

(No Model.)

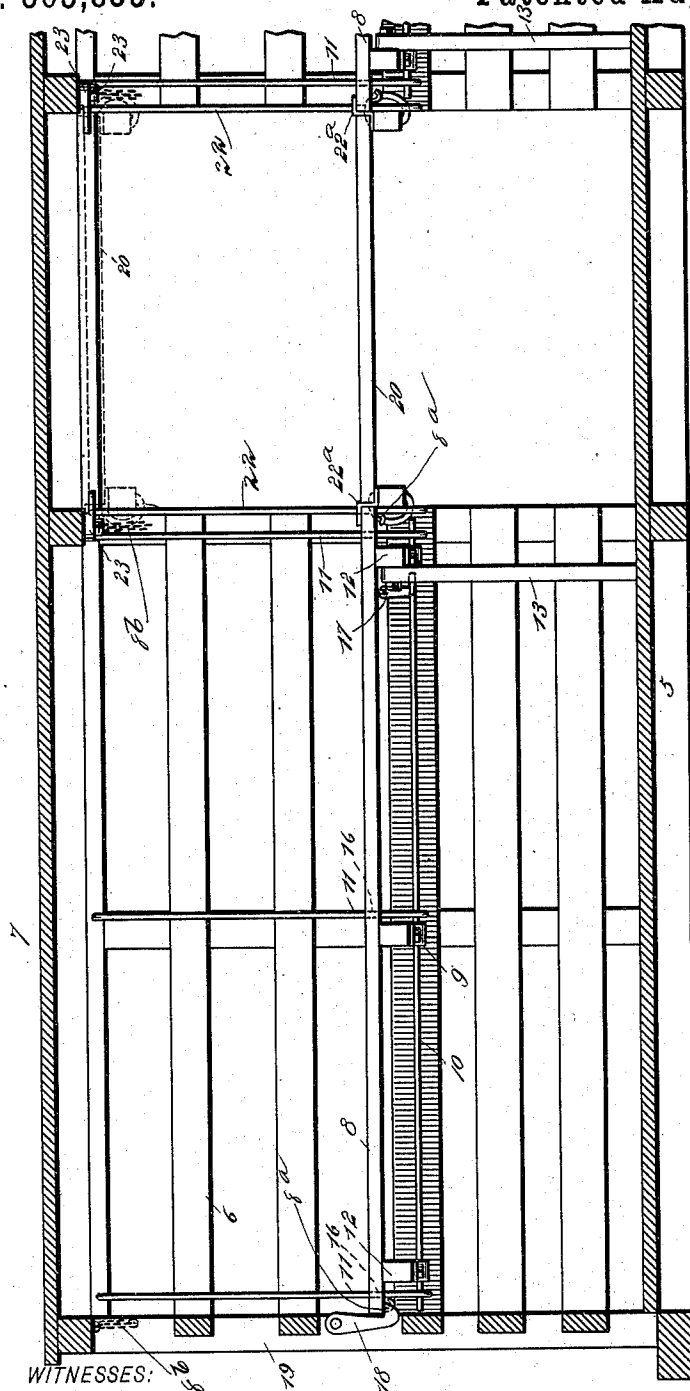
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R. C. BURKE & R. P. WISSLER.
STOCK CAR.

No. 565,835.

Patented Aug. 11, 1896.

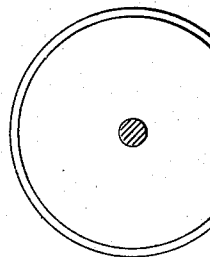
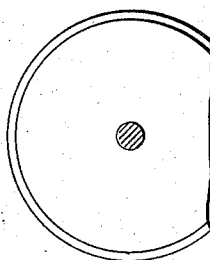
Fig. 1.



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Fig. 2.

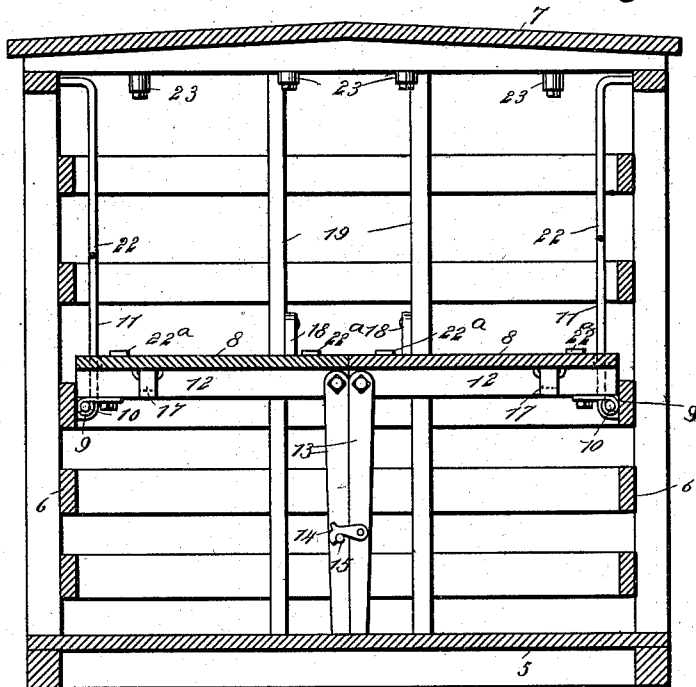
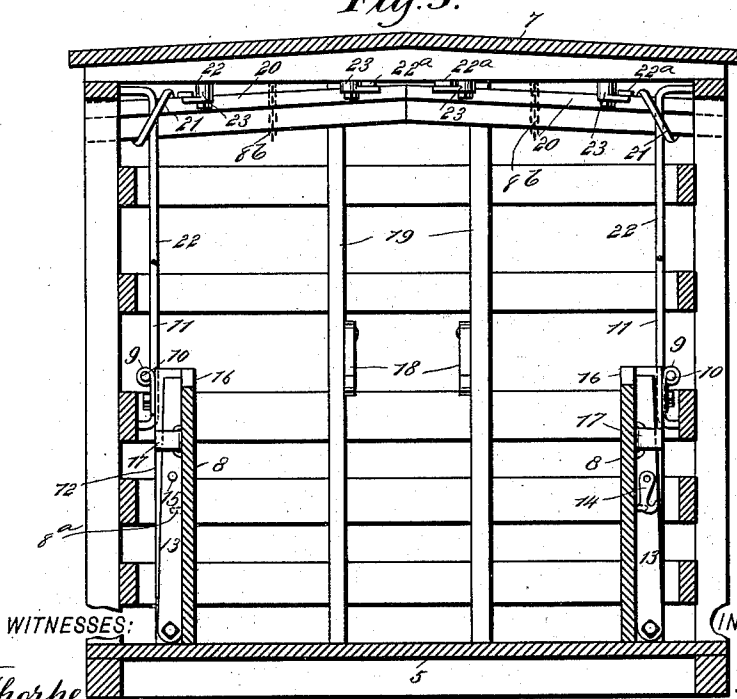


Fig. 3.



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UNITED STATES PATENT OFFICE.

ROBERT C. BURKE AND REUBEN P. WISSLER, OF BRADY ISLAND,
NEBRASKA.

STOCK-CAR.

SPECIFICATION forming part of Letters Patent No. 565,835, dated August 11, 1896.

Application filed June 29, 1895. Serial No. 554,432. (No model.)

To all whom it may concern:

Be it known that we, ROBERT C. BURKE and REUBEN P. WISSLER, of Brady Island, in the county of Lincoln and State of Nebraska, have invented a new and Improved Stock-Car, of which the following is a full, clear, and exact description.

The main object of this invention is to supply a stock-car of ordinary construction with a double deck or floor and to so construct this deck or floor that it may be extended to an operative position or folded against the sides or roof of the car, so as to enable the car to be used without the upper deck or floor.

These and other ends we attain by the mechanism illustrated in the accompanying drawings, all of which will be fully described hereinafter, and finally embodied 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 represents a longitudinal and vertical section of a portion of a freight-car supplied with our improvements. Fig. 2 is a cross-section of the same, showing the upper deck in place; and Fig. 3 is a similar view showing the deck folded.

The car to which our improvements are applied may consist of a floor 5, having side rails or bars 6, supported by vertical standards, and in turn supporting a roof 7. This construction is of the usual kind and will be readily understood.

The upper deck of our invention is preferably formed of six sections, each of a width equal to one-half the interior width of the car, and two of these sections are arranged in transverse alinement with each other and directly opposite the doors of the car, the longitudinal length of said sections being equal to the width of the doors. These sections are designated by the numerals 20. The remaining four sections are arranged two at each side of the sections 20 and are designated by the numerals 8. These latter or end sections 8 are provided at their outer edges with longitudinal bars 10, which are one for each section and which are held in place by eyes 9, secured to the braces 12 thereof.

Secured to the inner sides of the car, and extending from a point just below the roof downwardly to approximately the middle of the car, are the vertical rods 11, which are three for each of the end sections 8 and which are passed around the rods 10, the outer edges of the sections 8 being formed with notches 16 therein, which are adapted to receive the respective rods 11 when the sections are in position as in Fig. 2. By means of these rods 10 and 11 the sections 8 are mounted so as to be capable of extension to the position shown in Fig. 2, or of swinging downwardly to the position in Fig. 3, or still further of being elevated to a point directly below the roof of the car, such position being the same as that shown of the sections 20 in Fig. 3. When the sections 8 are extended to an operative position, the legs 13 thereof are moved downwardly and rigidly connected to each other by means of a hook 14, pivoted to one leg and connecting with a pin 15 on the other leg, and by these means the strength of the legs is increased. When the sections 8 are folded to either of their inoperative positions, the hooks 17 are moved to engage with the legs 13 and to hold them snugly against the under sides of the sections 8, as illustrated in Fig. 8.

In order that the sections 8 may be held directly below the roof 7, we provide the chairs 8^b, which are adapted to cooperate with hooks 8^a, secured to each end of the several sections 8. Pivotaly connected to the vertical end beams 19 of the car are the hooks 18, which hooks are two for each end of the car and respectively adapted to engage with the under edges of each end section, and by this engagement the extreme ends of the sections 8 are held in the extended position.

The door-sections 20 are each provided at their outer corners with rods 21, which are disposed diagonally on the sections and which are arranged to form substantially loops, which receive the respective vertical rods 22, the said rods being four in number and extending from a point just below the roof of the car downwardly to about midway its height. Thus it will be seen that the sections 20 are mounted so that they may be raised or lowered on the rods 22, and made to

occupy either the position shown in Fig. 1 or that shown in Fig. 3, and when lowered to the first position they are held thereto by means of the clips 22^a, which are arranged at substantially each corner of the sections 20 and which have projecting portions engaging with the adjacent edges of the sections 8.

The roof of the car has secured to its under side swinging catches 23, which are provided with extensions and which operate to engage with the clips 22^a when the sections 20 are elevated, and thereby hold the sections in their inoperative position. Fig. 1 shows this position of the sections 20 in dotted lines.

From the foregoing description it will be seen that a freight-car provided with our improvements may be used either with a single or with a double deck, and that when used with a double deck the second deck will be both secure and effective, and when the same is folded it will not prevent loading the car with large animals or with other material. When the sections 8 are folded to their lowered position, as illustrated in Fig. 3, they will afford excellent protection to the animals in the car by preventing the wind and rain from striking them.

Having thus described our invention, we

claim as new and desire to secure by Letters Patent—

1. The combination with a car, of a vertical guide-bar secured to its inner side, a deck having a notch formed in the edge adjacent to the guide-bar, said notch receiving the guide-bar, a rod held to the notched edge of the deck and confining the guide-bar between the rod and the edge of the deck, a supporting-leg pivoted near the edge of the deck which is opposite the notched edge, and a hook pivotally mounted on the car and adapted to engage the deck near the edge having the leg, substantially as described.

2. The combination with a car, of a vertical guide-bar, a deck juxtaposed to the guide-bar, a rod secured to one edge of the deck and embracing the guide-bar, a supporting-leg pivoted near the edge of the deck which is opposite the rod, and a hook pivotally mounted on the car and adapted to engage the deck at the edge to which the supporting-leg is adjacent, substantially as described.

ROBERT C. BURKE,
REUBEN P. WISSLER.

Witnesses:

WILLIAM BEATTY,
WILLARD J. EAVEY.