No. 876,774. PATENTED JAN. 14, 1908.

T. M. CREPAR.

COMBINATION STOCK CAR.

APPLICATION FILED MAY 25, 1907.

Fig. 1.

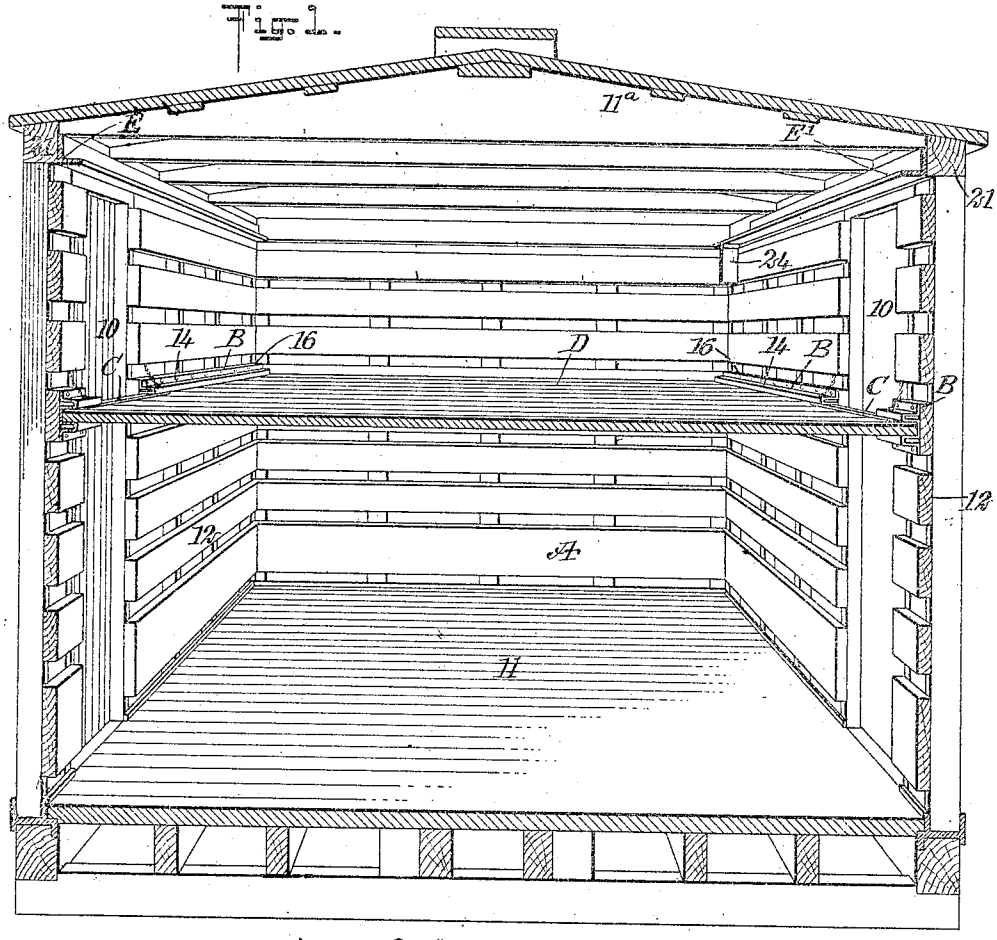


Fig. 3.

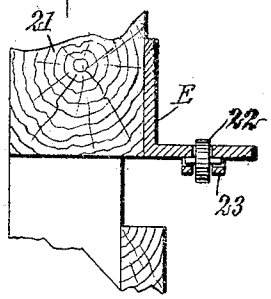


Fig. 2.

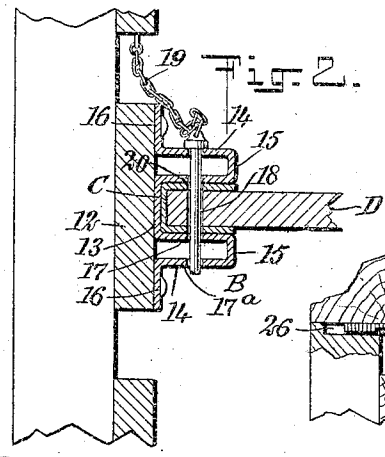
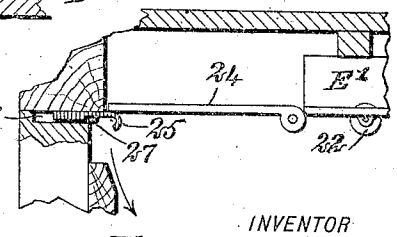


Fig. 4.



WITNESSES

INVENTOR

Thomas M. Crepar

BY Munn & Co.

ATTORNEYS.

UNITED STATES PATENT OFFICE.

THOMAS MORTIMER CREPAR, OF JAMESTOWN, NORTH DAKOTA, ASSIGNOR OF ONE-EIGHTH TO GUY A. ADAMS, OF STUTSMAN, NORTH DAKOTA; ONE-EIGHTH TO FRANK C. DEFIELD, OF FARGO, NORTH DAKOTA; ONE-EIGHTH TO FRANK W. WASHICKEK, OF PASCO, WASHINGTON, AND ONE-EIGHTH TO GEORGE M. CARDEN, OF BLACKSTONE, VIRGINIA.

COMBINATION STOCK-CAR.

No. 876,774. Specification of Letters Patent. Patented Jan. 14, 1908.

Application filed May 25, 1907. Serial No. 375,677.

To all whom it may concern:

Be it known that I, THOMAS M. CREPAR, a citizen of the United States, and a resident of Jamestown, in the county of Stutsman and State of North Dakota, have invented a new and useful Improvement in Combination Stock-Cars, of which the following is a full, clear, and exact description.

The purpose of the invention is to provide a construction of a single deck stock car, that can be used entirely as such or be converted into a complete double deck car, or a half single or half double deck car.

It is a further purpose of the invention to provide the car with permanent deck fixtures, that are entirely out of the way when the car is in use with a single deck, and to provide means at such time for storing the extra deck material at the roof section of the car out of the way and in an order corresponding to that in which the said material is laid in building an upper deck.

It is another purpose of the invention to so construct the deck attachment that it is simple and economic, and so that it can be quickly and conveniently handled, and also in such manner that when the extra deck is laid it will be practically as strong as if built in the car body.

The invention consists in the novel construction and combination of the several parts, as will be hereinafter fully set forth and pointed out in the claims.

Reference is to be had to the accompanying drawings forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the figures.

Figure 1 is a perspective view of an inner end portion of a car showing a portion of an upper deck laid therein; Fig. 2 is a detail sectional view taken through a side of the car adjacent a door opening, illustrating the application of a removable bridging bracket laid at the door opening to support the ends of the deck planks at such point; Fig. 3 is a detail sectional view through one of the said roof timbers and a bracket secured thereto for supporting an end portion of the deck planks when stored away beneath the roof; and Fig. 4 is a detail sectional view taken at a corner of the car just below the roof, illustrating the arrangement of a trap door at one end portion of the upper or storage bracket.

A represents a portion of the interior of a stock car adapted to move exclusively cattle and hogs, or cattle, hogs and sheep, or for the conveyance of small stock only upon the upper and the lower deck. Brackets B are horizontally secured to the lathing 12 at the inner face of the car between the roof 11^a and the floor 11, when the latter constitutes the lower deck for the car. These brackets B extend from each side of the door openings 10 of the car to the end portions of the car, as is best shown in Fig. 1. The brackets B, as is shown in Fig. 2, are provided with a substantially U-shaped receiving section 13, adapted for attachment to the inner side wall of a car in any approved manner. The receiving sections 13 of a bracket B have parallel upper and lower walls and a straight rear connecting wall, the opening of each receiving section of a bracket being at the front, as is clearly shown in Fig. 2.

By preference the receiving sections 13 of the brackets B are reinforced, which is accomplished by providing upper and lower members 14, parallel with yet spaced from corresponding members of the receiving section 13 of a bracket, the upper and lower members 14 and the corresponding members of the receiving section 13 of a bracket being united at the front of the bracket by suitable connecting members 15, and the upper and lower strengthening or reinforcing members 14 of a bracket are provided with flanges 16 whereby the brackets may be readily attached to the inner wall of the car.

At that end of the bracket B which is adjacent a door opening 10, the brackets are provided with apertures 17 in their receiving sections 13 and with corresponding apertures 17^a in the reinforcing members 14, and these apertures are adapted to receive pins 18 connected to the side wall of the car by chains 19 or their equivalents, so that the pins 18 will be always at hand for service.

In connection with the main brackets B bridging brackets C are employed, and these bridging brackets are adapted to extend across the door openings 10, as is shown in Fig. 1 and are of corresponding cross sectional shape to the receiving sections 13 of the main brackets B, and are also substantially U-shaped and are adapted to slide in

the said main brackets. The bridging brackets C are of a greater length than the width of the door opening 10 across which they extend, so that the end portions of the bridging brackets C may be brought beneath the apertured portions of the main brackets B and also receive the pins 18, which are passed through apertures 20 in the bridging brackets registering with those in the main brackets.

The deck planks D are by preference made quite narrow, and the ends of the planks are adapted to freely enter and slide in the brackets B or C that are adapted to receive them. In laying an upper deck the pins 18 are removed from the brackets, then the planks D are placed in the main brackets B until they extend in close engagement from the ends of the cars to points adjacent the door openings 10. At such time the bridging brackets C are placed in position in the main brackets B at one side of the door opening, being slid therein sufficiently to permit of an opening at one of the door openings for the introduction of the planks to be laid at such points. Just after the last plank has been placed in position adjacent the door opening, the bridging bracket which had been slid back into the main bracket is driven into the opposing main bracket until the apertures in the two brackets meet, whereupon the pins 18 are passed through said apertures and likewise through apertures made in the deck planks that may be at the apertured portions of the brackets, as is fully shown in Fig. 2. The bridging bracket at the opposite side of the car may be fixed in position before the planks are laid, it being simply necessary that one bridging bracket should be slid inward to provide an opening for the introduction of the planks.

An auxiliary or storage bracket E, preferably of L-shaped construction, is secured to the inner face of each upper side sill 21 or the sill immediately beneath the roof 11^a, and each of these auxiliary or supporting brackets E is provided with friction rollers 22 in order that the planks may be more readily moved thereon. These brackets may be made of wood or metal, by preference the latter, and when made of metal bearings 23 are cast in the metal as supports for the trunnions of the friction rollers 22. The supporting or auxiliary brackets E at one side of the car extend from end to end, while the opposing auxiliary or supporting brackets, designated as E′, extend from one end of the car, but stop short at the opposing end, as is shown in Figs. 1 and 4, and at the break thus made, a door 24^a is hinged adjacent the said terminal end of the bracket E′, and the said door is adapted to drop downward so as to uncover the said spaces and admit of the ready passage of the deck planks from the body of the car to the storage or auxiliary brackets E and E′. When the deck planks have been suitably stored the door 24 is closed and is held in position by a latch 25 of any suitable type. In the drawings this latch is shown as sliding in a recess 26, in the side of the car, its inward movement being limited by a stop 27.

When the deck planks D are laid on the brackets E and E′, the same order is preserved as is necessary in laying the said boards to form an upper deck. When the deck planks have been stored, the bridging brackets are placed again in position in the main brackets and are held in engagement therewith by the pins 18. Thus it will be observed that a single deck car with the attachment mentioned can be quickly converted into a double deck car, and that when the upper deck is not required it is stored snugly out of the way.

Having thus described my invention, I claim as new and desire to secure by Letters Patent,—

1. In stock cars, a car, deck brackets secured to the inner side walls of the car, deck planks having their ends removably fitted in the brackets, and storage brackets for the deck planks located above the deck brackets.

2. In stock cars, a car provided with a door opening, main brackets fixed to the inner walls of the car at each side of its door opening, bridging brackets located at the door openings, removably supported by the fixed or main brackets, and deck planks, the ends whereof are removably received by the said brackets.

3. In stock cars, a car provided with a door opening, U-shaped brackets horizontally secured to the inside of the car on each side of the door opening, bridging brackets for the door opening, also U-shaped in cross section, removably and slidably mounted in the said first named brackets, deck planks, the ends of which are received in said brackets, and means for locking the bridging brackets to the first named brackets, and both brackets to sundry of the deck planks.

4. In stock cars, a car provided with a door opening, U-shaped brackets horizontally secured to the inside of the car on each side of the door opening, bridging brackets for the door opening, also U-shaped in cross section, removably and slidably mounted in the said first named brackets, deck planks, the ends of which are received in said brackets, and means for locking the bridging brackets to the first named brackets, and both brackets to sundry of the deck planks, and auxiliary brackets for the storage of the deck planks, secured to the sides of the car above the U-shaped brackets.

5. In a stock car, the combination with brackets horizontally located at the inner side portions of the car between its top and

bottom portions, and deck planks removably supported by the brackets, of auxiliary brackets also secured to the inner sides of the car but above the first named brackets, the upper brackets being adapted for the storage of the deck planks, a door located between one end of one of the auxiliary brackets and an adjacent end of the car, and means for locking the said door closed.

6. In combination, a stock car provided with door openings, deck brackets secured to its inner face at each side of the door opening, each bracket having a substantially U-shaped central receiving section, and top and bottom reinforcing members connected with and spaced from corresponding members of the receiving section, bridging brackets also substantially U-shaped in cross section, which bridging brackets are adapted to cross the door openings of the car, being removably and slidably mounted in the receiving sections of the deck brackets, and locking devices for the said bridging brackets.

7. In combination, a stock car provided with door openings, deck brackets secured to the car at each side of its door openings, bridging brackets at said door openings, slidably and removably supported by the deck brackets, auxiliary storage brackets above the deck and bridging brackets, one of said storage brackets having an end opening, a drop door and latch therefor at said opening, and friction rollers carried by said auxiliary brackets.

8. In a stock car, a car, deck brackets secured to the inner side walls of the car, deck planks having their ends removably fitted in the brackets, auxiliary storage brackets above the deck brackets, one of said storage brackets having an end opening, a drop door in connection with the opening, and a latch for the door.

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

THOMAS MORTIMER CREPAR.

Witnesses:
E. G. RUSSELL,
T. B. QUINN.