

No. 778,553.

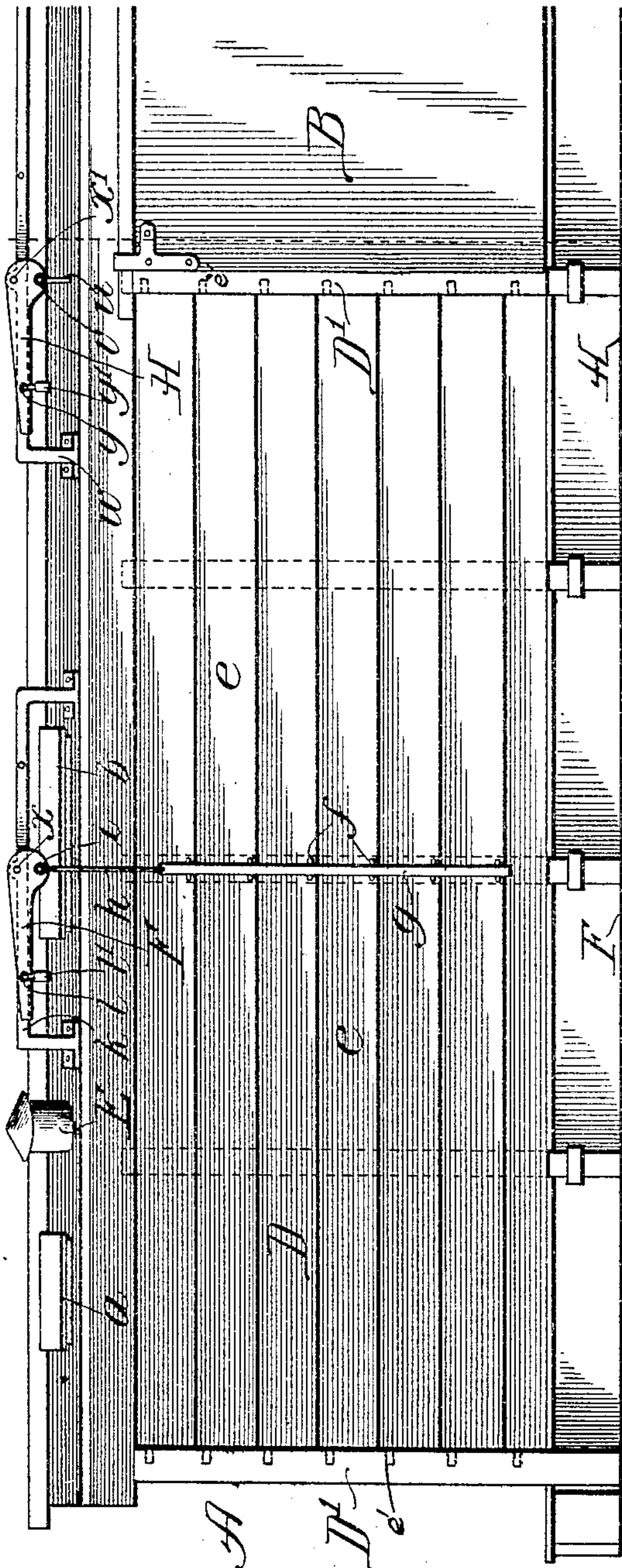
PATENTED DEC. 27, 1904.

W. J. SCHUMACHER.

STOCK CAR.

APPLICATION FILED MAR. 3, 1904.

2 SHEETS—SHEET 1.



Witnesses:
Chas. P. Payford.
John Enders.

Fig. 1.

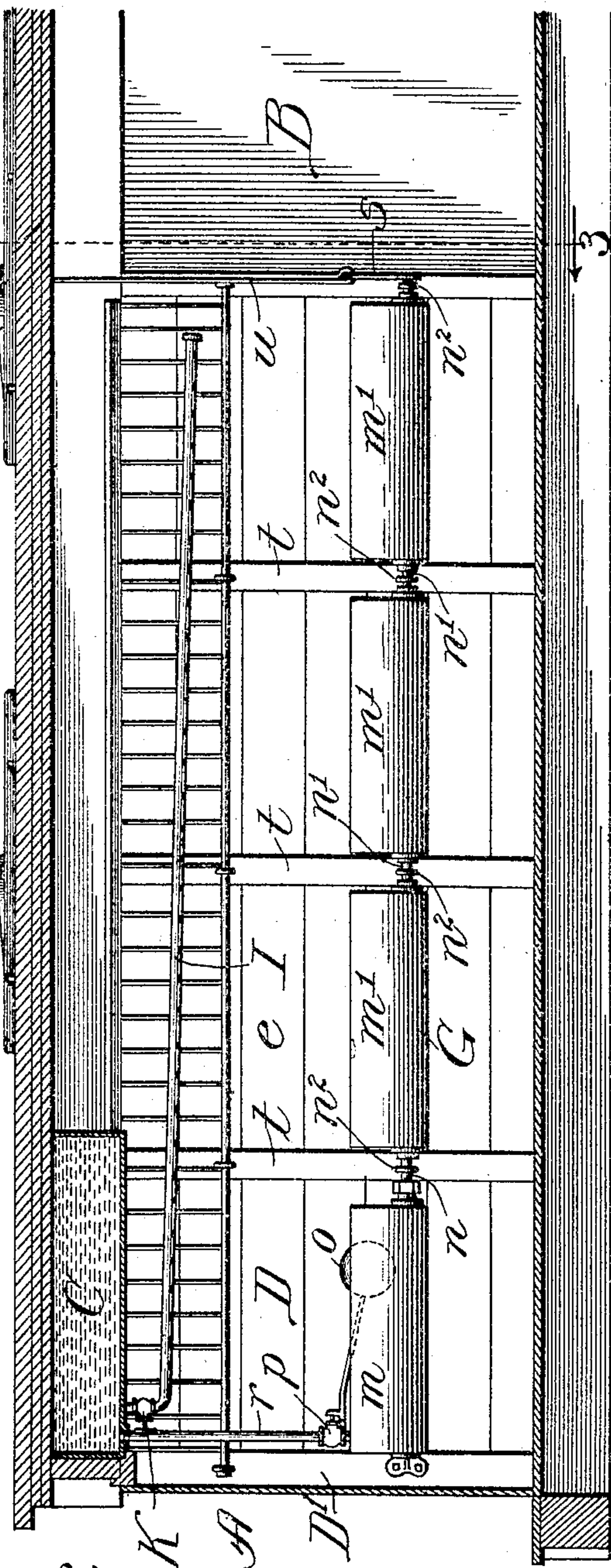


Fig. 2.
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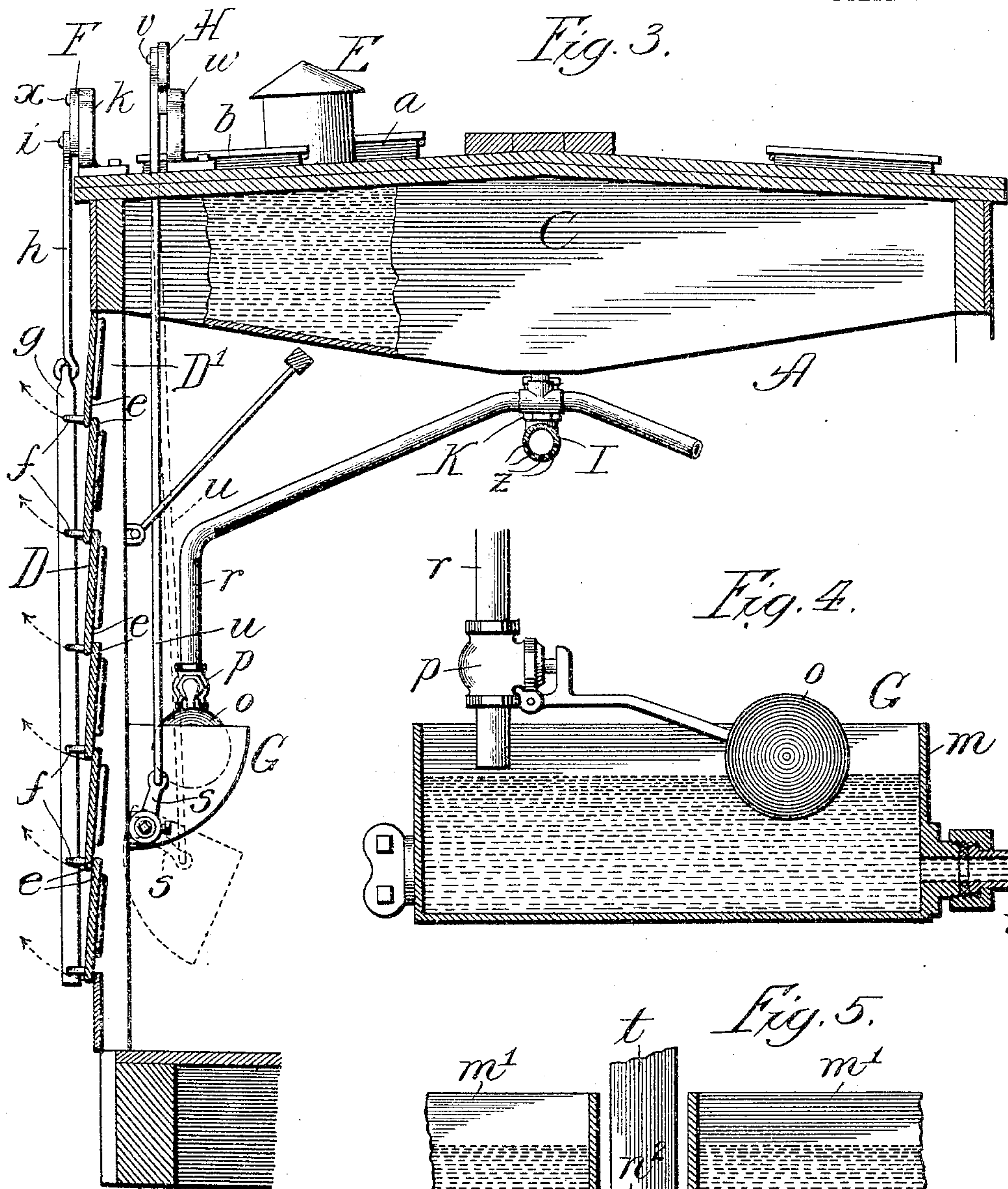
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2 SHEETS—SHEET 2.



Witnesses:
Eas. E. Gaylord.
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UNITED STATES PATENT OFFICE.

WALTER J. SCHUMACHER, OF CHICAGO, ILLINOIS.

STOCK-CAR.

SPECIFICATION forming part of Letters Patent No. 778,553, dated December 27, 1904.

Application filed March 3, 1904. Serial No. 196,376.

To all whom it may concern:

Be it known that I, WALTER J. SCHUMACHER, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented a new and useful Improvement in Stock-Cars, of which the following is a specification.

The object of my invention is to provide improved means in a stock-car for ventilating it and controlling the temperature in it.

To this end my invention consists in the construction of the means I have devised for accomplishing my aforesaid object.

Referring to the accompanying drawings, Figure 1 is a broken view, in side elevation, of my improved stock-car; Fig. 2, a longitudinal vertical section of the same; Fig. 3, a broken section taken at the line 3 on Figs. 1 and 2 and viewed in the direction of the arrow; Fig. 4, a view in sectional elevation, partly broken, of the stationary member of the trough; and Fig. 5, a broken sectional view showing two connected members of the pivotal section of the trough with the bearing between them on an upright timber of the car-side structure.

A is a stock-car of ordinary or any suitable general construction, provided between its ends with sliding side doors B, through which to load and unload. In each end of the interior of the car below the roof is supported a water-tank C, adapted to be supplied through a covered opening *a* in the roof, in which also are provided larger covered openings *b* for introducing fodder, such as hay, and on the roof are provided ventilators E of any suitable construction.

Each side of the car has its covering formed of two sets of shutters D, composed of slats *e*, successively overlapping at their meeting edges when closed, the slats being pivotally supported in a rectangular frame D', as indicated at *e'* in Fig. 1. The two shutters on each side of the car extend, respectively, from its opposite ends to a door B, so that if the latter is not midway between the ends, but somewhat nearer one end than the other, the two shutters are not of the same length. Owing to the nature of the views selected for illustration, only about one-half the full length

of the car is presented, and therefore only the shutter for that side; but that is immaterial, because all the shutters involve the same construction. The shutter-slats *e* are hinged at their transverse centers by links *f* near their free edges to a rod *g*, which is connected from its upper end by a link *h* with a stud *i*, projecting eccentrically from a side of the head of a club-shaped lever F, fulcrumed adjacent to the stud at *x* upon a support *k*, shown as a bracket rising from the car-roof near its edge and containing an opening with which a similar opening *l* in the lever-handle is caused to register when the lever is brought to a horizontal position, at which it is releasably fastened, as by a padlock *l'*, a pin, or the like passed through the coincident openings. A car-seal (not shown) may be fastened for the usual purpose to the pin where the latter is employed for securing the lever. This construction of the car sides affords simple and effective means for ventilating the car and controlling the temperature therein by opening and closing the shutters, while the eccentric-lever connection with the shutters for operating them and for locking them when closed is peculiarly simple and efficient.

Inside the car, at each side thereof, are provided two water-troughs G of like construction, fitting between an end of the car and a side door B. This trough comprises a plurality of sections, the section *m* nearest the end of the car being stationary, while the sections *m'* are rigidly connected together by tubular studs *n'* near their lower ends, through which they intercommunicate for filling. One end of the serially-connected sections *m'* is journaled adjacent to the respective door B, and the other end is journaled on a tubular stud *n*, projecting from the adjacent end of the stationary section *m* near its base, and this stationary section contains a float *o*, connected with a valve *p* in a supply-pipe *r*, leading from an overhead water-tank C. The length of the sections *m'* is such as to cause them to fit between the upright timbers *t* in the frames of the car sides at which the sections are journaled at their connections *n'* in bearings *n''*, and these timbers enter between the trough-sections, the bodies of which at

their flat sides extend thus into the spaces between the timbers, and thereby take up less room in the car. The float-controlled valve for each trough causes it to be filled automatically from its water-supply tank, the water first entering the stationary trough-section and thence through the nipples $n\ n'$ or tubular studs into each of the other sections in succession until they are filled to the desired level, when the supply is automatically shut off by the action of the float.

Each trough is sustained in its normal upright position by a fastening consisting of a crank-arm s , extending from the trough-journal adjacent to a door B and connected from its outer end by a link-bar u with a stud v , projecting eccentrically from the side of the head of a lever H , like the levers F , fulcrumed adjacent to the stud at x' upon a support w , rising from the car-roof near its edge and containing an opening with which a similar opening y in the lever-handle is caused to register when the lever is brought to a horizontal position, at which it is releasably fastened by a padlock y' , pin, or the like passed through the coincident openings. In this last-named position of the trough-operating lever it sustains the trough in its normal upright position. To dump any trough for emptying it of its contents, as in cleaning it, the respective lever H is raised to depress the link u against the crank s , and thereby effect capsizing of the trough.

For showering with water the animals in the car, particularly hogs, I extend from each water-tank C along the center of the car and by preference, as shown in Fig. 2, at a downward inclination to increase the showering force a showering-pipe I , provided with several longitudinal series of perforations z , Fig. 1, through which to discharge the water and cause it to shower the animals. The supply

of water to the showering-pipe from the overhead tank is controlled by a shut-off valve K below the tank in position to be conveniently accessible through an opening or door (not shown) in the end of the car. By this means the showering may be performed conveniently at all times and as frequently as required, with the benefit of relief to the animals and that of preventing them from succumbing to the heat.

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

1. In a stock-car, the combination with the car sides of ventilating-covers therefor, each extending from an end of the car to a side door thereof and comprising a shutter formed of horizontal pivoted slats hinged to a rod extending transversely across them, a lever-support on the car-roof, a headed lever fulcrumed on said support, a link connecting said rod eccentrically with the lever-head, and means for releasably fastening the lever-handle to said support, substantially as described.

2. In a stock-car, the combination with the car sides of ventilating-covers therefor each extending from an end of the car to a side door thereof and comprising a shutter formed of horizontal pivotal slats hinged to a rod extending transversely across them, a bracket on the car-roof provided with a pin-opening, a headed lever fulcrumed on said bracket, and provided in its handle with a pin-opening to register with said bracket-opening, a link connecting said rod eccentrically with the lever-head, and a pin for releasably fastening the lever in horizontal position through said openings, substantially as described.

WALTER J. SCHUMACHER.

In presence of—

WALTER N. WINBERG,
ALMA U. THORIEN.