

(No Model.)

2 Sheets—Sheet 1.

C. L. TRAVIS.
STOCK CAR.

No. 499,311.

Patented June 13, 1893.

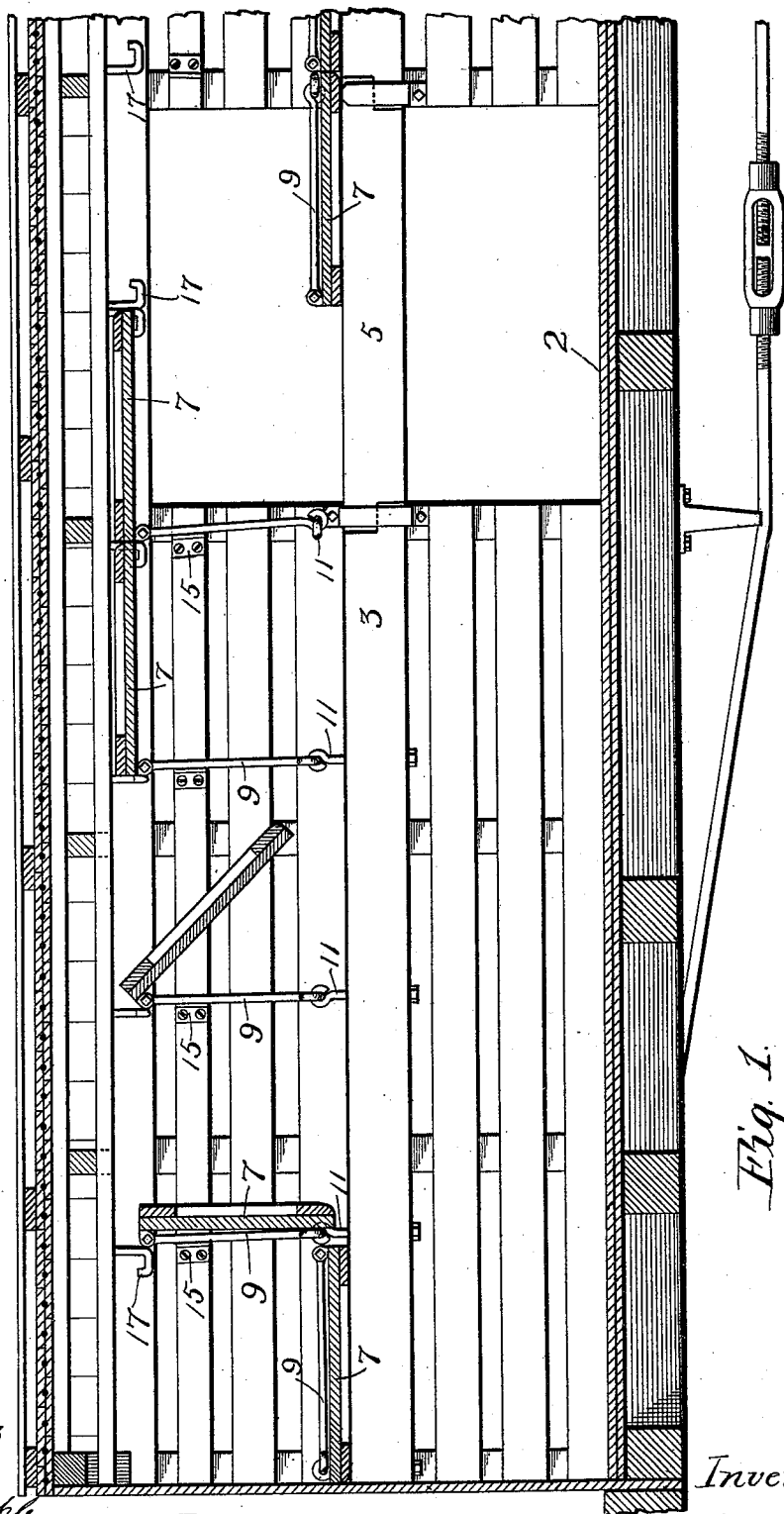


Fig. 1.

Witnesses

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M. L. Lyon

By

Charles L. Travis
Paul M. Munn His Atty's

Inventor

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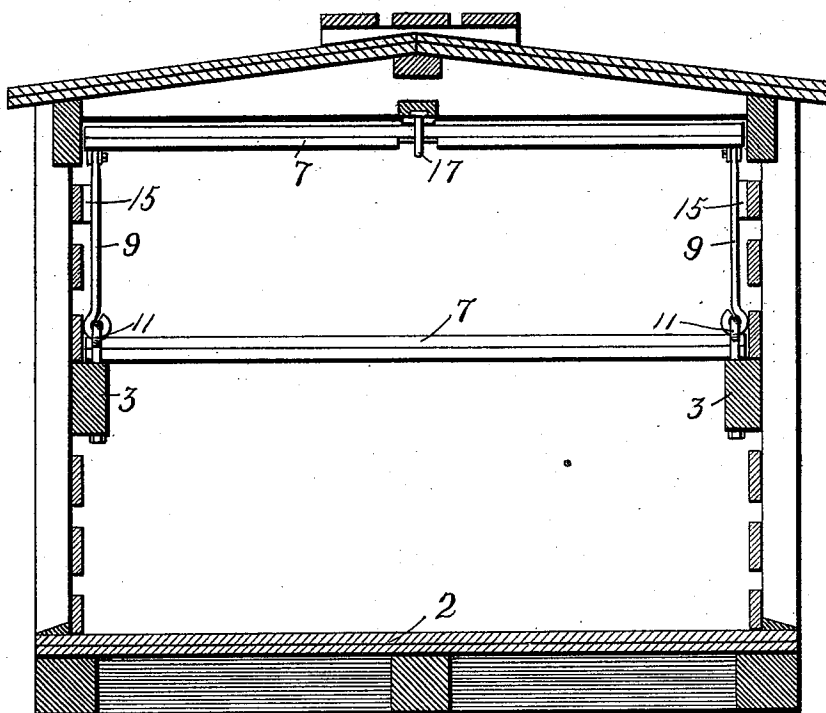


Fig. 2

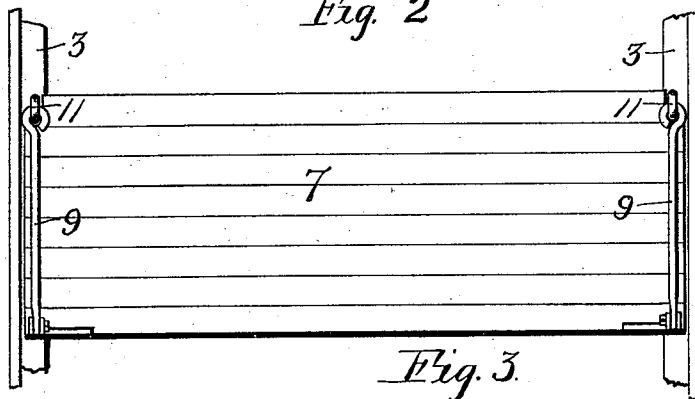


Fig. 3

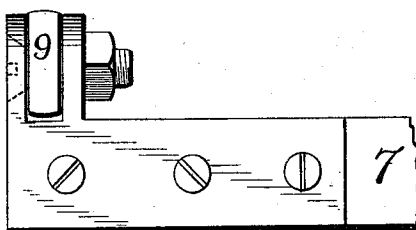


Fig. 4

Witnesses.

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UNITED STATES PATENT OFFICE.

CHARLES LESLIE TRAVIS, OF MINNEAPOLIS, MINNESOTA.

STOCK-CAR.

SPECIFICATION forming part of Letters Patent No. 499,311, dated June 13, 1893.

Application filed August 15, 1892. Serial No. 443,093. (No model.)

To all whom it may concern:

Be it known that I, CHARLES LESLIE TRAVIS, of Minneapolis, county of Hennepin, State of Minnesota, have invented certain Improvements in Stock-Cars, of which the following is a specification.

The object of this invention is to provide a stock car having a movable middle or second deck, to be used in hauling sheep, hogs, or other small animals, and capable of being moved up and secured under the roof of the car, when the car is to be used for hauling larger animals or for hauling dead freight.

The invention consists generally in providing a movable deck consisting of a series of transverse sections that are supported, when the deck is in its lower position, upon rails extending longitudinally of the car, said sections being secured by rods hinged to said sections and to the rail or to a portion of the car adjacent thereto, said rods adapted to be turned into the substantially upright position to support one edge of said sections beneath the roof of the car, the opposite edge of each section being secured by a suitable fastening device, and said sections when moved into their upper position lying side by side transversely of the car in a reversed position beneath the roof.

The invention consists further in the construction and combination hereinafter described and particularly pointed out in the claims.

In the accompanying drawings forming part of this specification: Figure 1 is a longitudinal vertical section of a portion of a stock car, constructed in accordance with my invention. Fig. 2 is a transverse section of the same showing the sections in both positions. Fig. 3 is a plan of one of the sections showing a portion of the supporting rails. Fig. 4 is a detail showing one means of connecting the rod to the section.

In the drawings, 2 represents a suitable car, which may be of any ordinary or preferred construction. It is provided with the longitudinal rails 3, that are secured to the inner walls of the car at the height at which it is desired to support the middle or movable deck. One section 5, of the longitudinal rail, upon each side of the car at a point opposite the door, is preferably made removable. The deck

is formed of a series of transverse section 7 that extend transversely of the car and may be supported upon the longitudinal rails when the deck is in position for use, or may be supported in a reverse position beneath the roof of the car when the deck is not in use. Said sections may be constructed in any suitable way and of any suitable material. For the purpose of securing the sections in the car and preventing their removal therefrom, and for turning them into the top of the car conveniently, and for holding them when in that position, I provide each section with a rod 9 preferably hinged to the section at or near one end thereof and preferably lying across and on top of the section when the section is in a horizontal position upon the supporting rails 3. The opposite ends of the rods are pivotally connected at a point near the opposite edges of the section, either with the supporting rail itself, which may be done by means of the eye-bolts 11, as shown at the left hand of Fig. 1, or these ends of the rods may be secured to the sides of the car at points slightly above and adjacent to the rails 3 by means of the eye-bolts 11 as shown in the two right-hand sections in Fig. 1. Stops 15 are preferably provided upon the wall of the car against which said rods will strike when brought to a substantially perpendicular position, as shown in Fig. 1. Suitable hooks 17 are also preferably provided for engaging one edge of each section when turned into the top of the car.

The operation will be readily understood. When the car is in use as a double deck car, all of the sections will be in a horizontal position upon the longitudinal rails 3. The rods will lie upon the upper surfaces of the sections at points near the ends thereof, and said rods being secured at one end to the wall of the car or to the longitudinal rail will tend to lock said sections in their horizontal positions and prevent them from being jostled out of place and, in fact, will prevent any movement of the section except that by which it is to be raised from the rail for the purpose of turning it into the top of the car. When it is desired to put the sections out of the way each section is turned up together with its rod 9, into a substantially vertical position as shown by the second section from the left in Fig. 1.

The rod 9 acts as a hinge and supports the section in this position leaving its lower edge free and preferably bringing said section entirely off the rail. Now by grasping the lower 5 edge of the section and giving the section a quarter turn upon its pivotal connection with the ends of the rods 9, the section may be brought into the reversed horizontal position beneath the roof of the car, where the free 10 edges may be secured by the hooks 17. The rod 9 when brought into the substantially perpendicular position strikes the stop 15 which prevents any further movement.

While I have shown and described this invention as applied to transverse sections supported upon longitudinal rails, I do not wish to be understood as limiting myself thereto, as the same invention may be applied to longitudinal sections, or sections supported by 20 other means than the longitudinal rails herein described.

I claim as my invention—

1. The combination with the car and with the movable deck sections, of the rods 9 pivoted to said sections adjacent to one edge 25 thereof and to a portion of the car at a point adjacent to the opposite edge of the section when in its lowered position to adapt the sections to lie in a substantially horizontal position when the sections are in their lower position, and to stand in a substantially perpen-

dicular position and support one edge of the section when the section is in its upper position.

2. The combination with the car, provided 35 with the longitudinal rails 3 and with the hooks 17, and stops 15, of the section 7, rods 9 pivoted to said sections as described, the eye bolts 11 secured to the car and pivotally connected to said rods 9, substantially as described. 40

3. The combination with the car having the longitudinal rails or beams 3, of the deck sections adapted to rest upon said rails, the pairs of rods 9, pivoted to each section at the edge 45 thereof the opposite ends of said rods pivoted to the car at points adjacent to the opposite edges of said sections when resting upon said rails, stops with which said rods engage when raised into an upright position to raise one 50 edge of the section whereto they are attached and hooks or locks 17 for supporting the opposite or free edges of the sections when raised into the upper horizontal position substantially as and for the purpose specified. 55

In testimony whereof I have hereunto set my hand this 11th day of August, 1892.

CHARLES LESLIE TRAVIS.

In presence of—

A. C. PAUL,
FRED S. LYON.