

(No Model.)

G. F. PATTERSON.

STOCK CAR.

No. 252,399.

Patented Jan. 17, 1882.

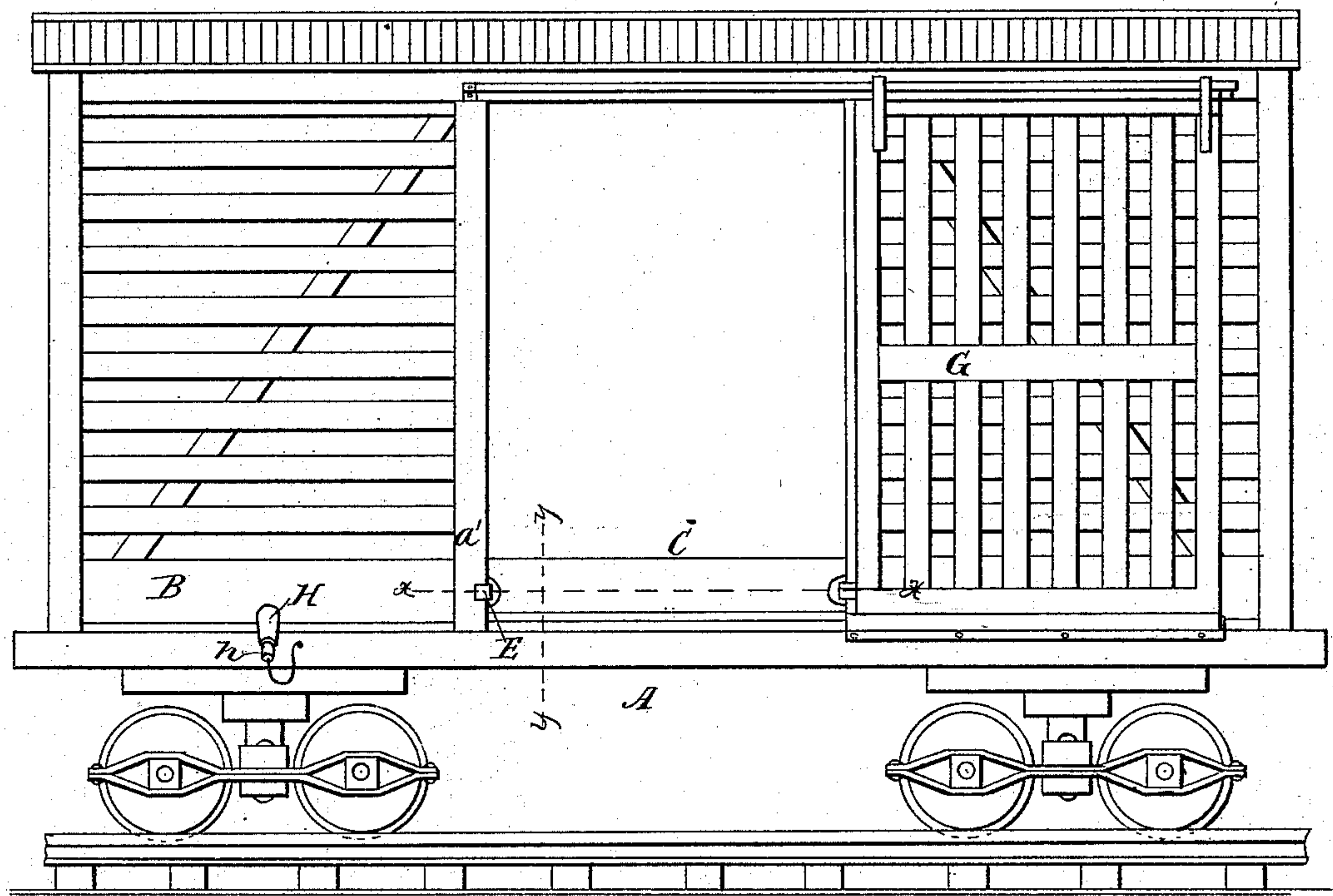


Fig 1

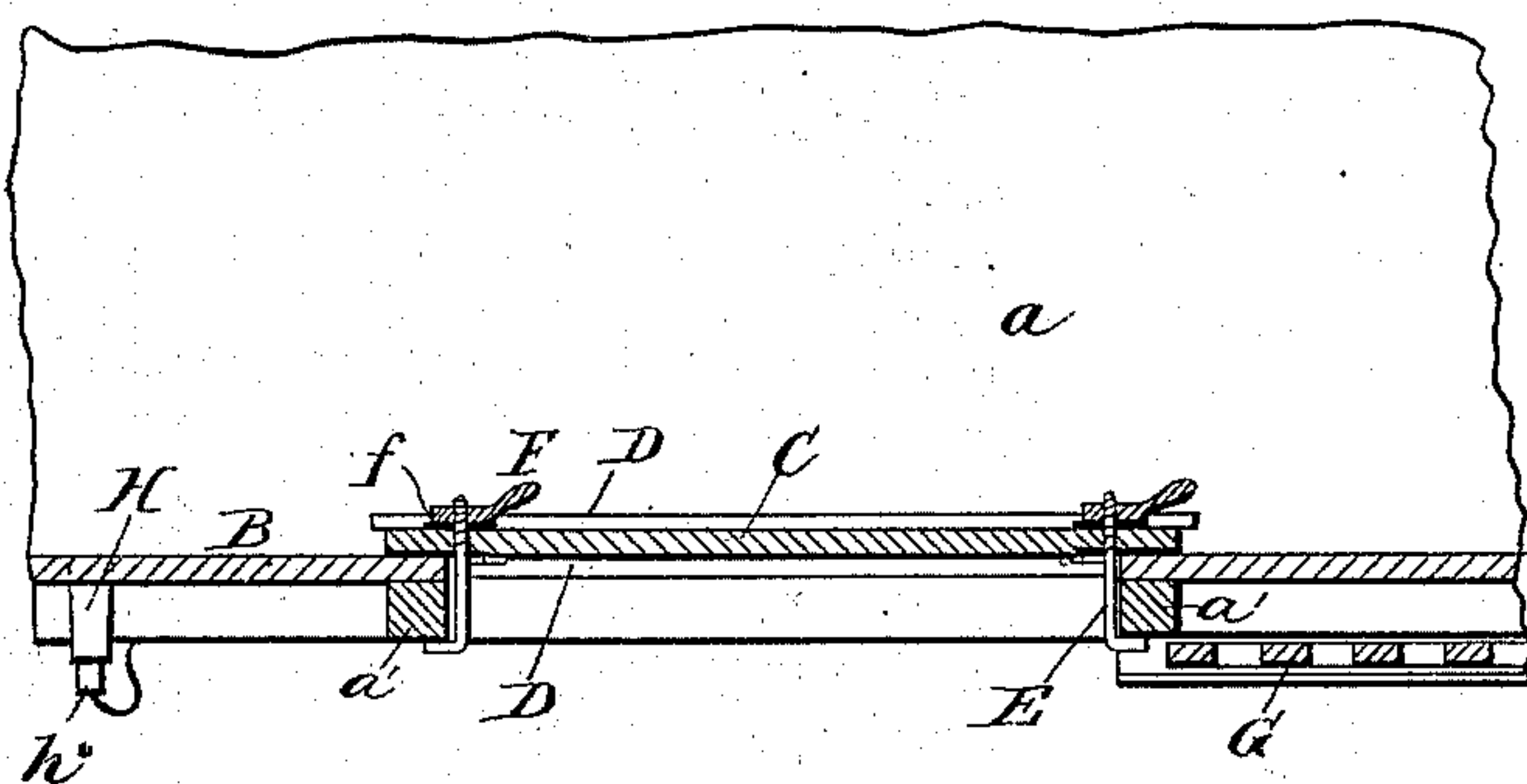


Fig 2

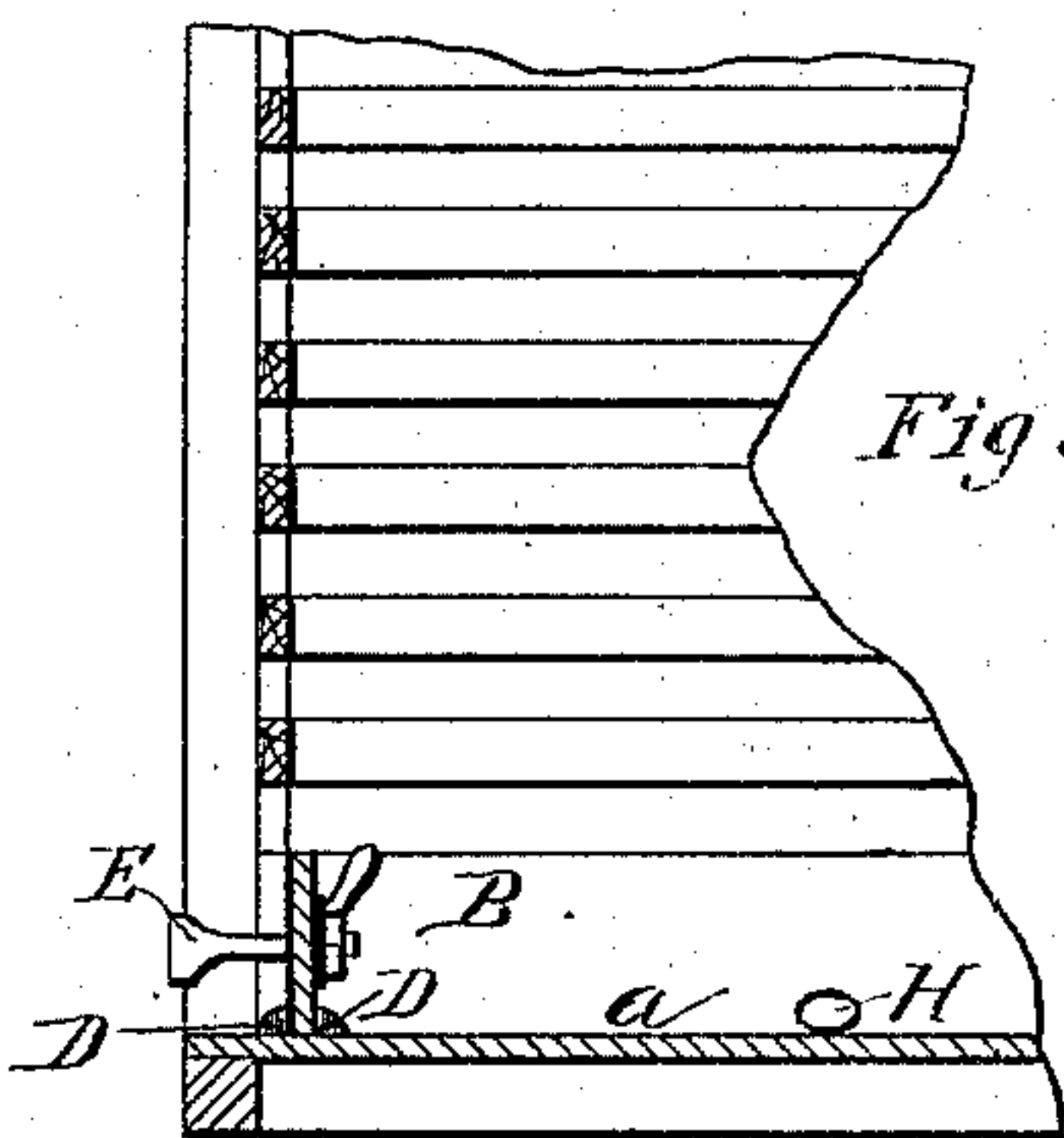


Fig 3

Fig 4

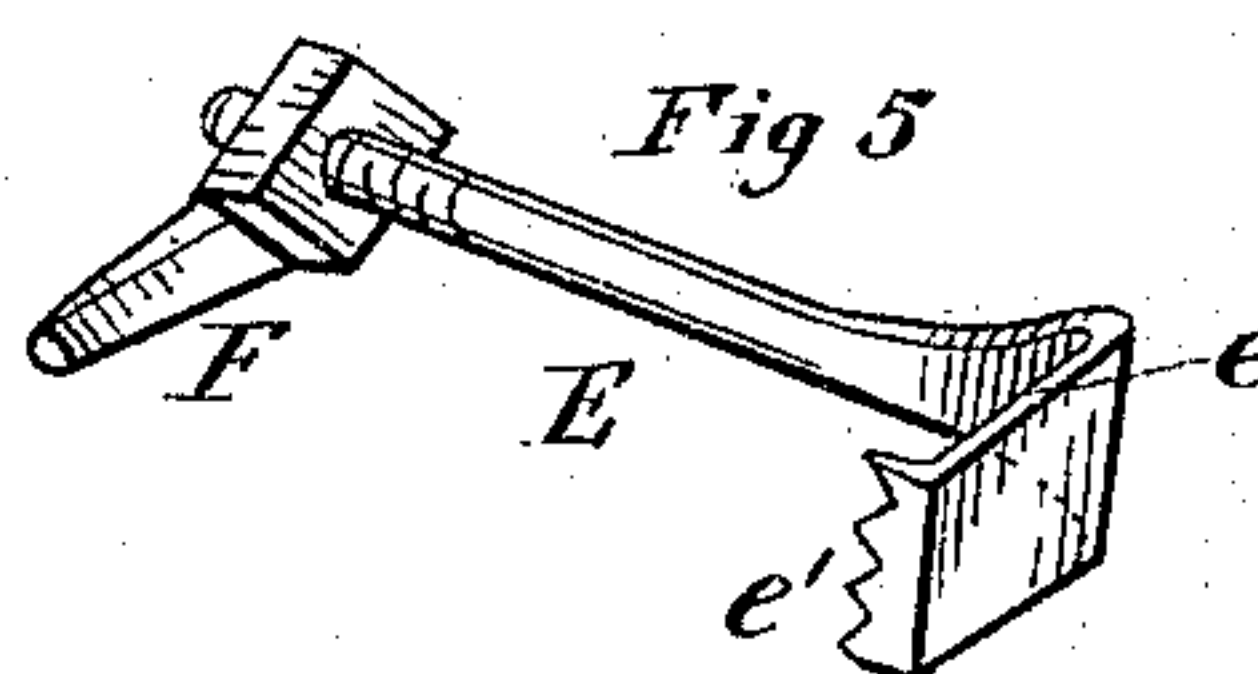
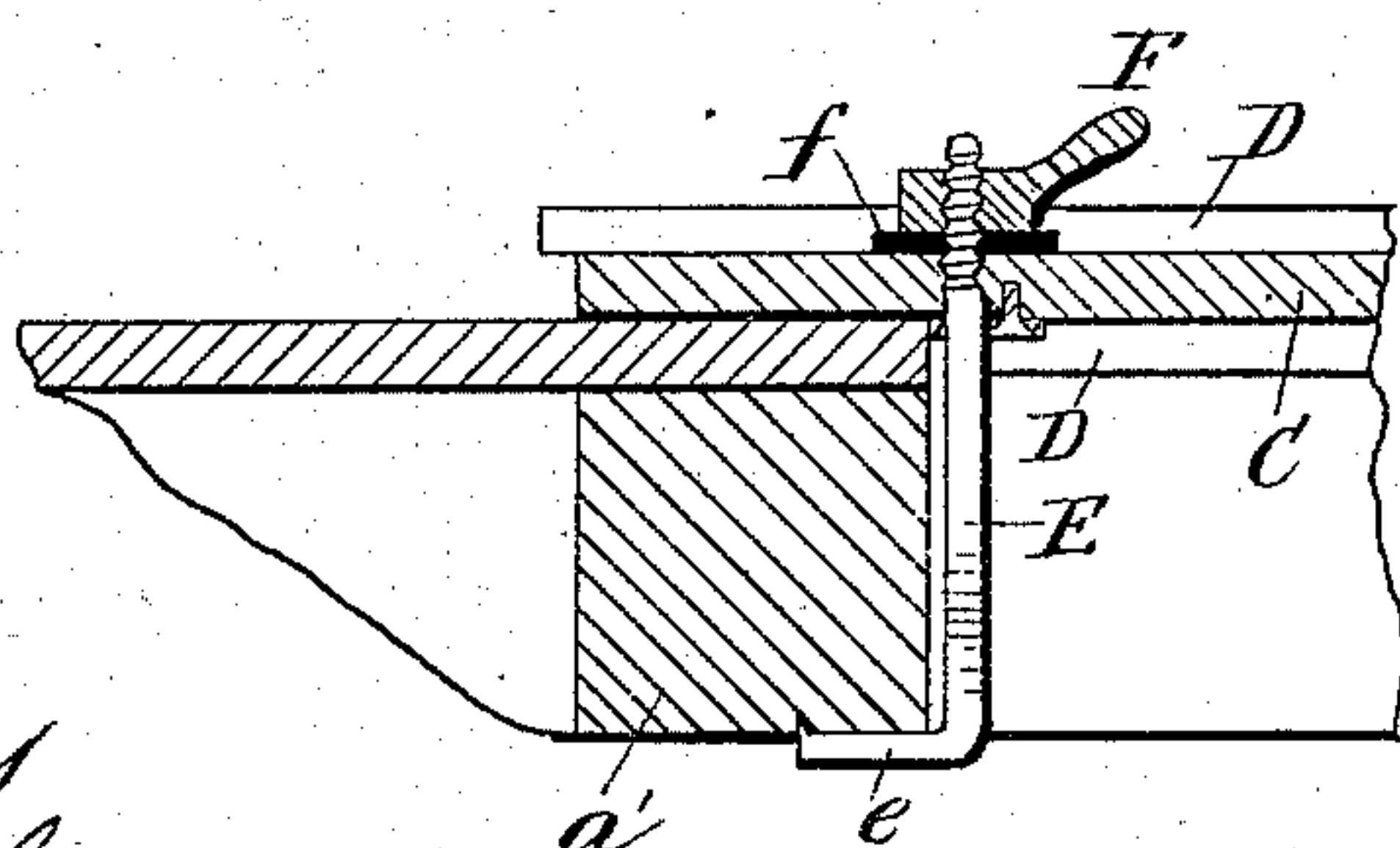


Fig 5

Witnesses

H. C. Coates
Jno. C. MacGregor

Inventor
George F. Patterson

By Robert V. Thacher
Attorneys

UNITED STATES PATENT OFFICE.

GEORGE F. PATTERSON, OF BALTIMORE, MARYLAND, ASSIGNOR OF ONE-HALF TO CHARLES C. FAIRLAMB, OF CHICAGO, ILLINOIS.

STOCK-CAR.

SPECIFICATION forming part of Letters Patent No. 252,399, dated January 17, 1882.

Application filed July 30, 1881. (No model.)

To all whom it may concern:

Be it known that I, GEORGE F. PATTERSON, a citizen of the United States, residing at Baltimore, in the county of Baltimore and State of Maryland, have invented certain new and useful Improvements in Stock-Cars, which are fully set forth in the following specification, reference being had to the accompanying drawings, in which—

Figure 1 is a side elevation of a car containing my improvements; Fig. 2, a detail plan section taken on the line *x x* in Fig. 1; Fig. 3, a detail cross-section taken on the line *y y* in Fig. 1; Fig. 4, a detail plan section, showing the strip attachment at one side of the door, as in Fig. 2 of the drawings, but on an enlarged scale; and Fig. 5, a perspective view of the device for attaching the door-strip.

My invention relates to the construction of cars intended for the transportation of live stock, the object of my present improvement being to provide a car especially adapted for carrying hogs.

It is well known to stock carriers and shippers that hogs suffer greatly from heat during transportation in cars of ordinary construction, especially in warm weather, and various attempts have been made to alleviate this suffering by occasionally throwing water upon the animals—in some instances in the form of a shower or spray. This affords only temporary relief, however, and it is the purpose of my invention to construct a car which shall be provided with means for effectually preventing the effects of heat upon these animals while being transported from one point to another, and to this end I propose to provide, as far as possible, the same means which the animal naturally seeks when free.

The invention therefore consists in providing a permanent water-tank or shallow body of water extending over the bottom of the car.

It also consists in special features of construction by means of which the invention is carried out practically.

I will proceed to explain one way of constructing a car so as to embody my invention, and will then point out definitely in the claims the improvements which are believed to be

new, and which I desire to secure by Letters Patent.

In the drawings, A represents a stock-car, which is of any ordinary construction, for my present improvement does not demand any change in the general construction of the cars, but may be applied to any stock-cars now in use. The floor-boards *a* of the car are preferably calked to make a water-tight bottom, though this is not absolutely necessary if the floor is constructed with good tight joints. Base-boards B are applied to the sides of the car, extending all around, except at the doors. The joints where the boards meet the floor of the car should be calked or in any suitable way made water-tight, and the boards are to be of such width as may be desired for the depth of the water-tank when completed. Obviously this construction will make the car water-tight at the bottom for a little distance upward, except at the doors, and in order to complete the construction it is necessary to provide suitable means for making the doors water-tight at the bottom without interfering with their ordinary construction and use. In order to accomplish this I provide short strips C, of the same width as the base-boards, which are applied to the doorway on the inside, being a little longer than the width of the doorway. At the base, where these strips meet the flooring of the car, the joint is made water-tight by any suitable means. In the drawings I have shown a simple and cheap device for this purpose, which consists of two small cleats, D, fitted to the angle between the floor and the door-strips, both inside and outside of the latter, and firmly secured to the floor. Ordinarily this will be found sufficient, as dirt will accumulate at this point sufficiently to prevent leakage; but, if desired or found necessary, these joints may be calked or made water-tight by using rubber strips or gaskets or any other suitable appliance for this purpose. At the ends of the strips, where they lap over onto the base-boards B, I apply strips of rubber or felt or any other suitable material between the door-strips and the base-boards, so as to make water-tight joints at these points when the door-strips are secured in place. These

gaskets may be permanently fastened to the ends of the door-strips or the adjacent base-boards, if desired. Now, it is of course desirable to fasten these door-strips in place in such manner that they may be readily removed and will not interfere with the sliding of the door, as usual. For this purpose I provide a clamping bolt or hook, E, bent at one end at right angles to form a clamping-foot, e, the outer end of which is preferably provided with teeth e'. The other end of the bolt or hook is threaded for the reception of a nut, F. This threaded end is inserted in holes in the door-strips, near the ends, and close to the posts a' of the doorway, the clamping-feet being turned outward, so as to be brought against the outer face of the door-posts, as shown in Figs. 2 and 4 of the drawings. The nuts are then turned upon the inside of the strips, thereby drawing the parts together to close the joints and securing the strips firmly in position, the teeth of the clamps being drawn into the wooden posts, so that there will be no danger of displacement. At the same time the strips can readily be removed by loosening the nuts, and they will not at all interfere with the sliding of the door G, as usual.

Washers f may be applied under the nuts, if desired, and made of any suitable material.

Drain-pipes H may be provided at suitable intervals at the sides of the car, being fitted with plugs h, on the removal of which the water may be drawn from the car whenever desired.

Obviously, with this construction I provide a water-tight tank at the bottom of the car, the depth of which is determined by the width of the base-boards and door-strips. This tank occupies the entire floor of the car, and provides a standing body of water sufficient to permit the hogs to wallow therein, as naturally inclined, and thus obviate the evil effects of heating.

I do not restrict myself to any particular depth of tank, though a body of water from three to six inches deep would be sufficient for practical purposes. If leakage should acci-

dentally occur or the tank overflow in ascending or descending steep grades, it is readily made up at the next water-station, so that the tank can practically be kept supplied with a permanent body of water, and as this covers the entire floor of the car all the animals can be accommodated, which would not be the case were separate tanks introduced or a part of the car partitioned off to form a tank. The animals shipped in these improved cars will arrive at their destination with far less shrinkage than when transported in ordinary cars, and the loss by death is very much reduced.

I do not wish to be understood as limiting myself to the precise construction which has been described above, for obviously the floor of the car may be converted into a permanent shallow water-tank in a number of ways, and this is the main feature of my invention.

I have only described a very simple and cheap way of applying the improvement; but the gist of my invention consists in providing a shallow tank of water covering the floor of a car, however such tank may be constructed and obtained.

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

1. In a stock car, a shallow water-tank covering the floor of the car, whereby a body of water may be permanently retained at the bottom of the car, substantially as and for the purposes set forth.

2. In a stock-car, the car-body provided with a substantially water-tight flooring, in combination with base-boards B and doorway-strips C, both water-tight at their joints with the flooring and each other, substantially as and for the purposes set forth.

3. In a stock-car, the car-body, in combination with the base-boards B, the removable doorway-strips C, and the clamping bolts or hooks E, substantially as described.

GEORGE F. PATTERSON.

Witnesses:

GEO. R. CUTLER,
THOMAS H. PEASE.