwise while hot.

Having thus fully described my invention, what I claim is—

A feed-trough for stock-cars, formed of a single piece of sheet metal having the usual curved body A, with sides B B and ends C C, provided with turned-over flanges consisting of one continuous flange along the edge of the ends and one side and a separate flange along the other side, the latter flange encompassing and forming the bearing for the pivotal rod E, which extends entirely through it and projects at each end, the parts being combined as shown and described.

In testimony whereof I have hereunto set my hand in the presence of two witnesses.

GEO. D. BURTON.

Witnesses:
E. F. PHILIPSON,
CHAS. F. ADAMS.