

(No Model.)

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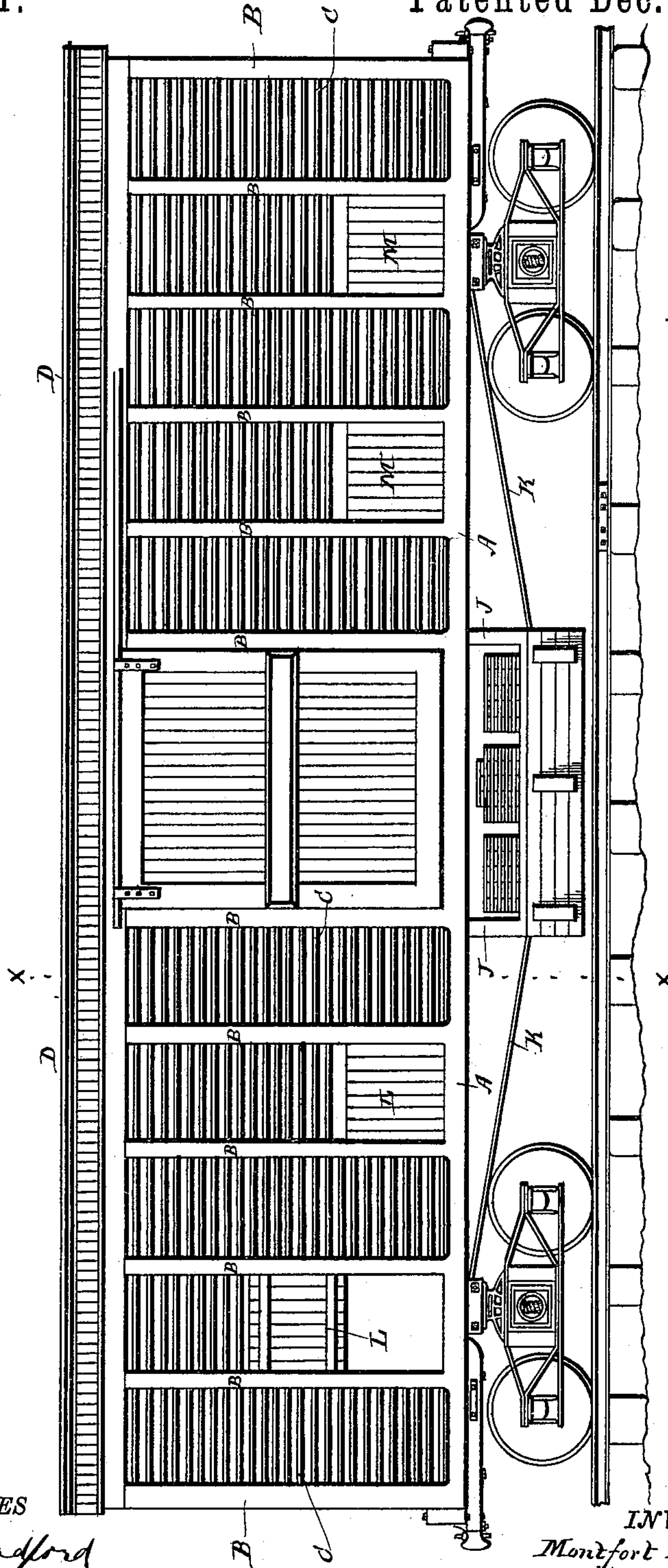
M. T. TAYLOR.

COMBINED VENTILATED VEGETABLE AND STOCK CAR.

No. 332,021.

Patented Dec. 8, 1885.

Fig. 1.



WITNESSES

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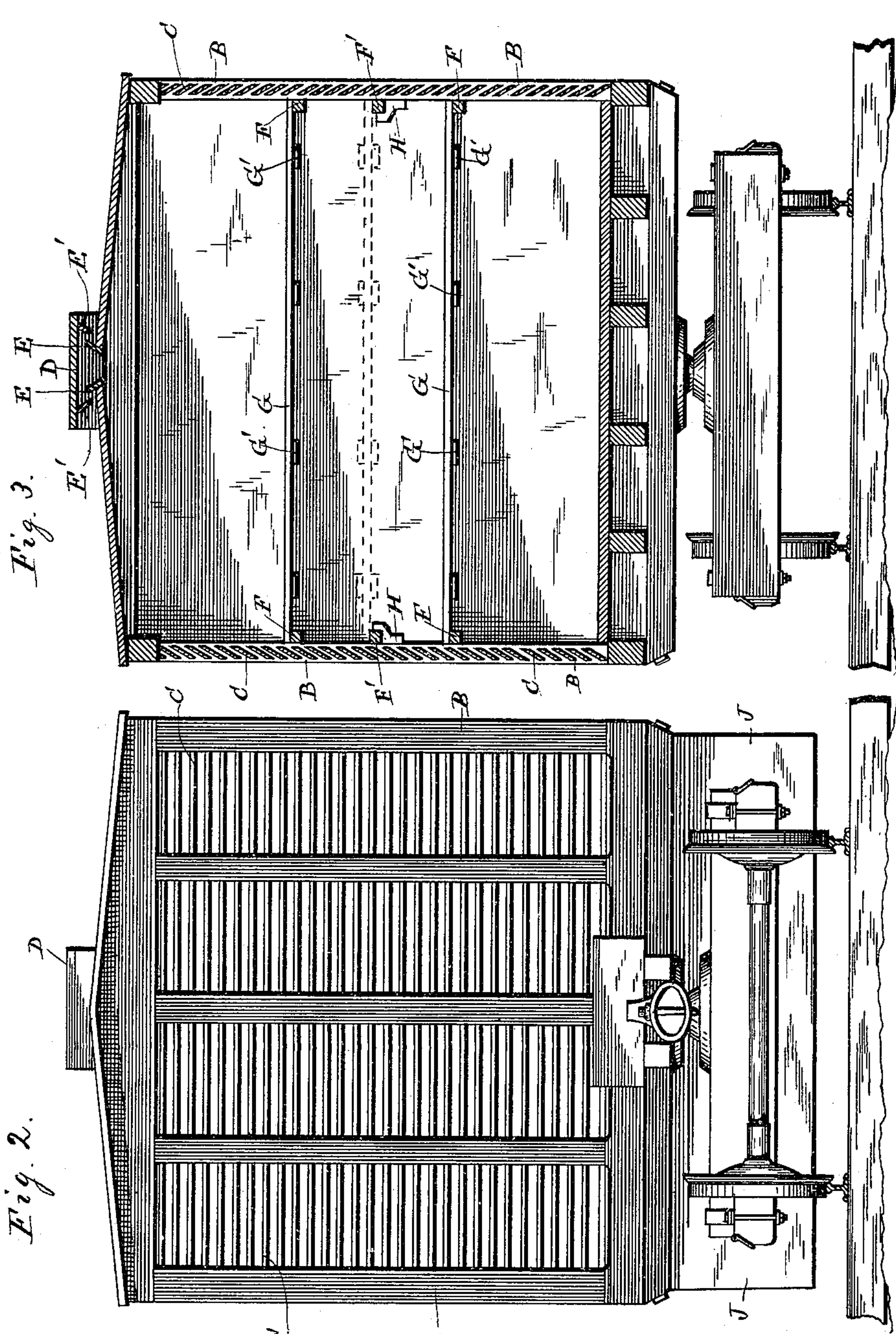
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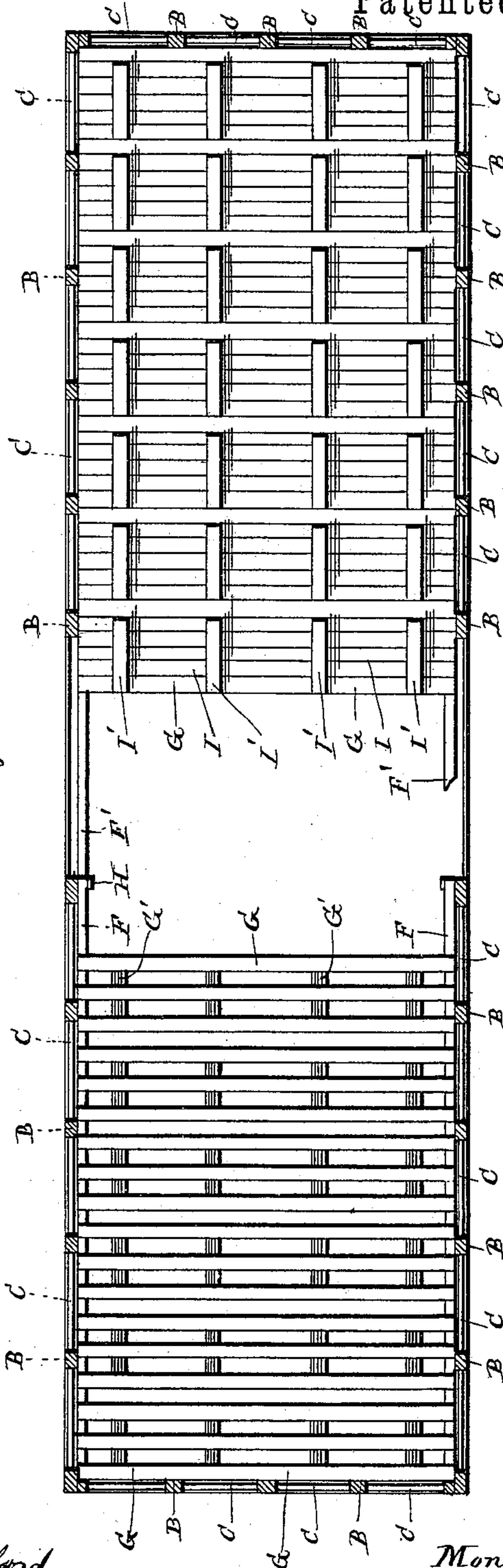
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Fig. 4



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UNITED STATES PATENT OFFICE.

M. TEMPLE TAYLOR, OF MOBILE, ALABAMA.

COMBINED VENTILATED VEGETABLE AND STOCK CAR.

SPECIFICATION forming part of Letters Patent No. 332,021, dated December 8, 1885.

Application filed October 9, 1885. Serial No. 179,394. (No model.)

To all whom it may concern:

Be it known that I, MONTFORT TEMPLE TAYLOR, a citizen of the United States, residing at Mobile, in the county of Mobile, State of Alabama, have invented certain new and useful Improvements in a Combined Ventilated Vegetable and Stock Car, of which the following is a specification, reference being had therein to the accompanying drawings.

10 This invention relates to improvements in a combined ventilated vegetable and stock car.

The objects of the invention are to provide a car which, while being perfectly ventilated, is at the same time protected from the weather, and may be readily changed, so as to carry freight, vegetables, or stock of various kinds, such as cattle, sheep, hogs, &c. These objects are attained by the devices illustrated in the accompanying drawings, forming a part of this specification, in which—

Figure 1 is an elevation of the side of a car, showing its construction and the manner of application of the slats so as to secure ventilation and at the same time to guard against the weather, whether sun, rain, or snow. Fig. 2 is an end elevation of the car. Fig. 3 is a cross-section of the car. This view shows the position of the slats between the uprights forming the frame-work of the car, also the ventilator-slats under the running-board on top of the car, as well as the supports for the flooring when two or more floors are to be used. Fig. 4 is a plan of the elevated flooring. At one end of the car this flooring is shown in the form of open slats. In the middle of the car the flooring is entirely removed and shows the means of supporting the same. At the remaining end of the car the floor is shown as solid, and as used for carrying stock or other purposes requiring a solid floor.

The letter A indicates the sills of the car.

B are uprights or frames attached thereto.

C are the slats, which may be of wood, metal, or other suitable material, the ends of which are attached to the uprights B. Each slat, from the top of the car downward, overlaps the one below it, as shown in Fig. 3. The slats are spaced and placed at equal distances apart, thereby permitting the free passage of air into and from the interior of the car.

D is the running-board on the roof of the car, attached to the roof in any convenient

manner. Beneath this running-board are slats E E', the lower ones of which are attached to the roof of the car, extending in an upward and outward direction, and the upper ones, E', are attached to the running-board a short distance on the outside of the slats E, leaving an air-space between them, as shown in Fig. 3.

On the inside of the car, attached to the uprights B, are two or more longitudinal pieces, F, which serve the purpose of supporting the removable flooring G. This is composed of two or more slats, G, battened together with battens G', the slats G being parallel to each other and placed equal distances apart. The pieces F are supported by brackets H, attached to the uprights B on each side the door-openings, and are made shorter than the pieces F, in order that they may be more readily removed when not in use.

When it is desired to have a ventilated floor, as in carrying vegetables, the removable flooring is placed as shown in one end of the car in Fig. 4; but when a solid floor is needed, as in the transportation of animals—such as sheep, hogs, &c.—the slats I, having battens I', are so placed that the slats I come between the slats G, and thereby fill up the open spaces and make a solid floor, as shown in Fig. 4.

J is a box or receptacle, of suitable dimensions, attached to the bottom of the car, to receive the removable or false flooring when not in use, and may or may not be secured to the truss-rods K.

L M are small doors to enable stockmen, when the car is used as a stock-car, to watch their cattle.

Used as a stock-car, this car gives all the ventilation needed, at the same time protecting the animal from the weather, consequently bringing him to his destination in better condition. The same car can be used also for all purposes where perfect ventilation is desired; and with the system of false slatted floors fruits and vegetables can be carried in the best possible condition and in larger quantities per car than heretofore. The car can also serve as an ordinary box-car, except for very perishable freights or for grain in bulk—an item of no small importance with some roads.

In case it should be deemed desirable, heavy canvas curtains might be added to the outside

of the car or, better still, flexible metal shutters so arranged as to slide up under the roof. The use of either of these expedients would render the car practically dust-proof and an almost perfect box-car.

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

1. The combination, in a ventilated car having its sides constructed of overlapping slats, of the bottom, constructed of slats separated from each other by spaces equal to the width of said slats, and the battened sections, constructed of slats similarly spaced and adapted to fit into the spaces between the slats of the floor, to form a close solid floor, substantially as and for the purposes specified.

2. The combination, with the car having ventilated sides, and the running-board on top of the car, of the outwardly-inclined slats E, extending from the longitudinal opening in the top of the car, and the inwardly-inclined slats E', depending from the top of the running-board and overlapping the slats E, whereby a ventilating-passage which will exclude snow and rain is secured, substantially as set forth.

In testimony whereof I affix my signature in presence of two witnesses.

M. TEMPLE TAYLOR.

Witnesses:

B. B. BOONE,
RICHARD PRATT.