

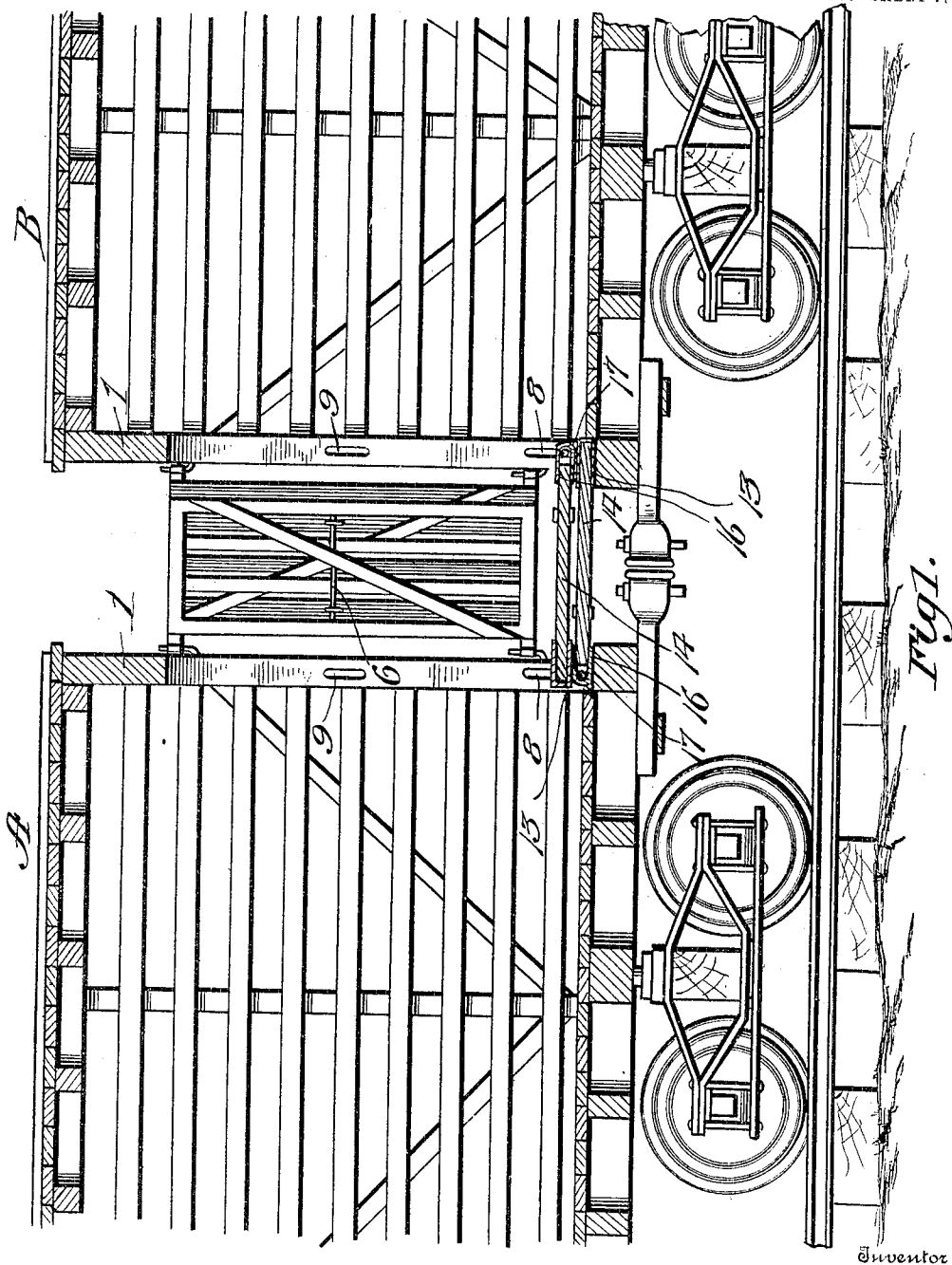
No. 823,890.

PATENTED JUNE 19, 1906.

C. W. McKEEHEN.  
STOCK CAR.

APPLICATION FILED JAN. 16, 1905.

2 SHEETS—SHEET 1.



Inventor

C. W. McKeen

Witnesses

Phil. C. Barnes.

W. H. Clarke

By

Victor J. Evans

Attorney

No. 823,890.

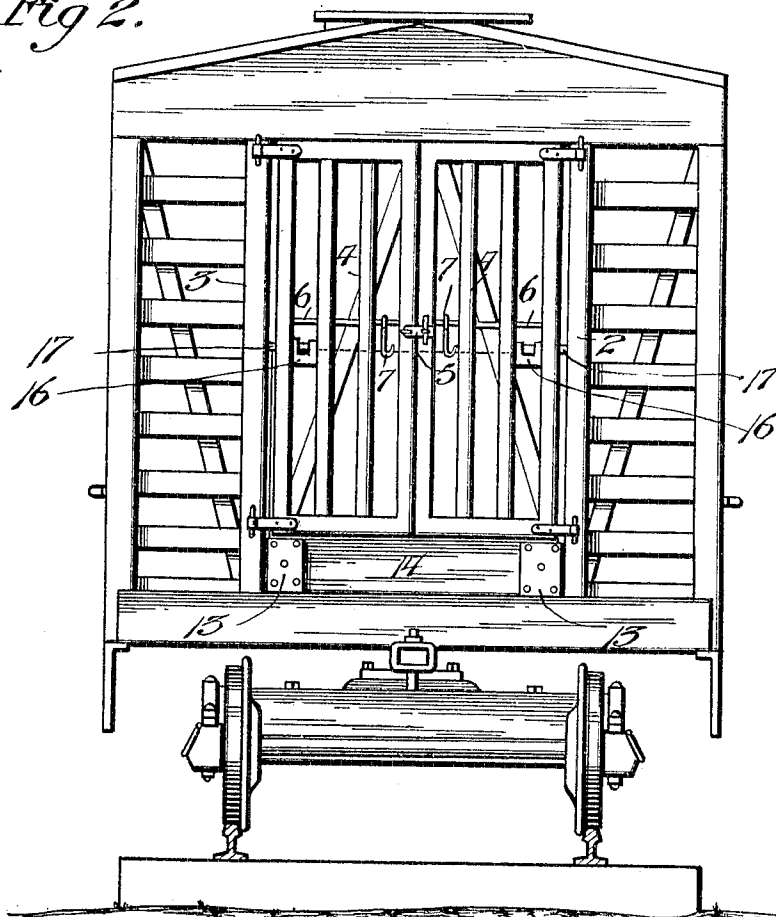
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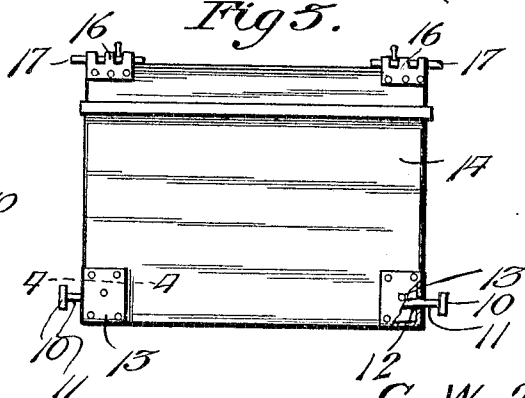
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2 SHEETS—SHEET 2.

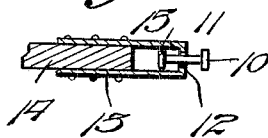
*Fig 2.*



*Fig 5.*



*Fig 4.*



Inventor

C. W. McKeen

Witnesses

Phil C. Barnus.

W. H. Clarke.

By

Victor J. Evans

Attorney

# UNITED STATES PATENT OFFICE.

CHARLES WALTER McKEEHEN, OF RICHARDS, OKLAHOMA TERRITORY.

## STOCK-CAR.

No. 823,890.

Specification of Letters Patent.

Patented June 19, 1906.

Application filed January 16, 1905. Serial No. 241,298.

*To all whom it may concern:*

Be it known that I, CHARLES WALTER McKEEHEN, a citizen of the United States, residing at Richards, in the county of Comanche and Territory of Oklahoma, have invented new and useful Improvements in Stock-Cars, of which the following is a specification.

This invention relates to stock-cars such as are provided with vestibule arrangements by means of which all the cars of a train may be thrown into communication with each other for convenience in loading cattle, it being understood that the cattle are loaded into one car and are driven through the train until all of the cars are loaded, thus preventing the necessity of loading each car separately and of moving the entire train when one car is loaded in order to bring the next car into position opposite the cattle-chute.

The objects of the present invention are to improve and simplify the construction of such cattle-cars.

With the foregoing and other objects in view, which will appear as the description proceeds, the invention resides in the combination and arrangement of parts and in the details of construction hereinafter described and claimed as a practical embodiment thereof.

In the accompanying drawings, forming a part of this specification, Figure 1 is a longitudinal section through the adjoining ends of a pair of cars equipped with the improvements of the present invention, the truck-wheels and track being shown in elevation. Fig. 2 is an end elevation of one of the cars. Fig. 3 is a plan view of one of the platforms. Fig. 4 is a detail section on the line 4 4 of Fig. 3.

Like reference characters indicate corresponding parts in the different views.

The cars A and B may be of any suitable form and construction. Each of the cars is provided at its end with a door-frame 1, having side bars 2 3. Hinged to each of the side bars 2 and 3 of the door-frame is a door 4, the two doors of each car being adapted to be locked by any suitable mechanism, such as 5. Each of the doors 4 is provided with a horizontal rod 6, from which is suspended a hook member 7. When the two cars are arranged in vestibule order, the doors are opened and the hook members 7 of one pair of doors are engaged with the rods 6 of the pair of doors on the adjacent car. By providing a con-

nection of this character relative movement between the cars is permitted without danger of breaking or straining the doors.

The side bars 2 and 3 of the door-frame are provided with lower vertical slots 8 and with upper vertical slots 9. The lower vertical slots 8 of the side bars 2 and 3 preferably are undercut or made wider at the inner portion than at the outer portion thereof in any suitable manner to receive the large head 10 of a bolt 11, which fits loosely into a slot 12 in a corner-bracket 13, attached to the platform 14. The bolt 11 is provided inside the corner-bracket 13 with an enlarged head 15. By providing a communication of the character described the platform 14 of each car is permitted to move in a horizontal plane and in a vertical plane, the horizontal movement being necessary in order to permit relative movement between the cars and the vertical movement being necessary in order to permit one platform to lie upon the top of the platform of the adjacent car, as shown clearly in Fig. 1. The platform 14 at each of its forward or free corners is provided with a locking device 16, which preferably is in the form of a sliding bolt 17. When the cars of a train are thrown into communication with each other, the platforms 14 are let down and the locking devices 16 of the platform on one car are engaged with the vertical slots 8 in the door-frame of the adjoining car, as clearly indicated in Fig. 1. When the doors at the ends of the cars are closed, the platforms 14 are hoisted into vertical position and the locking devices are engaged with the upper vertical slots 9 of the door-frames.

It will be apparent from the foregoing description that each of the platforms 14 at its point of pivotal connection with the door-frame of the car is capable of vertical as well as horizontal movement.

In its particular combination and arrangement of parts and in its details of construction the arrangement of this invention presents a strong, simple, durable, and inexpensive improvement over prior arrangements intended for a similar purpose.

It will be understood that the cars and the improvements with which they are equipped may be constructed of any suitable material and of any desired dimensions.

Changes in the precise embodiment of invention illustrated and described may be made within the scope of the following claims

without departing from the spirit of the invention or sacrificing any of its advantages.

Having thus described the invention, what is claimed as new is—

- 5 1. A vestibule stock-car having a platform pivotally connected with the end thereof, said platform at its point of pivotal connection with the car being capable of vertical and horizontal movement.
- 10 2. A car having a door-frame provided with side bars having upper and lower vertical slots, a platform having slotted corner-brackets, bolts engaging the slotted corner-brackets and the lower vertical slots of the

side bars, and locking devices on the free ends 15 of the platform.

3. A car having doors horizontal bars connected therewith, and hook members connected with said bars, the hook members on the doors of one car being adapted to engage 20 the horizontal bars in the doors of another car.

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

CHARLES WALTER MCKEEHEN.

Witnesses:

LILLIAN SUTTON MCKEEHEN,  
JOHN SUTTON.