

A. NICOLASSEN.

Stock-Car

No. 199,855.

Patented Jan. 29, 1878.

Fig. 1.

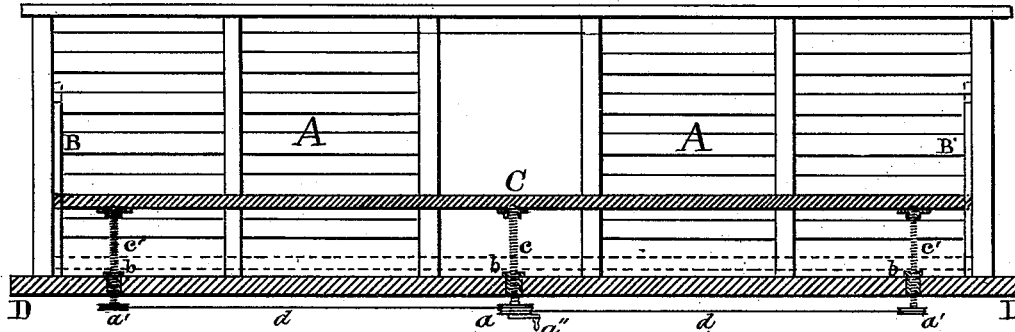


Fig. 2.

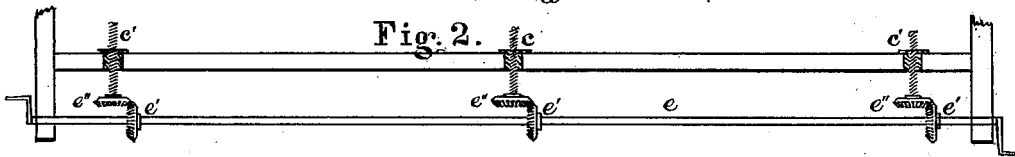


Fig. 3.

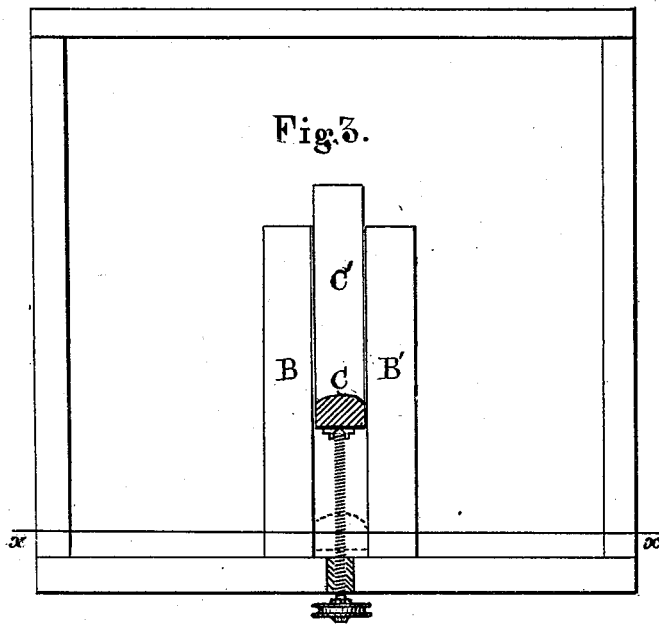
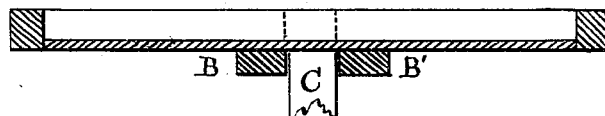


Fig. 4.



Witnesses

Charles Smith
Wm. Ireland

Inventor

Albert Nicolsassen

Per *Wm. R. Singleton*

Atty

UNITED STATES PATENT OFFICE.

ALBERT NICOLASSEN, OF BALTIMORE, MARYLAND, ASSIGNOR TO MARY E. NICOLASSEN, OF SAME PLACE.

IMPROVEMENT IN STOCK-CARS.

Specification forming part of Letters Patent No. **199,855**, dated January 29, 1878; application filed January 4, 1878.

To all whom it may concern:

Be it known that I, ALBERT NICOLASSEN, of Baltimore, in the county of Baltimore and State of Maryland, have invented certain new and useful Improvements in Cattle or Stock Cars for Railroads; and I do hereby declare that the following is a full, clear, and exact description of my invention, which 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 letters of reference marked thereon, which form a part of this specification.

This invention relates to stock-cars for the transportation of cattle or other animals for long distances, wherein it is necessary to support the animals, which become fatigued from long standing, and when they cannot lie down.

It consists in placing lengthwise of the car a wooden beam, to be supported at each end in sliding ways or "gins" upon a series of screws, which are to be operated simultaneously from the outside of the car, all of which will be hereinafter more fully described.

In the drawings, Figure 1 is a sectional longitudinal elevation through a railroad-car, showing the beam and one side. Fig. 2 is a modification of the means employed to elevate and depress the supporting-beam. Fig. 3 is an inside view of one end of the car, and Fig. 4 is a horizontal section of Fig. 3 on line *x x*.

A represents the side of a car, which may be in slats, as shown, or any other ordinary siding. B B' are strong cleats, fastened to the end frame or boarding of the car, forming between them a groove-way at each end of the car. C is a longitudinal beam, made wider than its depth, and strong enough to support the weight of the animals. I make the width about fifteen inches, and the thickness about four or six inches.

At each end and in the middle of the beam are socket-pieces, to rest upon the conical ends of the vertical screws *c c'*, which pass through nuts *b b b* inserted in the bed-beam of the frame of the car. These screws have at their lower ends pulleys *a a'*. The middle screw has its pulley *a* made double, so that the belts *d d* pass from it in both directions to the outer pulleys *a'*. To the pulley *a* is attached a crank-handle, *a''*, so that by

turning the handle all the screws are operated simultaneously.

I do not confine myself to three screws, as any convenient number may be used.

In Fig. 2 is shown a modification of the means for operating the screws, which is by a shaft, *e*, extending longitudinally under the car, and to be supported in the end timbers. On this shaft are as many beveled gears as there are screws, and on which are beveled gears to mesh with those on the shaft. By turning the shaft the screws will be operated together to move the beam.

The beam C has at each end guide-pieces C', which slide in the grooves formed by the cleats B B'. These prevent the beam C from jamming, and cause it to move smoothly and regularly in the grooves.

When the cattle are to be put in the car, the beam C is run down to the floor, and they can step over it.

When the car is loaded the beam is to be run up, as seen in Fig. 1 in solid lines. The dotted lines represent the beam near the floor.

This arrangement can be added to the cars now in use, requiring only the addition of the beam, cleats, and nuts to be properly located. They can be added to any stock-car or ordinary freight-car, and by removing the beam and screws the stock-cars can be used for other purposes. If desirable, the top of the beam may be padded; but I prefer to use it without padding.

I claim—

1. In stock-cars, a vertically-adjustable beam extending lengthwise of the car, and operated by a series of screws, substantially as and for the purpose described.

2. The combination of the pulleys *a a'*, screws *c c'*, and beam C, substantially as and for the purpose described.

3. In stock-cars, the vertically-adjustable beam extending lengthwise of the car, for supporting the animals, substantially as described.

In testimony that I claim the foregoing as my own I affix my signature in presence of two witnesses.

ALBERT NICOLASSEN.

Witnesses:

GEO. F. GRAHAM,
S. T. GRAHAM.