

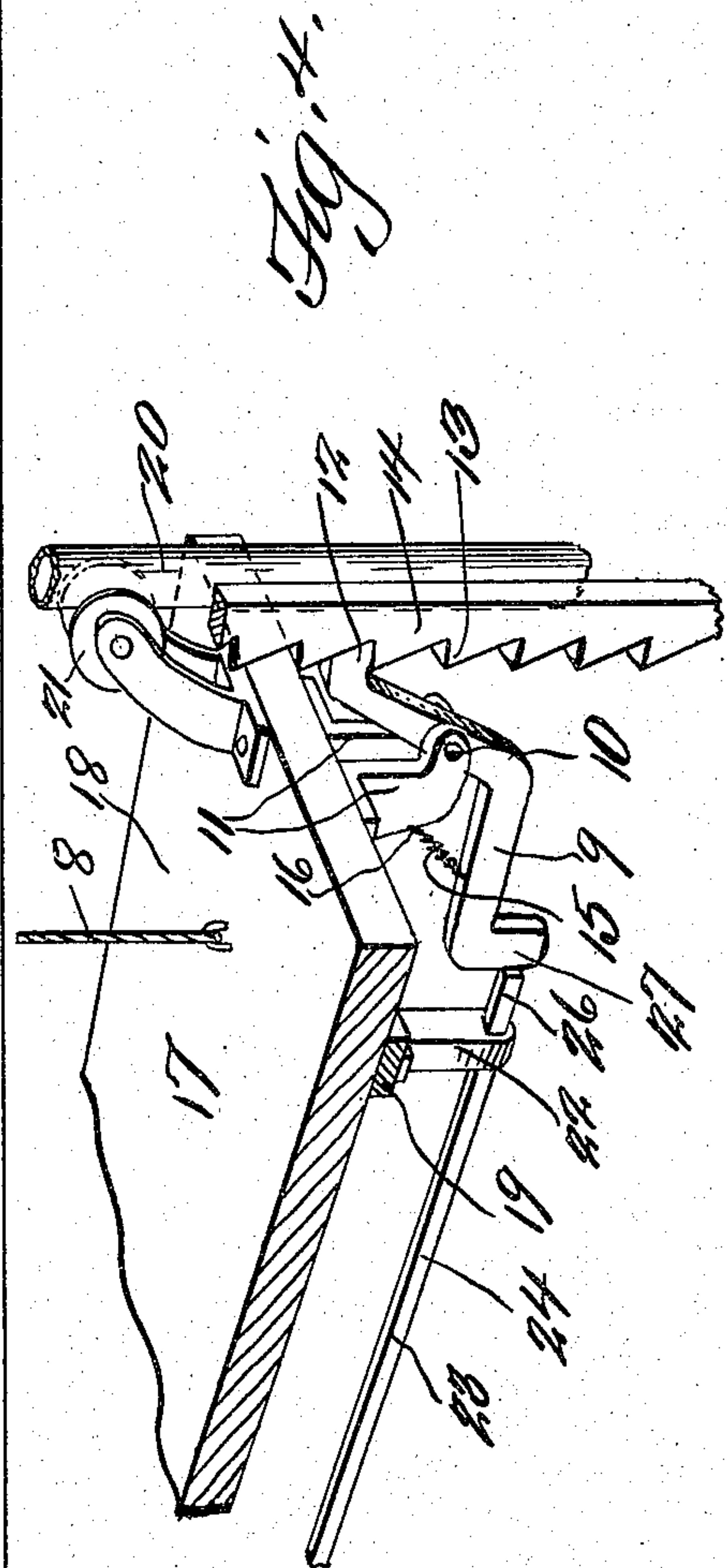
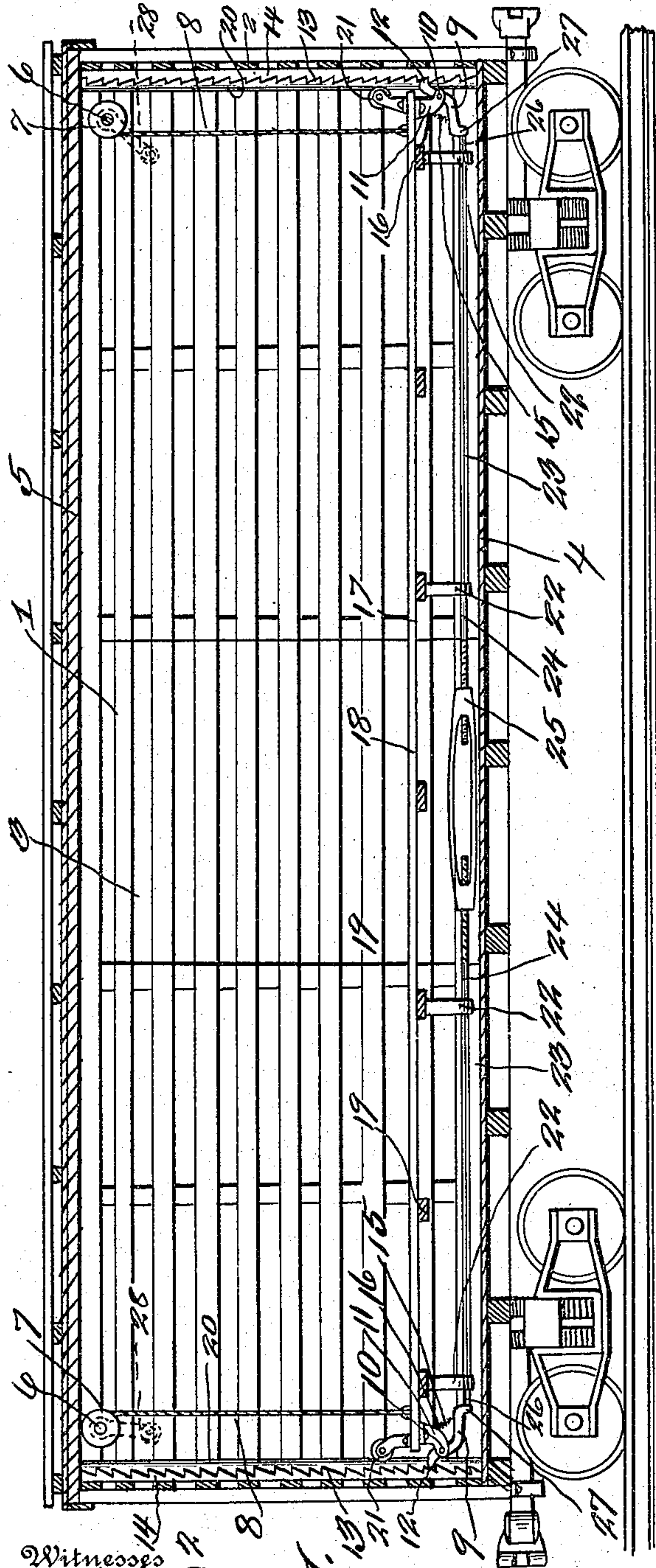
I. R. WASDEN.  
CATTLE CAR.

APPLICATION FILED JUNE 18, 1913. RENEWED AUG. 2, 1915.

1,166,500.

Patented Jan. 4, 1916.

2 SHEETS—SHEET 1.



Witnesses  
Mark H. Grange  
Francis J. Brown

Inventor  
I. R. Wasden,  
By D. Swift & Co.,  
his Attorneys

I. R. WARDEN.

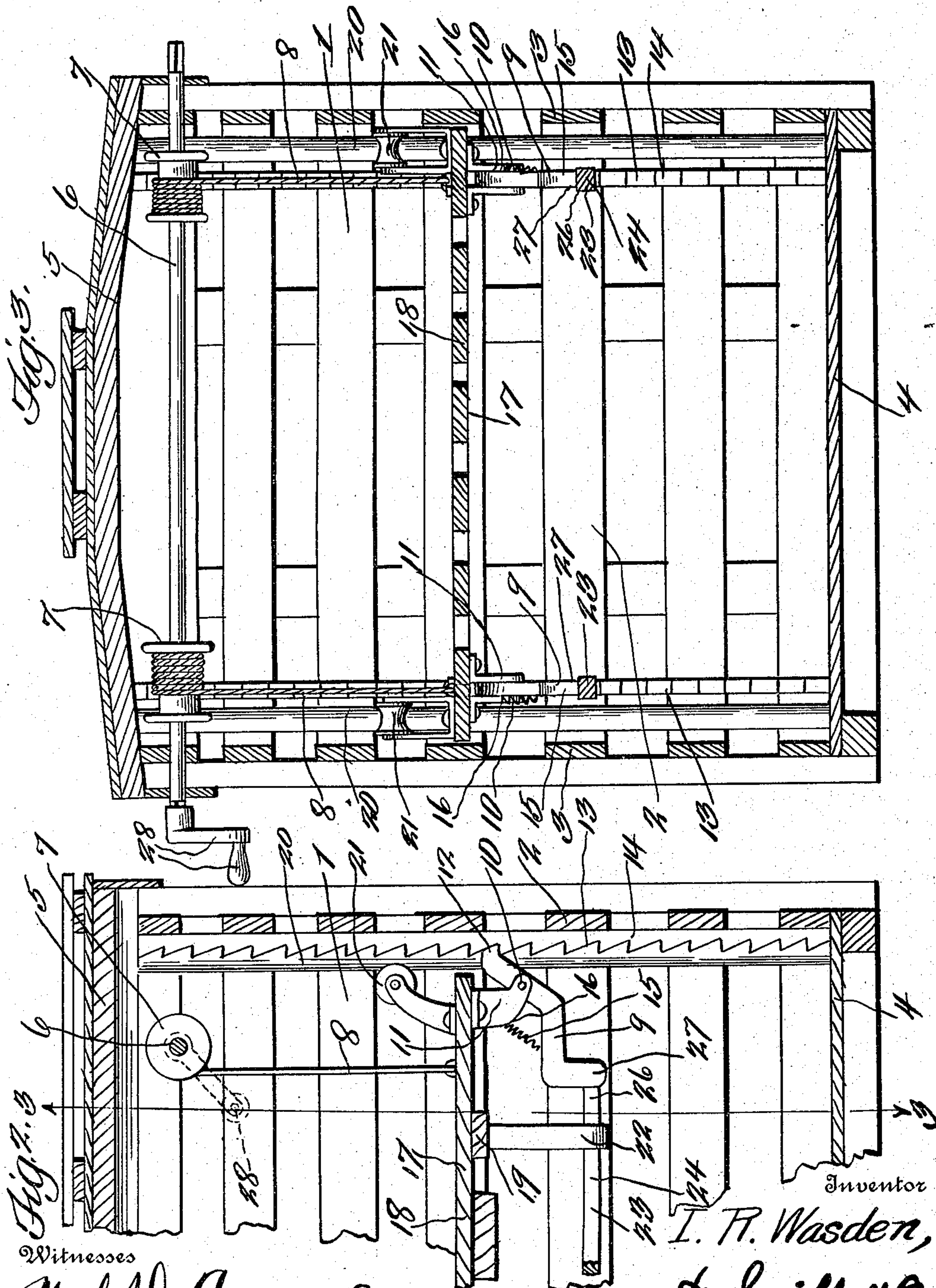
CATTLE CAR.

APPLICATION FILED JUNE 18, 1913, RENEWED AUG. 2, 1915.

1,166,500.

Patented Jan. 4, 1916.

2 SHEETS—SHEET 2.



Witnesses  
Mark H. Grange  
Francis J. Brown

34

Inventor  
I. R. Warden,  
D. Swift & Co.,  
Attorneys



# UNITED STATES PATENT OFFICE.

ISAAC R. WASDEN, OF HARDIN, MONTANA.

## CATTLE-CAR.

1,166,500.

Specification of Letters Patent.

Patented Jan. 4, 1916.

Application filed June 13, 1913, Serial No. 774,409. Renewed August 2, 1915. Serial No. 43,342.

*To all whom it may concern:*

Be it known that I, ISAAC R. WASDEN, a citizen of the United States, residing at Hardin, in the State of Montana, have invented a new and useful Cattle-Car; 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 a new and useful improved stock car.

As an object of the invention, provision is made for converting a stock car into a freight car or partly stock car and part freight car, known as "double-deck" car.

One of the features of the invention, is the provision of a false bottom, which, when the car is used as a "single-deck" or as an entire freight car, is arranged adjacent the permanent bottom of the car, but when the car is used as a "double-deck" car, the false bottom is raised to a position substantially midway between the permanent bottom and the top of the car, there being means provided for raising the false bottom.

Another feature of the invention is the provision of means, whereby the ends and sides of the false bottom may be lowered substantially synchronously and approximately instantaneously.

In practical fields the details of construction may necessitate alterations, to which the patentee is entitled, provided the alterations fall within the scope of what is claimed.

The invention comprises further features and combination of parts, as hereinafter set forth, shown in the drawings and claimed.

In the drawings:—Figure 1 is a vertical sectional view through a car, showing the same constructed in accordance with the invention. Fig. 2 is a similar view showing the false bottom raised. Fig. 3 is a transverse sectional view on line 3—3 of Fig. 2. Fig. 4 is an enlarged detail view.

Referring more particularly to the drawings, 1 designates the usual form of stock car, provided with permanent ends and sides 2 and 3 and a permanent bottom and roof 4 and 5. Journaled in bearings in the sides adjacent the roof at each end of the car is a shaft 6 having pulleys 7, on which the cables 8 wind. The noses 12 of the dogs are nor-

mally held in engagement with the teeth 13 of the bars 14, by means of the springs 15, which connect between the dogs and the arms 16. Lugs 11 (in which dogs 9 are pivoted at 10) are carried by the false bottom 17, which is constructed of longitudinal and transverse bars 18 and 19. The cables 8 have their lower ends connected to the false bottom 17. As the false bottom 17 is raised, the noses of the dogs ride the teeth of the bars 14, until the false bottom reaches the position desired, in which case the dogs will hold the false bottom firmly in position.

Arranged perpendicularly in the corners of the car are tubular guide rods 20, which are engaged by the anti-frictional wheels or pulleys 21, which are carried by the false bottom. Mounted in bearings 22 of the under face of the false bottom adjacent each longitudinal edge thereof are rods 23. Each rod 23 comprises two sections 24, connected by a turn buckle 25. The ends 26 of the sections of each rod 23 are arranged in close position to the ends 27 of the dogs, and by turning the turn buckles in the desired direction, the ends 26 will simultaneously engage the dogs, so that the noses thereof may be thrown out of engagement with the teeth 13 synchronously, whereby the false bottom may be lowered substantially instantaneously. In operating the turn buckles, an operator stands on each side of the car. To raise the false bottom one end of each of the shafts 6 is provided with a hand wheel 28 adapted to be operated by an operator.

From the foregoing it is to be noted that there has been devised a simple and efficient stock car that may be converted from a "single-deck" to a "double-deck" car, and one which has been found practical, and of such detailed structure for converting the car, that will meet with the approval of car construction companies and the railroads.

The invention having been set forth, what is claimed as new and useful is:—

In combination with a stock car, a false bottom arranged therein, hoisting means comprising drums and cables connected to the false bottom for raising and lowering said false bottom, ratchet rack bars arranged perpendicularly in the corners of said car, dogs on the false bottom adapted to engage



the teeth of said bars for holding the false bottom in adjusted positions, guide means for the false bottom, and devices comprising sectional rods and turn buckles adapted to be operated for actuating the dogs synchronously for lowering the false bottom instantaneously.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

ISAAC R. WARDEN.

Witnesses:

JOHN BAYLUN,  
S. K. GIBSON.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."