

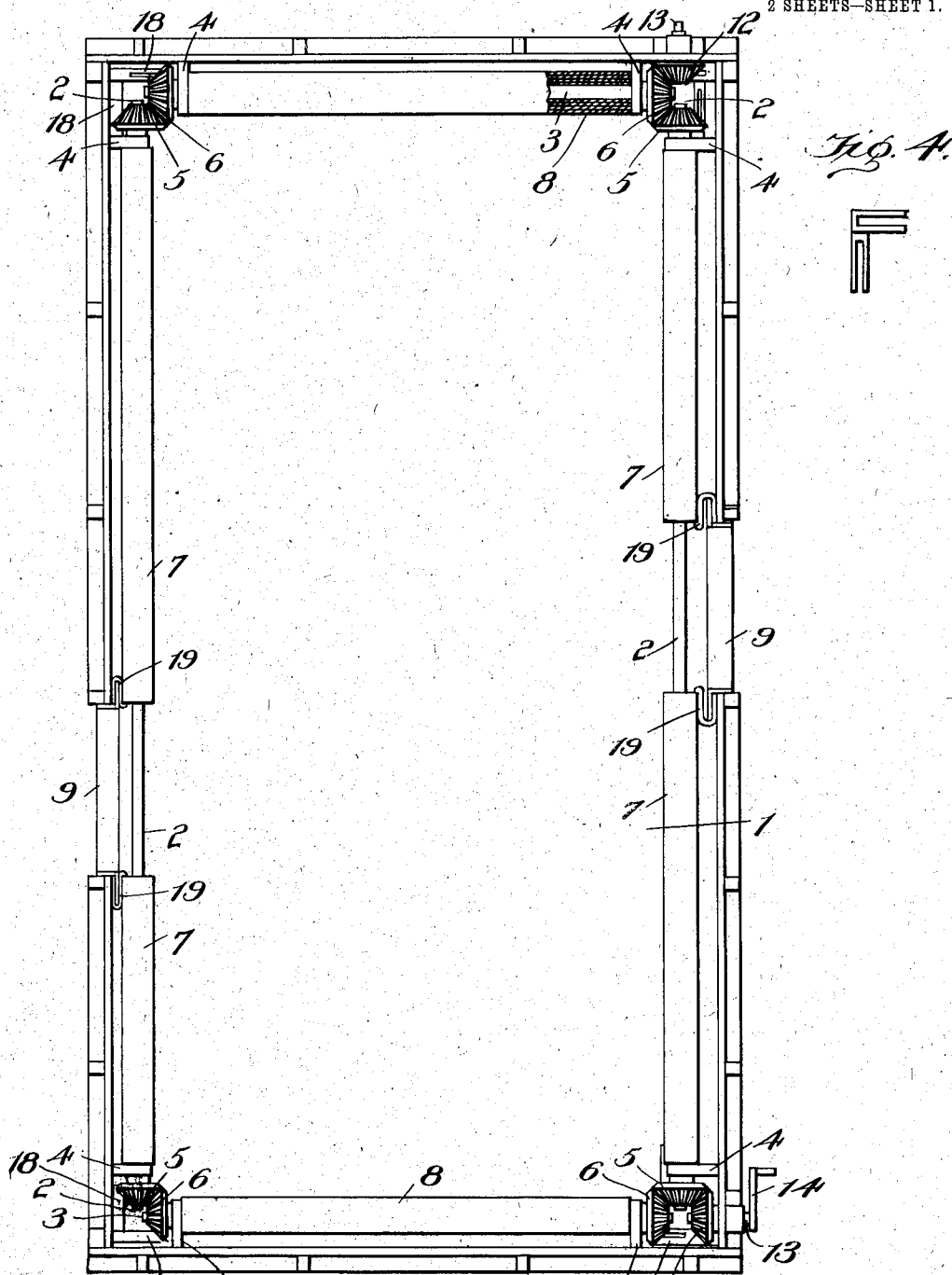
No. 823,983,

PATENTED JUNE 19, 1906.

E. WYATT.
COMBINED STOCK AND FREIGHT CAR.

APPLICATION FILED OCT. 11, 1905.

2 SHEETS—SHEET 1.



Witnesses
J. N. Stitt.
L. B. Winman.

Fig. 1.

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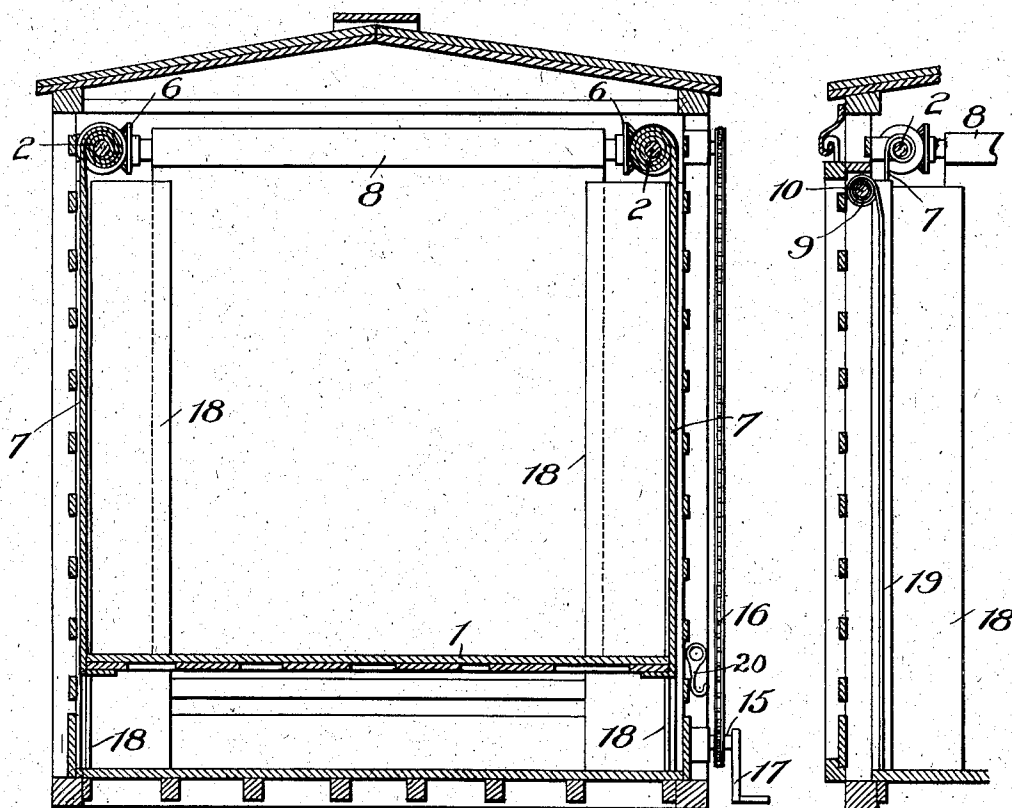


Fig. 2.

Fig. 3.

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UNITED STATES PATENT OFFICE.

EVERETT WYATT, OF FORT WORTH, TEXAS.

COMBINED STOCK AND FREIGHT CAR.

No. 823,983.

Specification of Letters Patent.

Patented June 19, 1906.

Application filed October 11, 1905. Serial No. 282,295.

To all whom it may concern:

Be it known that I, EVERETT WYATT, a citizen of the United States, residing at Fort Worth, Texas, have invented certain new and useful Improvements in a Combined Stock and Freight Car, of which the following is a specification.

This invention relates to stock-cars and means for converting a stock into a freight car or a partly stock-car and part freight-car, known as "double-deck" car; and the object is to provide attachments which may be applied to stock-cars of ordinary construction whereby a stock-car can be readily converted into a freight-car and which may be applied also to a freight-car of ordinary construction to provide a double-deck car.

Other objects and advantages will be fully explained in the following description, and the invention will be more particularly pointed out in the claims.

Reference is had to the accompanying drawings, which form a part of this application and specification.

Figure 1 is a plan view of a car with the top removed and one of the end attachments being shown in part in section. Fig. 2 is a vertical cross-section of a car. Fig. 3 is a similar broken section, but through one of the doors, illustrating the manner of closing and operating the doors of the attachments. Fig. 4 is a plan view of the guides for temporary sides.

Similar characters of reference are used to indicate the same parts throughout the several views.

For carrying out the object of this invention I show a temporary bottom and temporary sides and ends applicable to stock or freight cars of ordinary construction. The temporary bottom 1 is preferably constructed in one integral structure of suitable material, although this bottom might be constructed in sections. Provision is made for elevating the temporary bottom to the top of the car when the car is to be used for a stock-car and for lowering the temporary bottom when the car is to be used for a freight-car. The same provision also closes the sides and ends of the car. Roller-shafts 2 and 3 are journaled in bearings 4 at or near the top of the sides and ends of the car. Bevel-gearing 5 and 6 are fixed on the ends of these shafts, and the gear-wheels mesh with each other. Sheets for closing the sides and ends of the car are prepared of some suitable mate-

rial and attached to the temporary floor 1 and to the roller-shafts 2 and 3. When the shafts 2 and 3 are turned inwardly by the gearing, the floor 1 will be elevated, and when these shafts are turned outwardly by the gearing the floor will be lowered. Sheets 7, preferably of metal, are attached to the side edges of the floor 1 and to the shafts, and sheets 8, preferably of metal, are attached to the end edges of the floor and to the shafts 3. These sheets are flush with the interior of the car-walls when the floor is let down, and thus make a closed car adapted for the uses of freight instead of the slatted open car for stock. These sheets may be constructed of sheet metal or narrow metal bars connected together or other suitable material, as they will not be subjected to much strain, being flush with the interior of the walls of the car. It will be seen that the operation of lowering the floor also closes the sides and ends and that the operation of raising or elevating the floor also opens the sides and ends. Doors may be made in the side sheets 7 or in the end sheets 8, if desired, by cutting away the sheets 7 opposite the doors of the car, as shown in Fig. 1, and providing doors 9 of material similar to sheets 7 and 8. The sheet-metal doors 9 may be operated independently of the side sheets 7 and may be operated as ordinary spring-roller shades. The rollers 10 for the doors 9 may be mounted in the doorways of the cars. The gear-wheels 5 and 6 may be driven in any suitable manner. Additional gear-wheels 11 and 12 may be provided to mesh with the gear-wheels 5 and 6 and journaled in the upper part of the car, as shown in Fig. 1. The shafts 13 project through the walls of the car and may be provided with removable cranks 14 for operating the gearing, or a sprocket-wheel may be mounted on the shaft 13 and a sprocket-wheel mounted on a shaft 15 near the bottom of the car and a sprocket-chain 16 mounted on the sprocket-wheels, and a removable crank 17 is provided for operating the gearing. It is apparent that driving the gearing at one corner of the car will drive the gearing at all corners of the car. It is also apparent that similar gearing may be provided at each corner of the car, so that power may be applied at each corner of the car for simultaneously operating the gearing. It will be noticed that from the arrangement of the gearing the sheets 7 and 8 cannot extend entirely to the sides and ends of the car. To remedy

this and to form a complete closure, guides 18 are secured vertically in the corners of the car to receive the edges of the sheets 7 and 8. These guides thus form a complete closure 5 and prevent displacement of the side and end sheets. Substantially S-shaped guides 19 are secured to the sides of the doorways for guiding the edges of the sheets 7 and doors 9.

From the construction above described it 10 is apparent that a stock-car can be readily converted into a freight-car or into a double-deck car, partly freight and partly stock car, as the temporary floor may be locked at any position desirable by a hook 20, which is piv- 15 otally mounted on one of the upright frame-pieces of the car. Normally the hook 20 hangs down; but it may be swung out to engage the sprocket-chain to hold the same against movement, or the freight-car so 20 formed may be readily converted into a stock-car.

Having fully described my invention, what I claim as new, and desire to secure by Let- 25 ters Patent, is—

25 1. A stock-car having permanent side and end walls and a permanent floor, a temporary floor movable vertically therein and means for lowering said floor and means for simultaneously forming temporary side and 30 end walls.

2. In a stock-car provided with a perma- 35 nent floor and side and end walls, means for converting said car into a freight-car comprising a temporary floor movable vertically therein, side and end walls capable of being rolled up or unrolled attached to said tem- 40 porary floor, and means for rolling up or unrolling said side and end walls and simultane- ously elevating said temporary floor or low- 45 ering said floor.

3. In a stock-car provided with permanent end and side walls, and a permanent floor; a 45 temporary floor, rollable sheets attached to said floor and capable of forming side and end walls for said car, and means for rolling or 50 unrolling said sheets whereby said tempo- rary floor is elevated or lowered.

4. In a stock-car provided with a perma- 50 nent floor and end and side walls; a tempo- rary floor, sheets attached to said floor and

capable of forming end and side walls, roller- shafts engaged by said sheets, and gearing for operating said shafts.

5. In a stock-car provided with a perma- 55 nent floor and end and side walls; a tempo- rary floor, sheets attached to said floor and capable of forming end and side walls, roller- shafts engaged by said sheets, guides for said sheets, and gearing for operating said shafts.

6. In a stock-car provided with a perma- 60 nent floor and end and side walls; a tempo- rary floor, sheets attached to said floor and capable of forming end and side walls, roller- shafts engaged by said sheets, spring-actu- 65 ated roller sheet-metal doors cooperating with said sheets, and gearing for actuating said roller-shafts.

7. In a stock-car provided with a perma- 70 nent floor and end and side walls; a tempo- rary floor, sheets attached to said floor and capable of forming end and side walls, roller- shafts engaged by said sheets, spring-actu- 75 ated roller sheet-metal doors cooperating with said sheets, guides for said sheets and doors, and gearing for actuating said shafts.

8. In a stock-car provided with a perma- 80 nent floor and end and side walls; a tempo- rary floor, rollable sheets attached to said floor and capable of forming end and side walls for said car, spring-actuated roller sheet- 85 metal doors cooperating with said sheets, and means for rolling or unrolling said sheets whereby said temporary floor is elevated or lowered.

9. In a stock-car provided with a perma- 85 nent floor and end and side walls; roller- shafts, gearing mounted on said shafts for rotating the same, and rollable sheets at- 90 tached to said shafts for forming temporary side and end walls within said car and flush with said permanent end and side walls.

In testimony whereof I set my hand, in the presence of witnesses, this 28th day of Sep- 95 tember, 1905.

EVERETT WYATT.

Witnesses:

EDWIN E. WYATT

A. L. JACKSON

J. W. STITT.