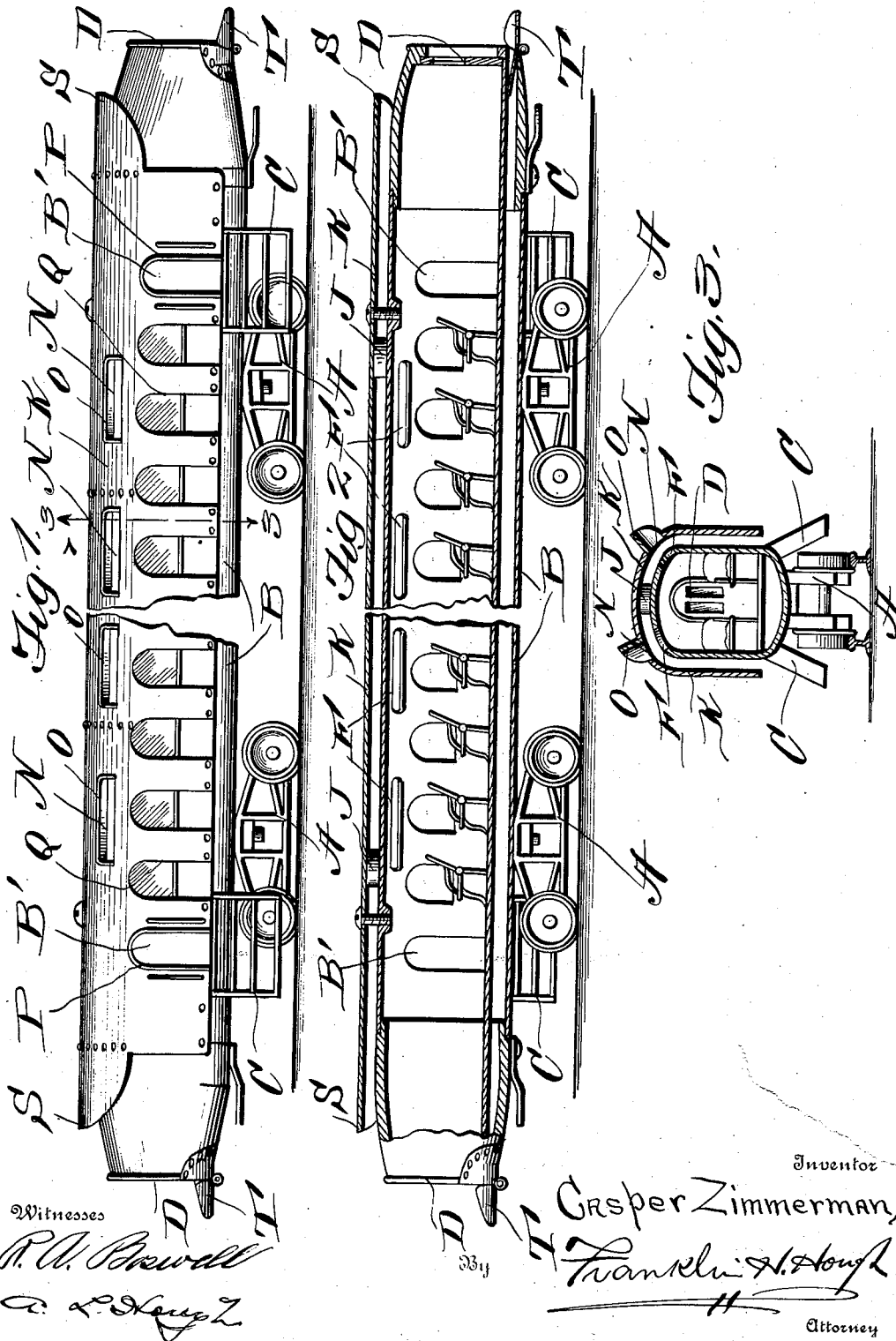


No. 827,899.

PATENTED AUG. 7, 1906.

C. ZIMMERMAN.
RAILWAY CAR.

APPLICATION FILED MAY 15, 1906.



Witnesses

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CASPER ZIMMERMAN, OF FORT COLLINS, COLORADO.

RAILWAY-CAR.

No. 827,899.

Specification of Letters Patent.

Patented Aug. 7, 1906.

Application filed May 15, 1906. Serial No. 316,980.

To all whom it may concern:

Be it known that I, CASPER ZIMMERMAN, a citizen of the United States, residing at Fort Collins, in the county of Laramie and State of Colorado, have invented certain new and useful Improvements in Railway-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, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

This invention relates to new and useful improvements in fireproof cars; and the object of the invention is to produce a simple and efficient device of this nature comprising a car having a body portion with convexed top and bottom and tapering ends with doors in the ends and sides of the car and provided with a removable hood which may be detachably held over the car, with a space intervening between the hood and the top and sides of the car, thereby affording efficient means for keeping the car cool.

The invention consists in various other details of construction and combinations and arrangements of parts which will be herein-after fully described and then specifically defined in the appended claims.

I illustrate my invention in the accompanying drawings, in which—

Figure 1 is a side elevation of my improved car. Fig. 2 is a sectional view longitudinally through the same, and Fig. 3 is a cross-sectional view on line 3 3 of Fig. 1.

Reference now being had to the details of the drawings by letter, A A designate two trucks of a car, which are of the usual construction, and B designates the body portion of the car, made, preferably, of steel or other suitable fireproof material, and is provided with doors B at the sides thereof underneath which are the steps C, and each end of the car is tapering and terminates in a door D, whereby access to or exit from the car may be had besides the means afforded by the side openings. The ends of the car are made so as to form a vestibule effect, thereby greatly strengthening the car. The body portion of the car is provided with a series of elongated slots F, formed in the top thereof above the windows and through which air may pass for ventilating purposes.

K designates a hood which is adapted to

cover substantially the entire car and is provided with series of elongated slots N, which are adapted to register with the slots before referred to in the car proper, and about each slot N are the guards or flanges O, which are set at an inclination, as shown. The sides of the hood are provided with openings Q, which are adapted to register with the windows in the sides of the car, and also openings P, which register with the side openings in the car. At each end of the hood are the projecting portions S, which extend over portions of the tapering ends of the car, and at each end of the car is a yielding platform T, adapted to overlap a similar platform upon the end of an adjacent car and so provided that the platforms are adapted to yield slightly when the cars are connected together. Screws or other fastening means are provided for holding the hood over the car. Lugs J project from the under surface of the hood and are adapted to rest upon the top of the car, thus supporting the hood a slight distance above the car, with spaces intermediate the sides of the car and the sides of the hood, thus forming means whereby air may freely circulate between the hood and the top and sides of the car, thus keeping the car cool by the draft passing through said space.

While I have shown my improved hood as applied to a fireproof car, it will be understood that it may be attached to any form of car, thereby affording means for keeping the roof and sides of the car from the direct rays of the sun and also allowing air to circulate, which will ventilate and keep the car cool.

What I claim is—

1. In combination with a fireproof car, a hood having a series of slots adapted to register with slots in the roof of the car, guards about said slots and set at inclinations, and a space intervening between the hood and said car, as set forth.

2. In combination with a fireproof car having slots in the roof thereof, a hood having slots formed therein which are in registration with the slots in said car, guards about the ends and upper edges of the slots in said hood, and lugs interposed between the hood and roof of the car to hold the same spaced apart, as set forth.

3. In combination with a fireproof car having slots in the roof thereof, a hood provided with slots in registration with the slots in said roof, guards about the ends and upper

edges of said slots in the hood, and lugs interposed between the car and hood, the sides of said hood being provided with windows adapted to register with the window in the car, with spaces intervening between the sides of the car and hood, as set forth.

4. In combination with a fireproof car having tapering ends terminating in doors, a hood held over the car and provided with slots in registration with the slots in the roof

of the car, and extensions at the ends of said hood projecting over tapering portions of the body portion of the car, as set forth.

In testimony whereof I hereunto affix my signature in the presence of two witnesses. 15

CASPER ZIMMERMAN.

Witnesses:

R. E. SLOCUM,
MATTHEW AULD