Sept. 20, 1932. F. X. MUDD 1,877,944

STOCK CAR

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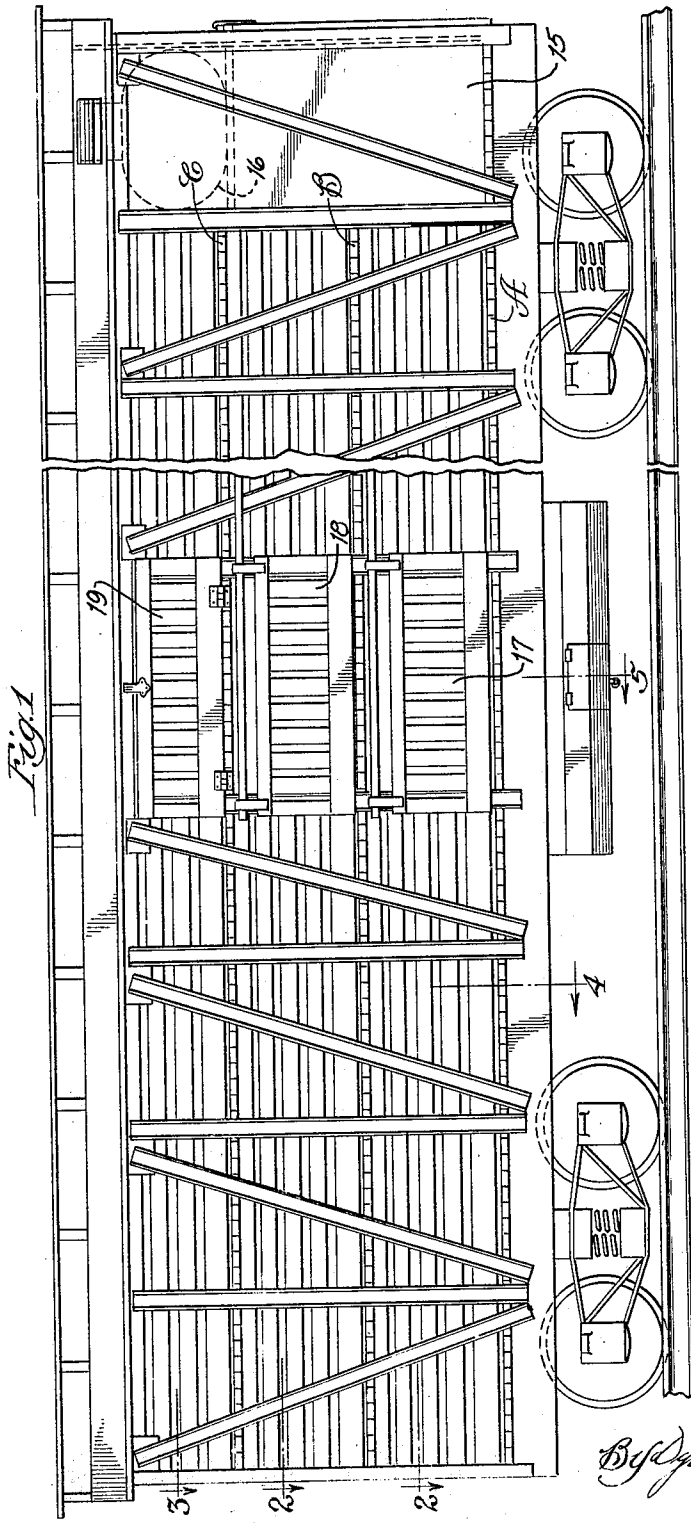


Fig. 1

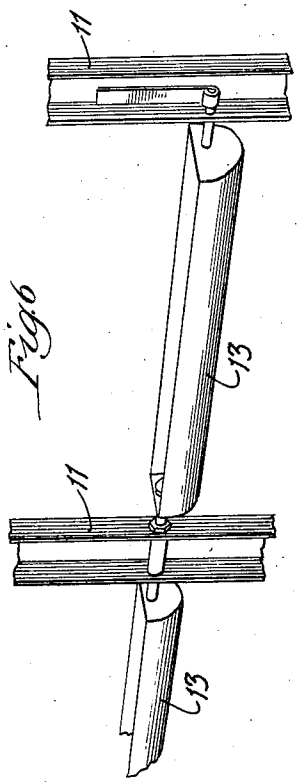


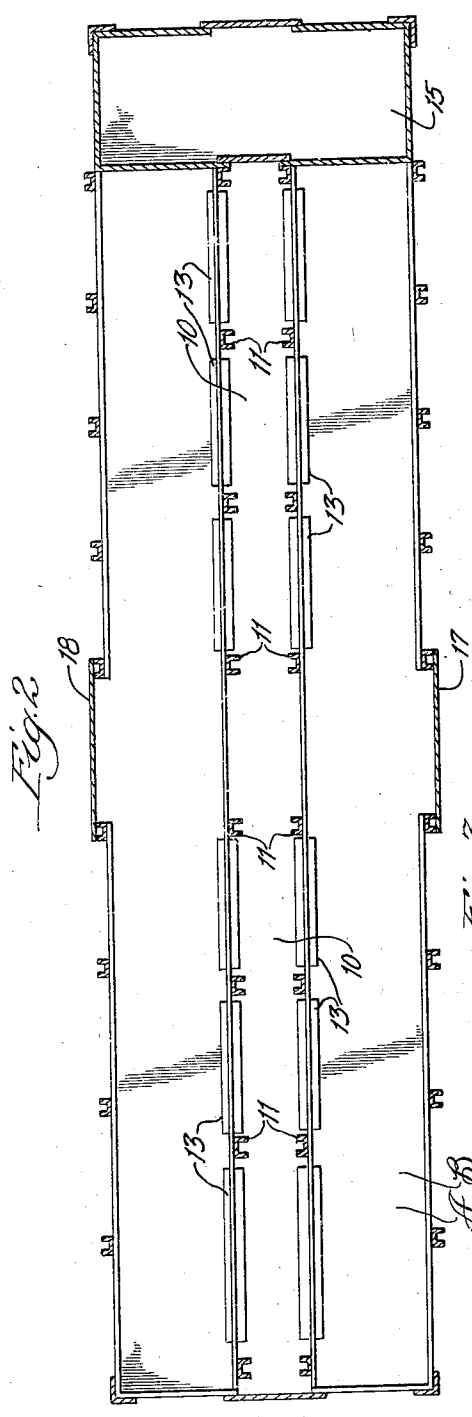
Fig. 6

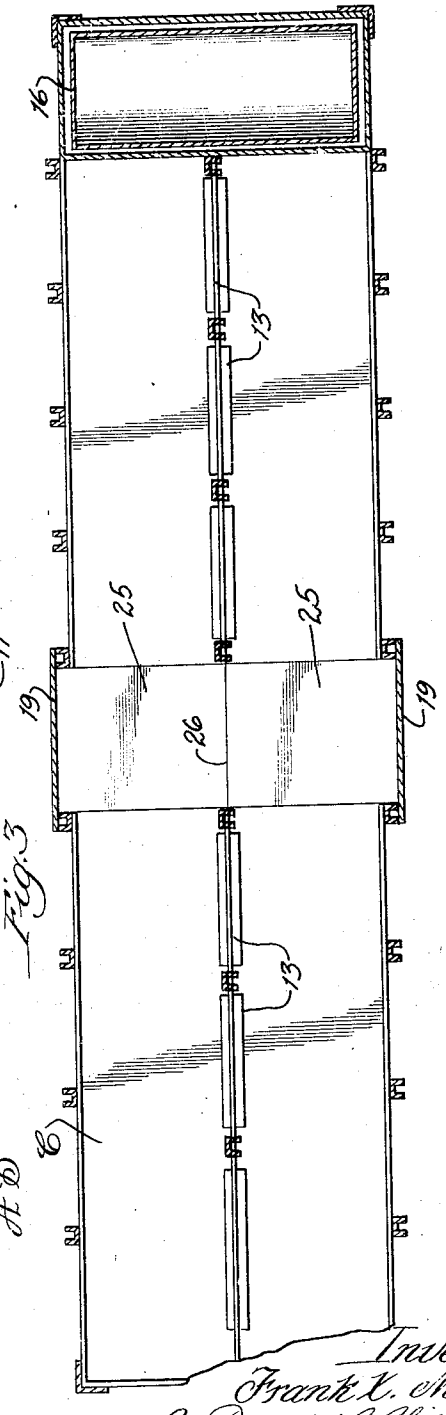
Inventor:
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Sept. 20, 1932. F. X. MUDD 1,877,944

STOCK CAR

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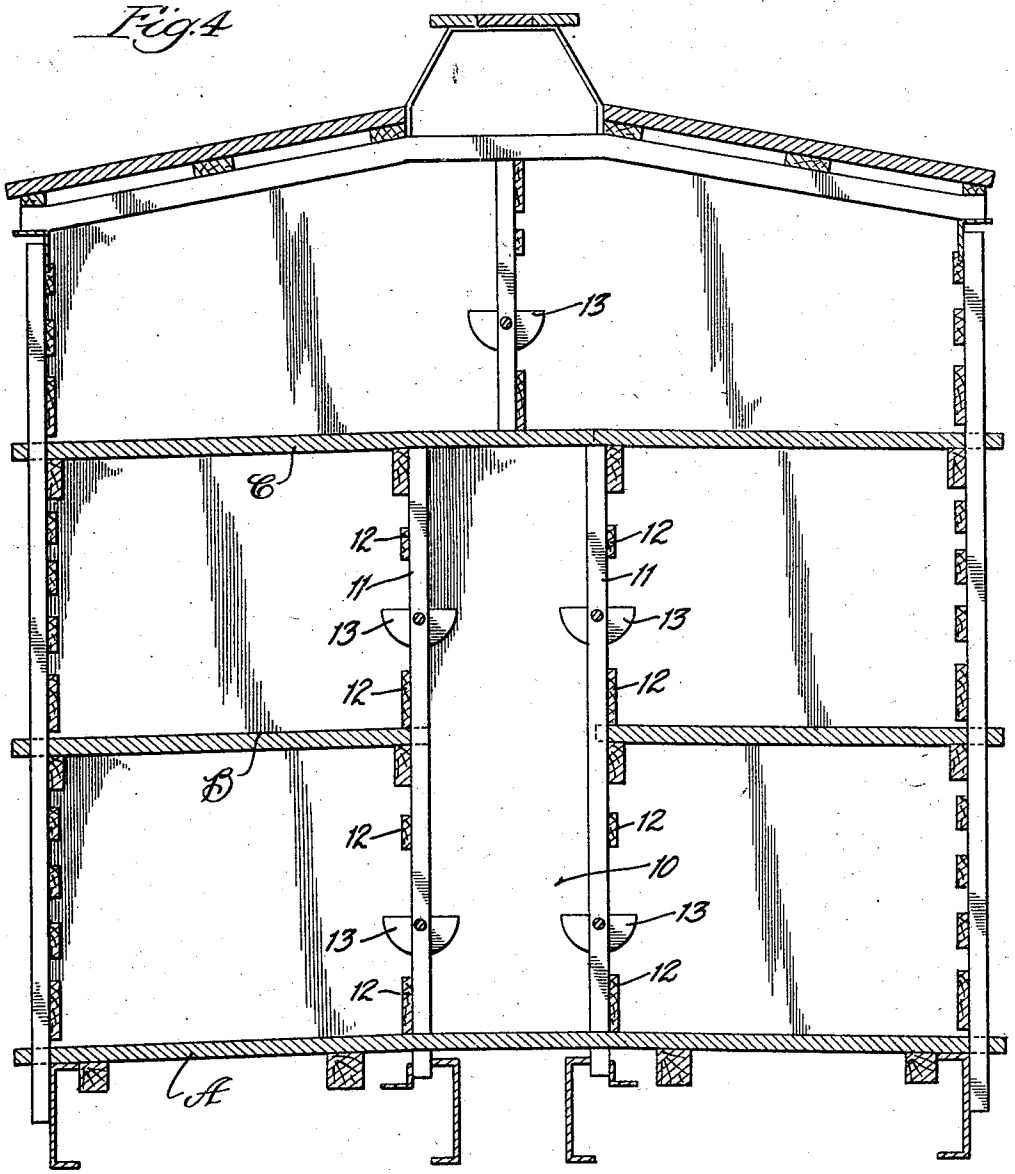
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STOCK CAR

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Fig. 4



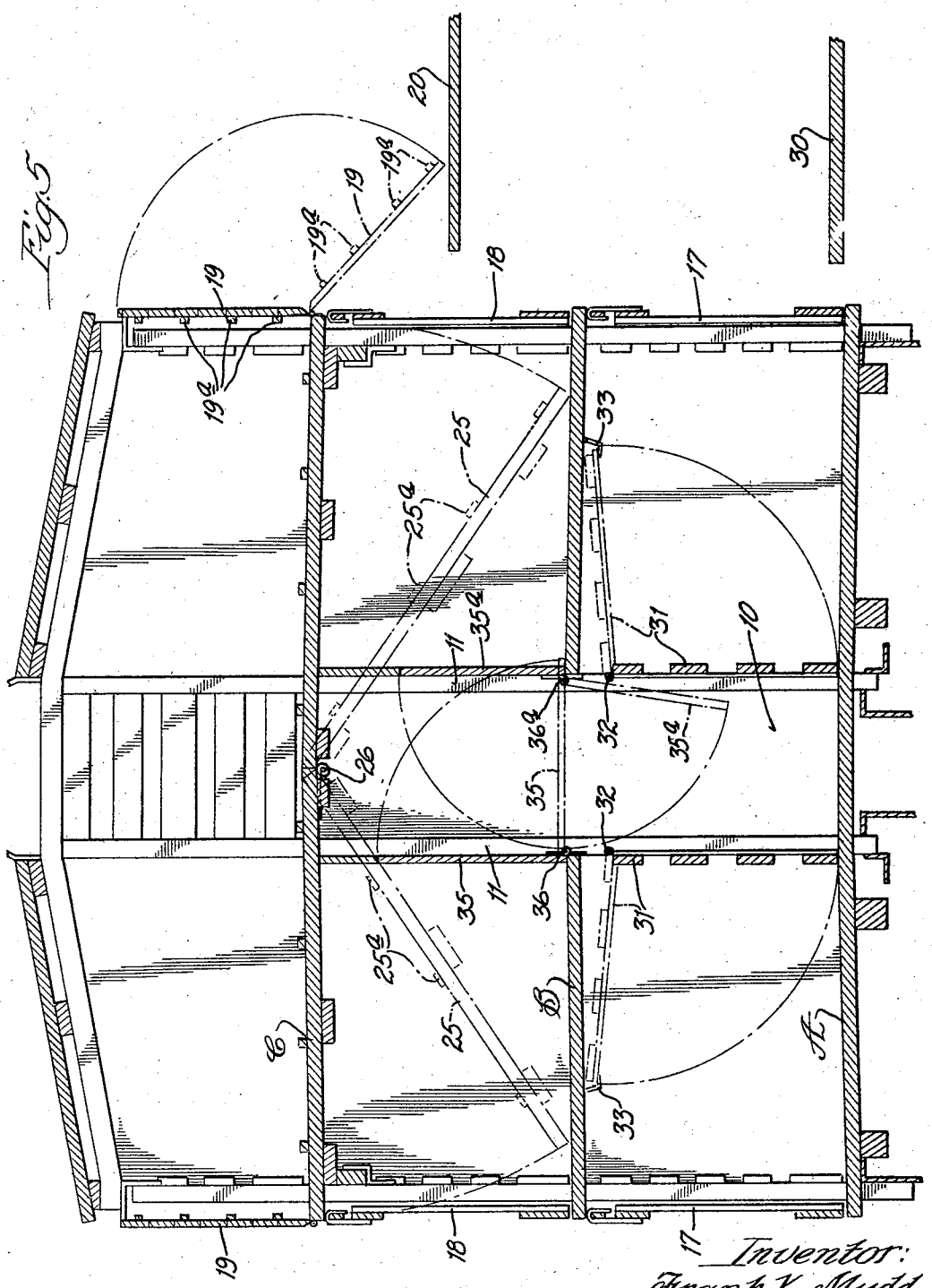
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Sept. 20, 1932. F. X. MUDD 1,877,944

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Fig. 5



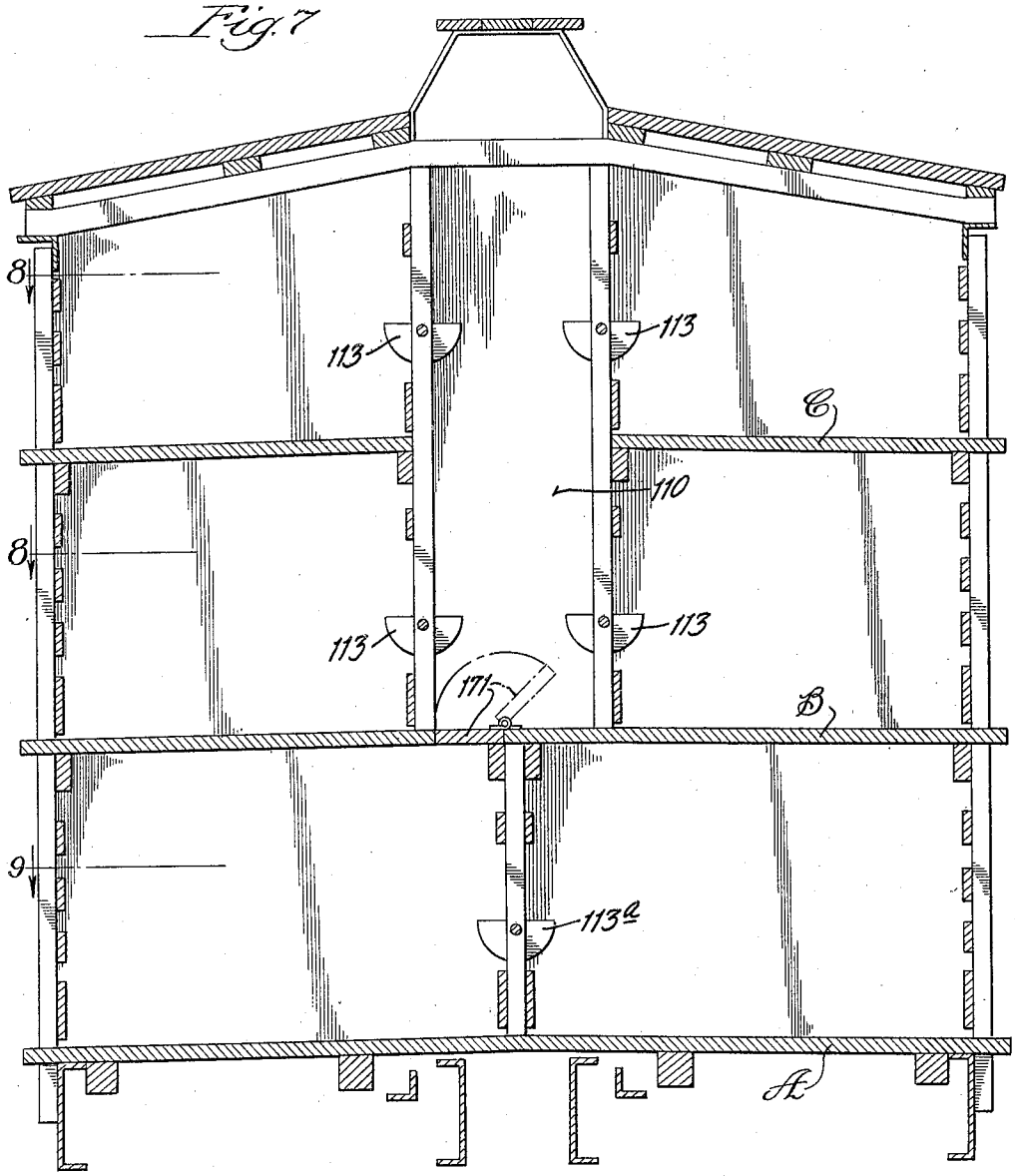
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Sept. 20, 1932. F. X. MUDD 1,877,944

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Fig. 7



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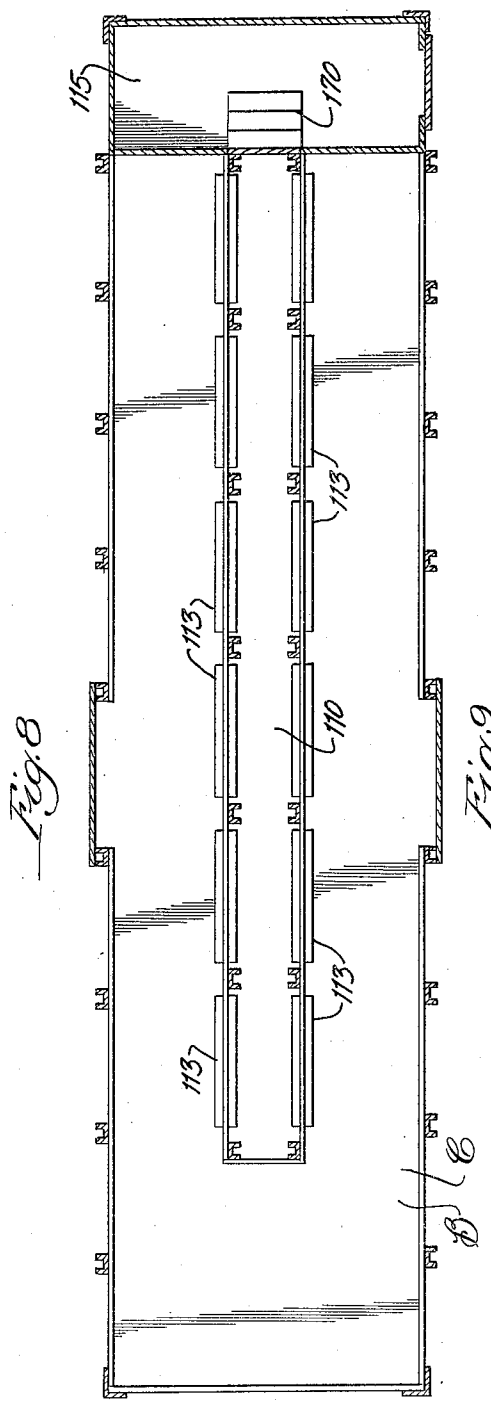


Fig. 8

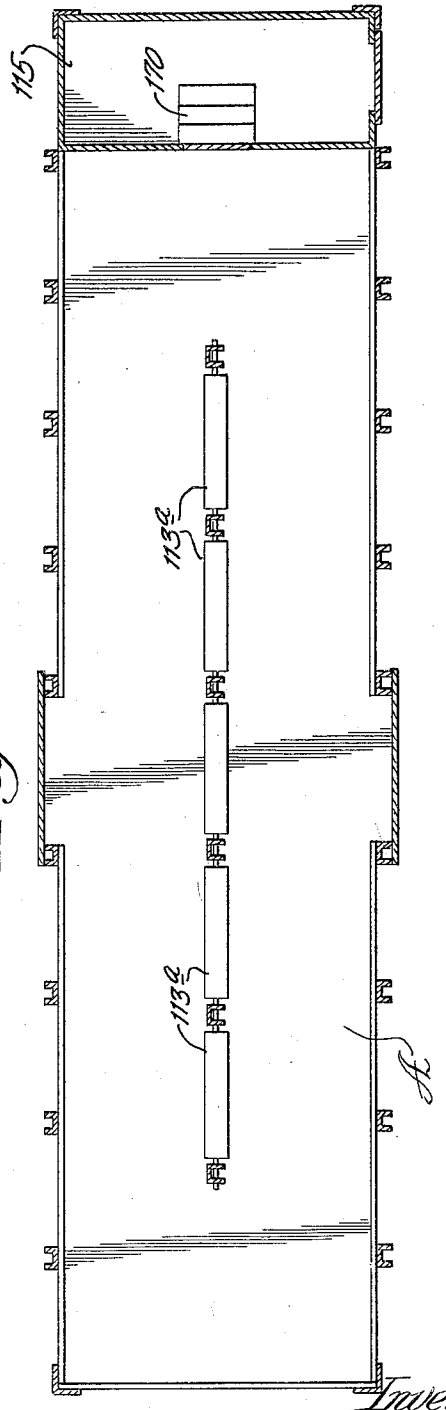


Fig. 9

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Patented Sept. 20, 1932 1,877,944

UNITED STATES PATENT OFFICE

FRANK X. MUDD, OF OAK PARK, ILLINOIS

STOCK CAR

Application filed May 18, 1929. Serial No. 364,206.

This invention relates to improvements in stock cars and, more especially, railroad stock cars.

A feature of my invention is the provision of a car with an increased effective floor area, thus permitting the carrying of a greater number of animals or a fewer with less crowding.

Other features and advantages of my invention will appear more fully as I proceed with my specification.

In that form of device embodying the features of my invention shown in the accompanying drawings—

Figures 1 to 6, inclusive, show one form of car, Fig. 1 being a side elevation; Fig. 2, a plan view of the first and second decks, as indicated by either of the lines 2 of Fig. 1; Fig. 3, a plane of the third deck, as indicated by the line 3 of Fig. 1; Figs. 4 and 5, sectional views taken as indicated by the lines 4 and 5 of Fig. 1; and Fig. 6, a perspective view of the feeding troughs. Figs. 7 to 9, inclusive, show another form of car in which Fig. 7 is a vertical sectional view; Fig. 8, a plan view of the second and third decks, taken as indicated by either of the lines 8 of Fig. 7; and Fig. 9, a plan view of the first deck, taken as indicated by the line 9 of Fig. 7.

As shown in the drawings and referring more particularly to Figs. 1 to 6, inclusive, the car is here shown as a box car with a central longitudinal aisle 10 and three decks A, B and C, indicating the first, second and third decks, respectively. The top of the aisle 10 is formed by deck C, it being understood that the deck C does not have any opening in the same for an aisle. Deck C may be substantially six feet above deck A and this will give an attendant room to walk in the aisle 10 with his head under deck C.

Numerals 11, 11 indicate aisle posts at the sides of the aisle 10, said posts carrying cross bars 12, 12 and forming therewith walls or partitions at the sides of the aisle. Between the aisle posts 11 are mounted suitable feeding and watering troughs 13.

Reference numeral 15 indicates a stateroom at one end of the car adapted to house an attendant or caretaker and the upper part of said stateroom may be used for a water tank 16.

As here shown, the car is provided with centrally arranged side doors, there being a separate door for each deck. Reference to Fig. 1 will show that the lowest door 17 for the first deck is hinged at the top and, likewise, the door 18 for the second deck. The door 19 for the top deck is hinged at the bottom and may be folded outwardly and downwardly, as shown in Fig. 5, to form a ramp and by which stock may reach the third deck C from the loading platform 20. The door 19 may be provided with chicken steps or cleats 19a. It is to be understood that the loading platform 20 represents the stationary platform frequently found adjacent railroad tracks at loading stations for loading the second deck of an ordinary two-deck stock car. It will be seen that such established platforms would be somewhat too low to be on a level with the third deck of my improved three-deck car and, consequently, I have here shown the door 19 adapted to be lowered down onto the loading platform 20 to form a ramp from said loading platform to the third deck.

As an alternative method of loading the third deck, I have shown a portion or section of the floor of the third deck opposite the side door on each side of the car and indicated by 25 adapted to be lowered to form a ramp or runway from the second deck to the third deck. This ramp or floor section may be provided with cleats 25a. Each section 25 is hinged at its inner edge, as indicated by 26.

The second deck may be loaded from the platform 20 by raising the doors 18 and the floor section 25, permitting the stock to jump down from the platform 20 to deck B.

Numeral 30 indicates the stationary loading platform ordinarily found adjacent railroad tracks at loading stations for loading the first deck of an ordinary two-deck stock car. Deck A of my improved car may be loaded from this loading platform 30 through the doors 17, in the ordinary manner.

In loading the first deck A, it is advisable to permit the stock to cross over immediately to the side of the car opposite to the loading

platform without compelling them to go entirely around the car. In order to permit this, the wall sections 31, 31 adjacent the aisle 10 in the center of the car just above the first deck A are hinged at the upper edges, as indicated by 32. These sections may be folded upwardly and outwardly and held in place by hooks 33 so that when the first deck is being loaded, the stock may at once pass from the loading door 17 across the car to the side opposite from the loading platform 30. It is also desirable, in loading the second deck, to permit the stock to cross the car in the same manner. This is accomplished by hinging wall section 35 of the second deck at its lower edge, as indicated by 36, to permit said section to be swung downwardly, as shown in Fig. 5, to form a bridging member across the aisle at the center of the car on the level of deck B. To permit the stock to cross, the opposite wall section 35^a is also hinged at 36^a and adapted to be swung completely down into substantially vertical position out of the way before section 35 is lowered.

Another form of car is shown in Figs. 7, 8 and 9. This form deals primarily with the arrangement of floors and aisle. It is to be understood that any of the loading means, ramps, and bridging members shown in the other drawings may be used in connection with the car here shown, as desired.

In the car here shown, the attendant's room is at one end, as indicated by 115, and the central longitudinal aisle 110 is arranged above the second deck B. Steps 170 are arranged to permit easy access from the stateroom 115 to the aisle 110. The feeding troughs for decks B and C, as indicated by 113, are accessible from the aisle 110. Numeral 113^a indicates the feeding troughs for the lower deck and in order to give access to these troughs, the floor of the aisle 110 is provided with trap doors 171.

While I have shown and described certain embodiments of my invention, it is to be understood that it is capable of many modifications. Changes, therefore, in the construction and arrangement may be made without departing from the spirit and scope of the invention as disclosed in the appended claim, in which it is my intention to claim all novelty inherent in my invention as broadly as possible, in view of the prior art.

What I regard as new, and desire to secure by Letters Patent, is:

A three-deck stock car with a central longitudinal aisle having its floor substantially in the same plane as the top of the first deck the floor serving as a portion of the cover for the stock compartment of the first deck.

In witness whereof, I have hereunto set my hand and seal this 24th day of April, 1929.

FRANK X. MUDD.