C. R. EVANS.
Stock-Car.

No. 198,093. **Patented Dec. 11, 1877.**

Fig. 1

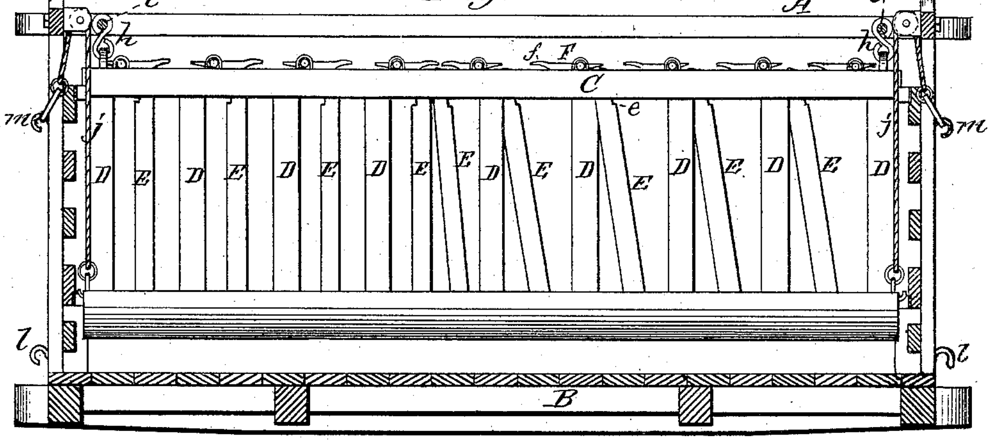


Fig. 2.

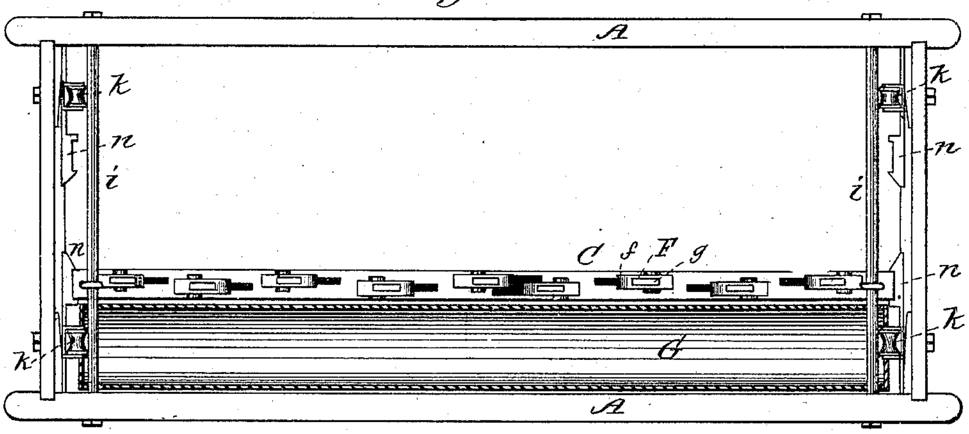


Fig. 3.

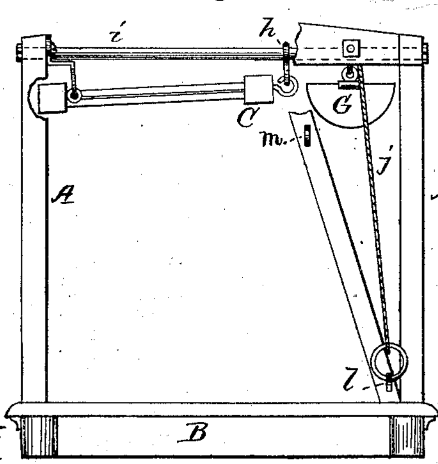
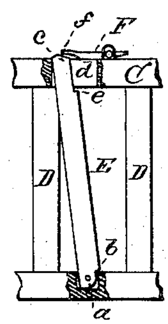


Fig. 4



WITNESSES

Nat. E. Oliphant
[illegible] Trevitt

INVENTOR,

Charles R. Evans,
per Chas. H. Fowler,
Attorney.

UNITED STATES PATENT OFFICE.

CHARLES R. EVANS, OF HORNELLSVILLE, NEW YORK.

IMPROVEMENT IN STOCK-CARS.

Specification forming part of Letters Patent No. **198,093**, dated December 11, 1877; application filed October 12, 1877.

To all whom it may concern:

Be it known that I, CHARLES R. EVANS, of Hornellsville, in the county of Steuben and State of New York, have invented a new and valuable Improvement in Stock-Cars; 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 drawing is a representation of a side elevation of my invention with the sides of the car removed. Fig. 2 is a top-plan view with the top of the car removed. Fig. 3 is an end view, partly in section; and Fig. 4, a view showing one of the stationary and movable stanchions.

This invention has relation to that class of cars used for the transportation of cattle or stock; and the object and purpose thereof is to so construct the interior of the car that the animals therein are held on each side of the neck to keep them in their place, and prevent them from moving around in different parts of the car. A further object of the invention is to provide a ready means for feeding and watering the animals while confined within the car.

The general construction and combination of the several parts whereby these results are accomplished will be hereinafter described, and subsequently pointed out in the claims.

In the accompanying drawings, A represents the sides of a car, which may be closed or formed with slats, as found desirable, and B represents the floor of the same. Within the car is a frame, C, to which is secured stationary stanchions D and movable stanchions E, of any number desired. The stanchions E, at their lower ends, fit within recesses at the bottom of the frame C, and are cut away or rounded at the ends, as shown at *a*, and have shoulders *b* to allow the upper ends of said stanchions to automatically fall to one side, when sufficient space is required to insert the animal's head and neck. The upper ends of the stanchions E are beveled, as shown at *c*, and pass up through elongated slots *d* in the upper part of the frame C, said slots being of sufficient length to allow the free lateral movement of the stanchions at their upper ends.

If desired, the stanchions E may be pivoted to the lower end of the frame C; but when merely resting within the recesses, it is found desirable to form a shoulder, *e*, at the upper end of the stanchions, to prevent them from being disconnected from the frame.

Upon the upper portion of the frame C and over the slots *d* are latches F, pivoted or hinged away from their centers, so that when the beveled ends of the stanchions E press against the lips *f* of the latches, they will raise the same until the ends of the stanchions reach the openings *g* in the latch, after which the latter will, of its own weight, fall and securely lock the stanchions in a vertical position.

The frame C is suspended, by links *h*, upon horizontal rods *i* at the top and upon each end of the car, which construction admits of the frame C being swung to either side of the car a sufficient distance therefrom to allow space for the head and neck of the animal, thereby enabling the car to be loaded upon either side.

When it is desired to use the car for other purposes, or when the frame is not required for use, it may be swung up against the top of the car, and held in that position by any suitable means; or, if desired, the frame may be swung against the side out of the way.

A trough or feeding device, G, constructed of any suitable material, is suspended within the car by ropes or chains *j* passing over pulleys *k* secured to the top of the car.

When it is desired to elevate the feeding device to the top of the car out of the way when not required for use, or when the car is to be used for other purposes than the transportation of cattle, the feeding device is raised by the ropes or chains *j*, and the lower ends thereof secured to hooks *l*, and when the feeding device is in position to be used the ends of the cords or chains are fastened to the upper hooks *m*. Spring-catches *n*, or other suitable means, may be employed to hold the frame C in a vertical position within the car.

I wish it understood that, although my invention is described and shown as applied to a car, the device is equally applicable to cattle-houses placed upon farms, pastures, or other places where a stationary barn, cattle-house, or other similar building for holding stock is required.

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

1. The combination, with the frame C and stationary and movable stanchions, of the trough G, suspended as shown, said frame and trough being capable of being raised or elevated to the top of the car and secured thereto, substantially as and for the purpose set forth.

2. The frame C, suspended upon rods *i* by links *h*, to admit of its being swung to the top of the car or to or against the sides thereof, said frame being formed with elongated slots *d*, for the reception of the upper ends of movable stanchions E, and held in a vertical position by latches F having openings *g*, substantially as and for the purpose set forth.

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

CHARLES R. EVANS.

Witnesses:

NAT. E. OLIPHANT,

C. L. TREVITT.