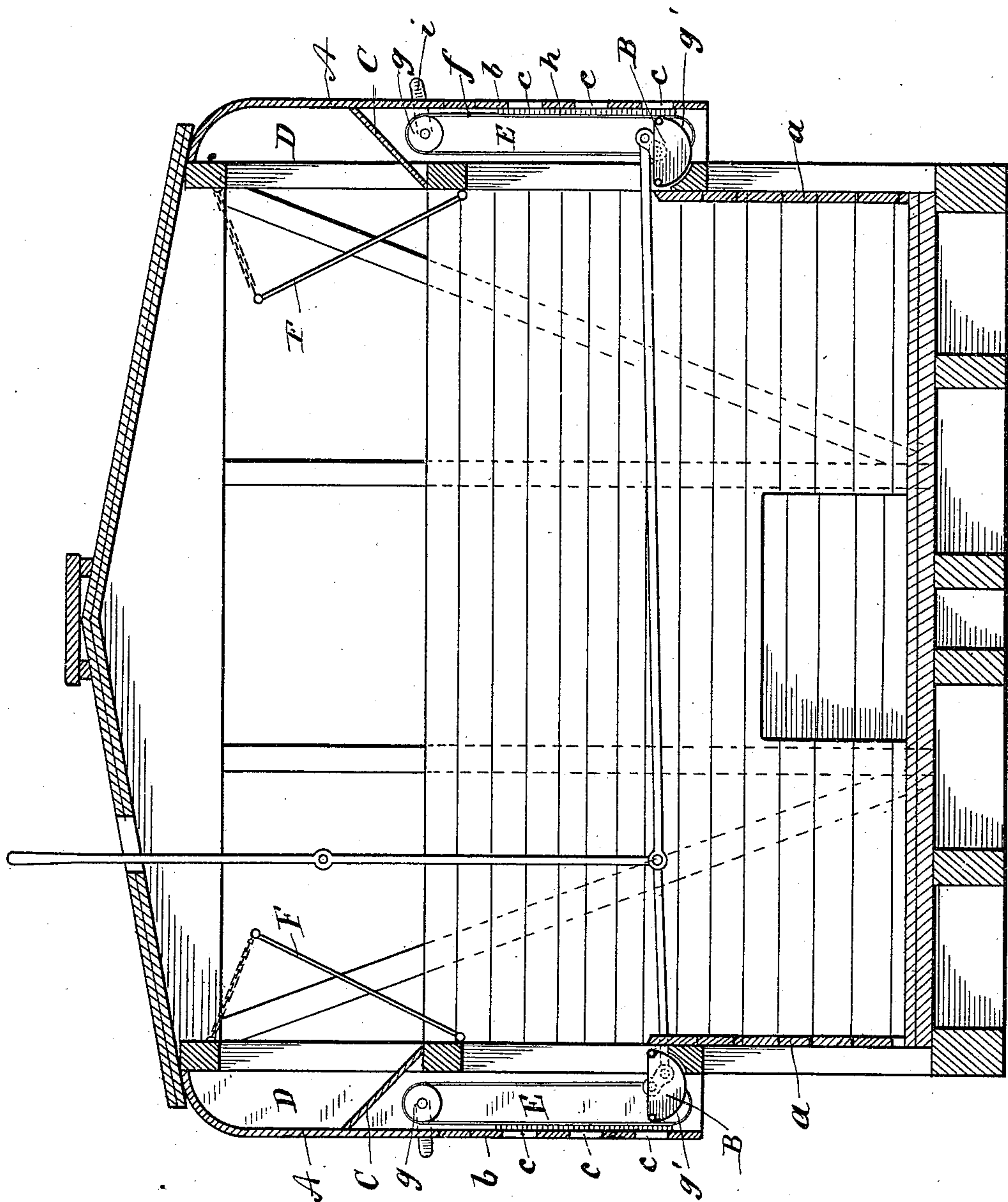


(No Model.)

J. M. BURTON.
STOCK CAR.

No. 426,709.

Patented Apr. 29, 1890.



Witnesses

Joseph Becker
Robert H. Reed

Inventor

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By his Attorney

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UNITED STATES PATENT OFFICE.

JOHN M. BURTON, OF WICHITA, KANSAS, ASSIGNOR OF ONE-HALF TO
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STOCK-CAR.

SPECIFICATION forming part of Letters Patent No. 426,709, dated April 29, 1890.

Application filed June 25, 1889. Serial No. 315,464. (No model.)

To all whom it may concern:

Be it known that I, JOHN M. BURTON, a citizen of the United States, residing at Wichita, in the county of Sedgwick and State of Kansas, have invented certain new and useful Improvements in 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.

This invention relates to stock-cars of that type in which all necessary features and appliances are provided for the comfort and preservation of the animals while they are in transit, and more particularly relates to devices for regulating the admission of air to the car. The upper portions of the sides of the car are provided with wings extending downwardly to a point slightly below longitudinally-jointed feed-troughs, which latter are placed intermediate of the outer walls of said wings and the sheathing below said wings, which latter sheathing constitutes the car sides below the feed-troughs. By this arrangement of the feed-troughs and the expanded portions of the car sides a greater width to the car above the feed-troughs is gained, which width permits the said feed-troughs to be dumped outwardly by a system of levers at will, so that the ejected contents will pass to the ground without striking the car sides below the said feed-troughs. The lower portion of the outer walls of the wings are alternately perforated or open for ventilating purposes. Although it is necessary that these openings should be provided, it is also essential that some means should be present for regulating the admission of air through these openings, so that the temperature of the car may be varied in accordance with the conditions, such as the state of the weather, &c.

The accompanying drawing illustrates in vertical transverse section a car embodying my invention.

A A designate the wings extending from the roof of the car downwardly to a point slightly below the mid-height of the car side, terminating at a point just below the bottoms of the feed-troughs B B, which latter are suitably jointed intermediate of the wall b, of

the wings A, and the lower sheathing a, which latter constitutes the car side below the feed-trough and is within the perpendicular plane occupied by the inner edges of the feed-troughs when the latter are in their normal horizontal position. c c designate a plurality of openings formed in the wall b of the wings A, approximately opposite the heads of the animals, as shown clearly in the drawing.

C designates an oblique partition or diaphragm separating the space encompassed by the wings A into the upper and lower chambers D E. The upper chamber D is in communication with the rear of the extensible hay-racks F, thereby affording greater space for storing hay, and consequently insuring greater capacity of the hay-racks. Within the chamber E is located my improved adjustable shutter for opening or closing the openings c c, which shutter I will now proceed to describe.

The shutter properly consists of an endless band or web f, working upon the two pulleys g g', and provided at any given point on its outer surface with the facing h, which latter is made of any suitable material impervious to air. Thus by moving facing h to or from engagement with the openings c c the latter may be opened or closed at will. However, it will be seen that by particular adjustment the upper or lower opening c may be left partly open, if desired. Each set of pulleys g g' is respectively located at the extreme end of the car side and at each side of the central door, the location of the pulleys g g' being such that they are in front of the ends of the feed-troughs. Inasmuch as the openings c c extend longitudinally from each side of the central doors to the end of the car, it will be obvious that the web or endless band f is co-extensive in length with that of the openings. Consequently the said band or web f extends from each side of each central door to the end of the car. Thus it will be apparent that since there are four bands or webs f (two on each side of the car) the operator can by standing at the central doors operate the said band or web f to close all four sets of openings on both sides of the car. Any suitable handle—such as i—may be

provided for operating the band or web *f*. The friction of the band and the pulleys themselves will be sufficient to maintain the facing *h* in any adjusted position.

5 I desire to herestate that the shutter may be flexible or rigid, as desired, and may be made of any suitable material or constructed in any desired manner to fulfill the object of this invention.

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

In a car having the upper portion of its sides

provided with wings extending beyond the side and having such wings inclosed by slats with air-spaces between them, the combina- 15
tion with such wings and slats, a pair of drums journaled within said wings, an endless band around said drums, and a facing upon said band in contact with the slatted side, as set forth.

JOHN M. BURTON.

Witnesses:

WM. J. HUTCHINS,
ROBERT CARSON.