3 Sheets—Sheet 1.

B. MARTIN.

STOCK-CARS.

No. 183,270. Patented Oct. 17, 1876.

Fig. 1.

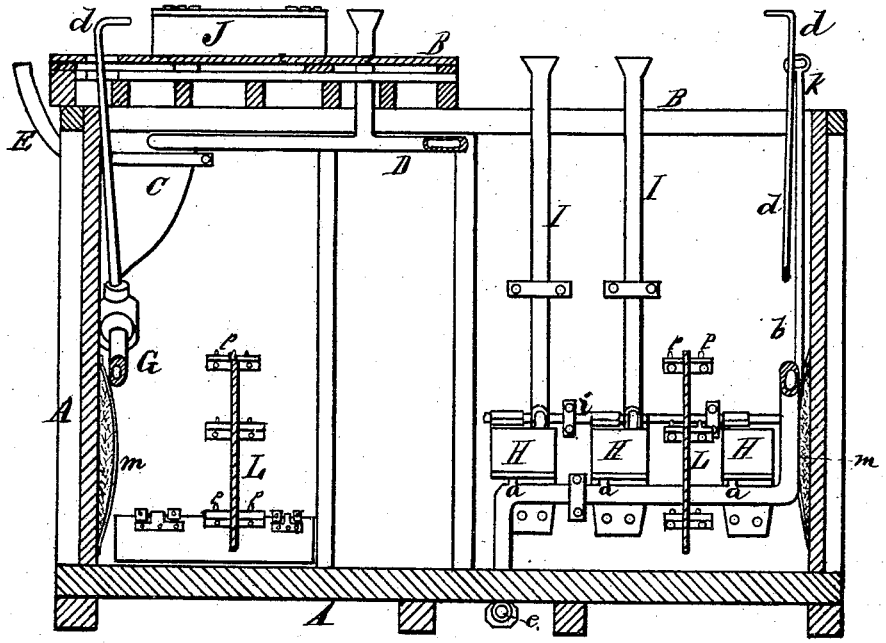
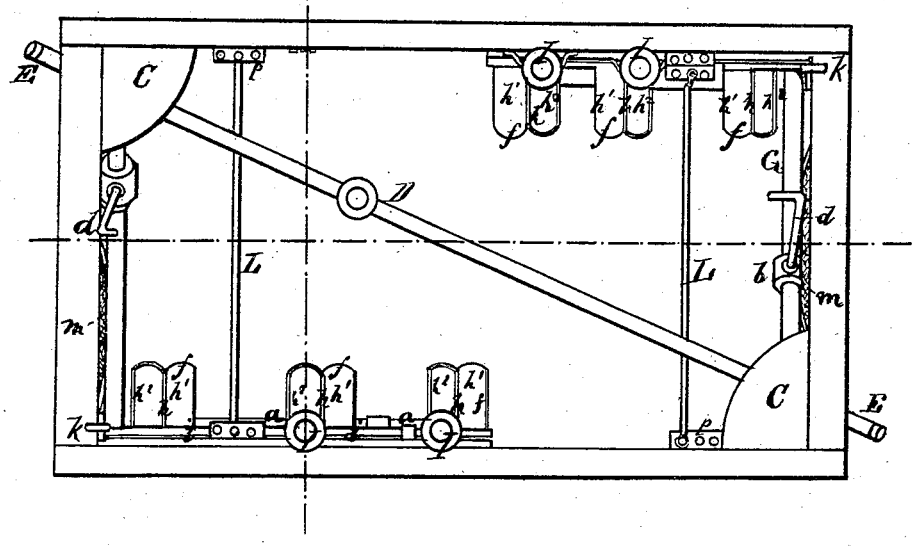


Fig. 2.



WITNESSES

Thomas Bernard

C. H. Dearle.

INVENTOR,

Benjamin Martin.

Gilmore & Smith & Co.

ATTORNEYS.

3 Sheets—Sheet 2.

B. MARTIN.

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Fig. 3.

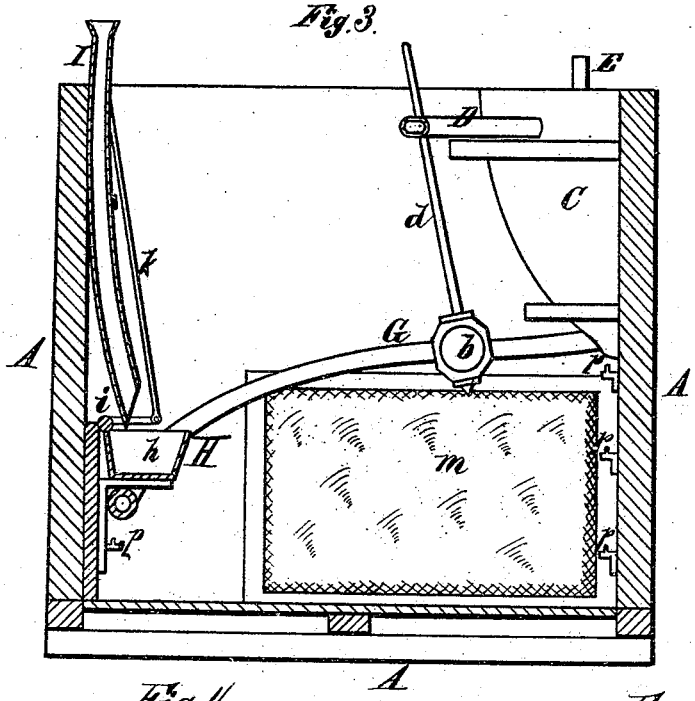


Fig. 4.

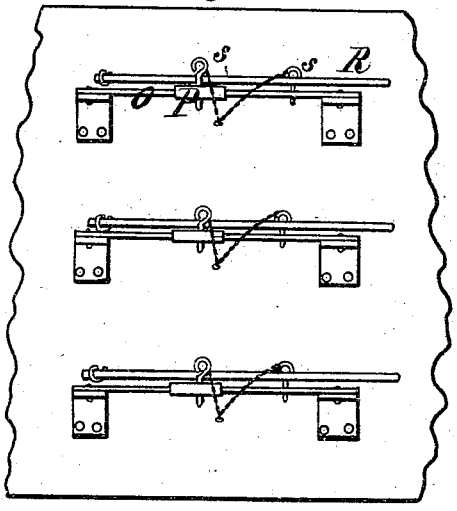


Fig. 5.

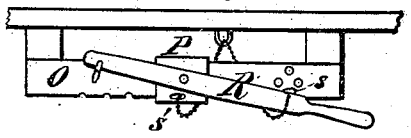
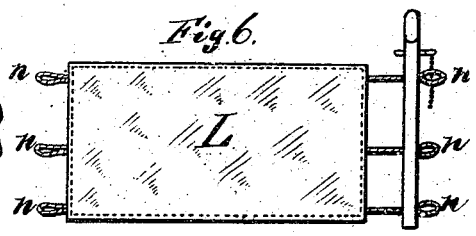


Fig. 6.



WITNESSES

Thomas Bernard,

C. F. Searle.

INVENTOR.

Benjamin Martin.

Gilmore, Smith & Co.

ATTORNEYS.

3 Sheets—Sheet 3.

B. MARTIN.

STOCK-CARS.

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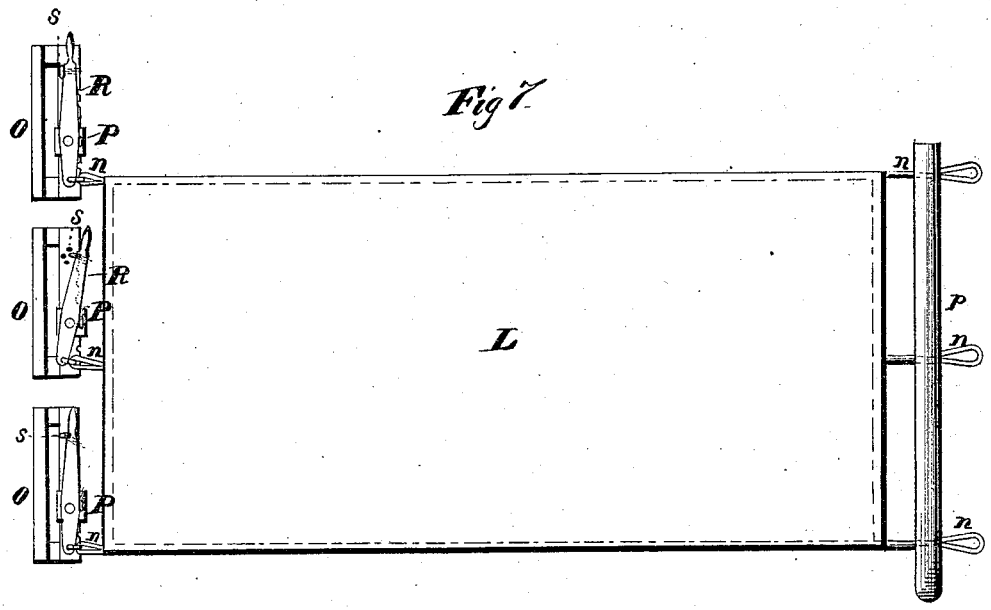
Fig 1.



WITNESSES
Ed. F. Nottingham
H. A. Seymour.

INVENTOR
Benj Martin.
By Seymour & Seymour.
Attorney

UNITED STATES PATENT OFFICE.

BENJAMIN MARTIN, OF EAST ROCKPORT, OHIO.

IMPROVEMENT IN STOCK-CARS.

Specification forming part of Letters Patent No. **183,270**, dated October 17, 1876; application filed March 18, 1876.

To all whom it may concern:

Be it known that I, BENJAMIN MARTIN, of East Rockport, in the county of Cuyahoga and State of Ohio, have invented a new and valuable Improvement in Stock-Car; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a representation of longitudinal vertical section of my stock-car, and Fig. 2 is a plan view of the same. Fig. 3 is a transverse vertical section, and Figs. 4, 5, 6, and 7 are detail views of the same.

The nature of my invention consists in the construction and arrangement of a stock-car, as will be hereinafter more fully set forth.

In the annexed drawings, A represents the body of the car, and B is the deck or roof thereof. At diagonally opposite corners of the car are secured water-tanks C C, running down into the car any suitable depth. These tanks may be filled at one time by attaching hose to a pipe, D, in the center of the deck B, said pipe running immediately below the deck to both tanks. Or either tank may be filled separately by attaching hose to a pipe, E, projecting from the tank through the end of the car, as shown in Fig. 1. From the bottom of each tank C runs a pipe, G, to and along the opposite side of the car, about one-half the length thereof. This pipe runs under a series of combined feed and water boxes, H, bolted to the inside of the car at the proper height for stock to feed comfortably. Each box H is, by a longitudinal partition, *h*, divided into a water-compartment, h^1, and a feed-compartment, h^2. The pipe G connects with the water-compartments h^1 by means of branches *a a*, and in said pipe G, between the tank and the boxes, is a stop-cock, *b*, operated from the top of the deck by a rod, *d*. The end of the pipe G extends downward through the bottom of the car, and is provided with a discharge-cock, *e*, which should also be operated from the top of the deck by a suitable rod. When the discharge-cock *e* is closed and the supply-cock *b* open, the water will flow into and fill the water-boxes h^1, when the supply-cock is again closed. As soon as the cattle are through watering the discharge-cock *e* is opened, discharging all the water remaining in the boxes and pipe. Each water-box h^1 is provided with a lid, *f*, and all these lids, on either side of the car, are secured to a rod, *i*, placed in suitable bearings attached to the side of the car, and operated by a rod, *k*, from the top of the deck, so as to open and close all the water-boxes at one time. I is a conductor, leading from the deck down along the side of the car to each feed-box, enabling the herd-groom to feed hay and ground feed to his stock as the train is running as well as to water them. On the deck of the car, at each end, is a large commissary-box, J, for feed and hay. The ends of the car are padded, as shown at *m*, and between the cattle are introduced flexible partitions L, forming stalls. By these partitions and padding at the ends of the car the cattle cannot become jammed and bruised, and the partitions take up but little room between the cattle; hence I get the full benefit of the whole length of the car. The partitions L are made of canvas or leather, bound all around with a strong cord or line, and at each end it is provided with a series of loops, *n n*. At one end the cords forming the loops pass through a twister-rod for tightening the same. At one end the loops *n* are simply hung upon pins *p*, while at the other end they are attached to a tightening device, each of which consists of a notched and perforated bracket, O, with a siding-shoe, P, thereon, to which shoe is pivoted a lever, R, said shoe and lever being held at any desired points by means of pins *s s*.

Cars provided with flexible portions, arranged and secured in the manner described, may be readily converted into an ordinary freight-car for carrying ordinary freight, as the partitions are readily removed, and may be stowed away in small compass. Hence stock-cars may be thus used for carrying stock one way and general merchandise on the return trip.

What I claim as new, and desire to secure by Letters Patent, is—

1. In a stock-car, the combination, with the water-tanks C C, secured to the corners of the car, diagonally opposite each other, with water and feed boxes, arranged along the opposite sides of the car, diagonally opposite each other, substantially as and for the purposes set forth.

2. The combination, with the feed and water troughs h^1 h^2, of the water-trough covers, and a single rock-shaft for operating them, substantially as and for the purpose specified.

3. The combination, with the flexible partitions L, of independent tightening devices, constructed to be adjusted to engage with the several loops of the partition, substantially as and for the purpose specified.

4. The combination, with the partitions L, of tightening devices, consisting, essentially, of bracket O, adjustable fulcrums P, and levers R, substantially as and for the purpose set forth.

5. The two tanks, located at diagonally opposite ends of a car-deck, and adapted to be filled from a common receiving-conduit, in combination with independent supply-pipes, provided with exterior valve-connecting mechanism and a final discharge-outlet, said supply-pipes connecting with stationary interior drinking-vessels, located above same, substantially as and for the purpose described.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

BENJAMIN MARTIN.

Witnesses:
GEO. G. MULHEM,
L. DEAN.