April 13, 1943. R. D. BRYAN 2,316,554

DOUBLE DECK STOCK CAR

Filed Feb. 23, 1942 4 Sheets-Sheet 1

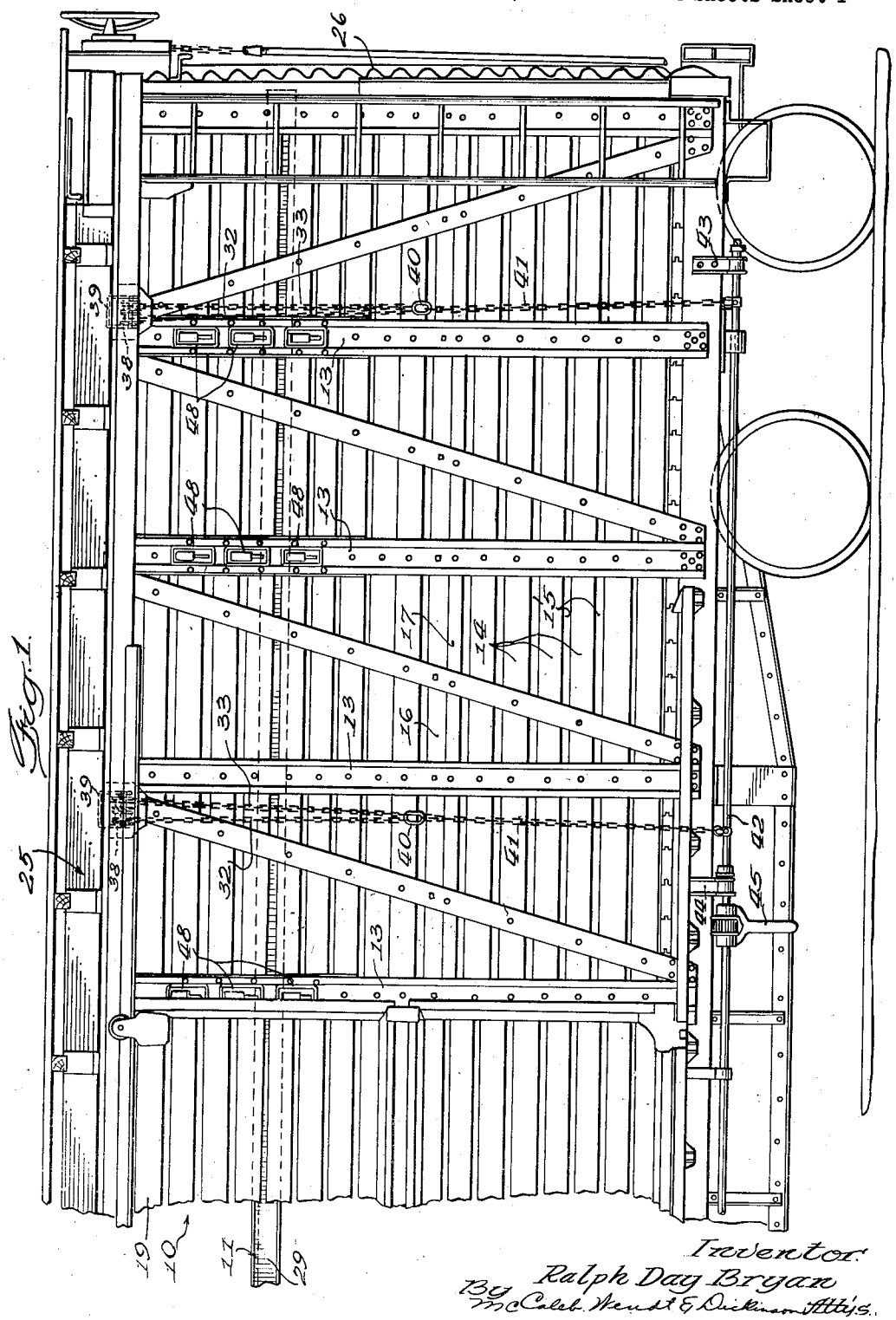


Fig. 1.

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DOUBLE DECK STOCK CAR

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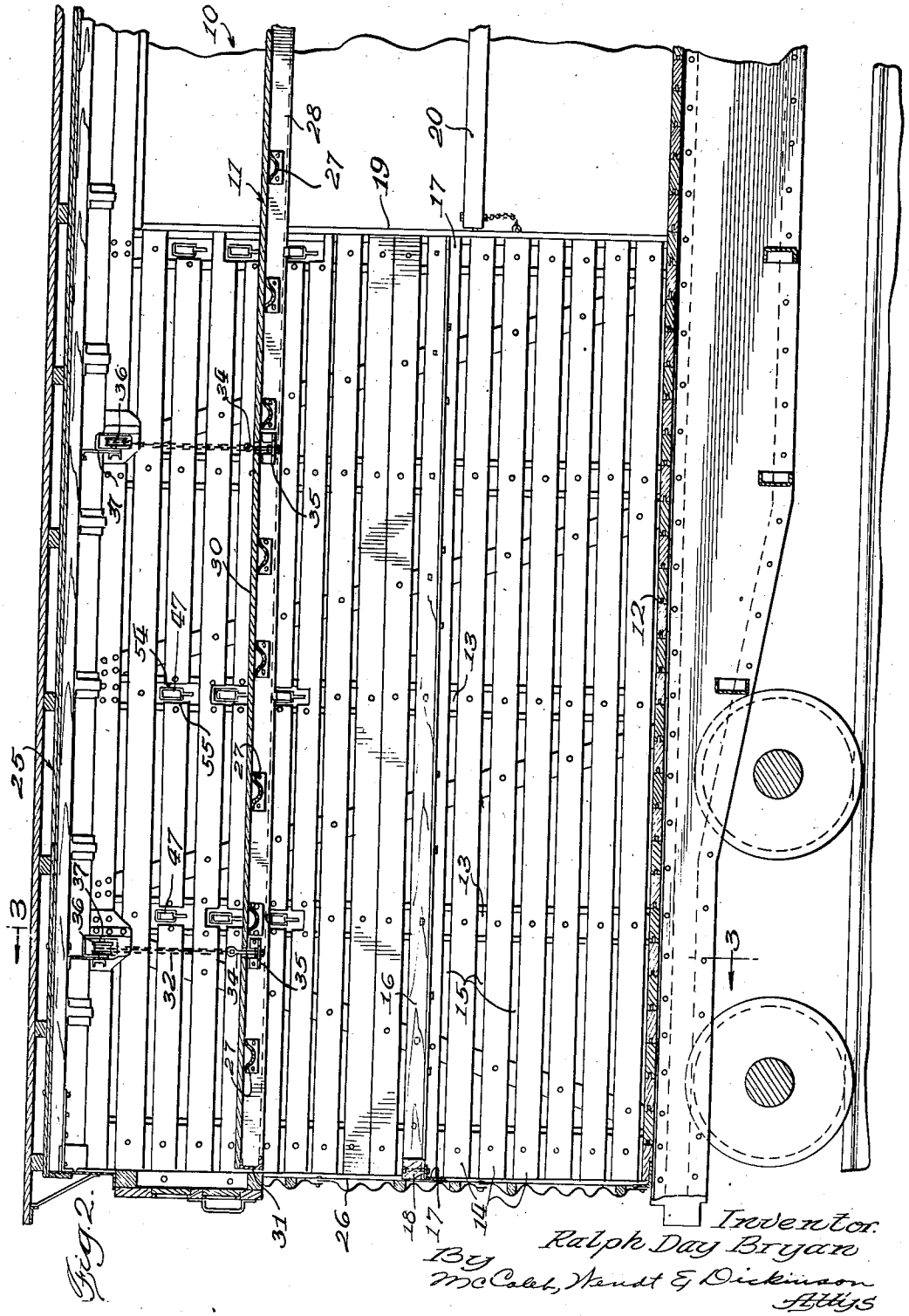


Fig. 2.

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DOUBLE DECK STOCK CAR

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Fig. 3.

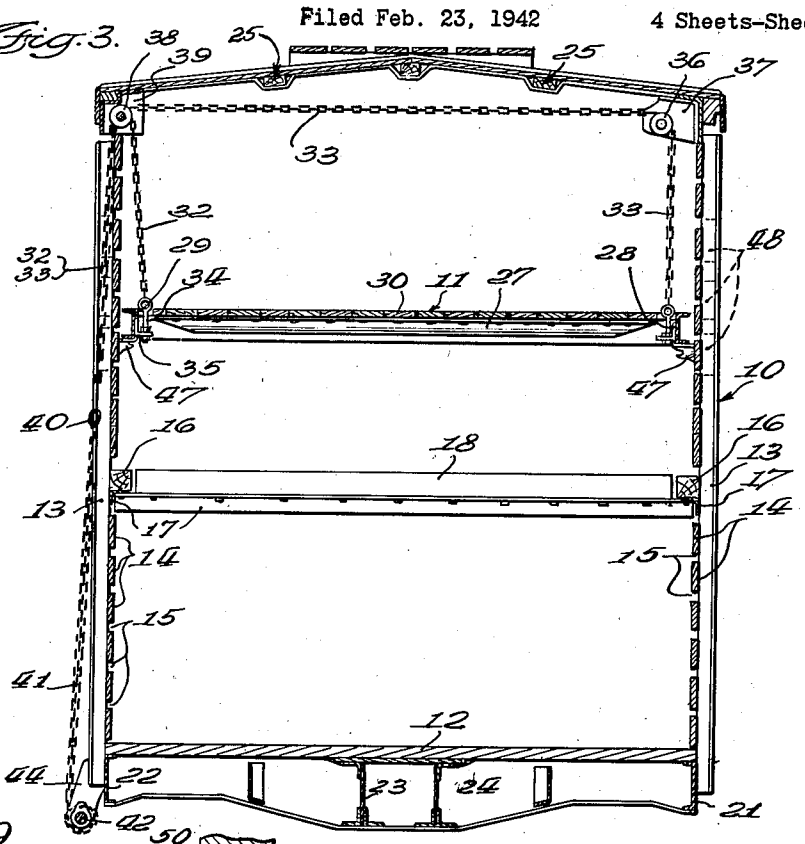


Fig. 9.

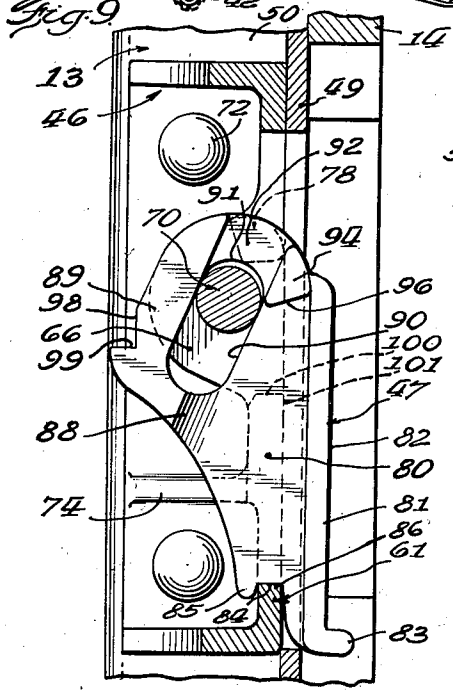
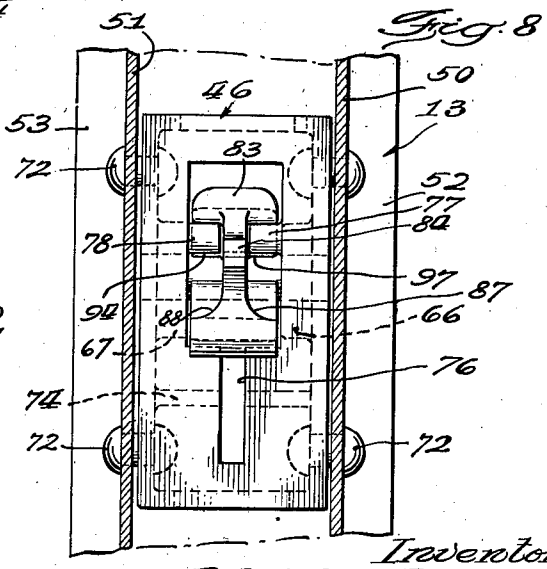


Fig. 8.



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DOUBLE DECK STOCK CAR

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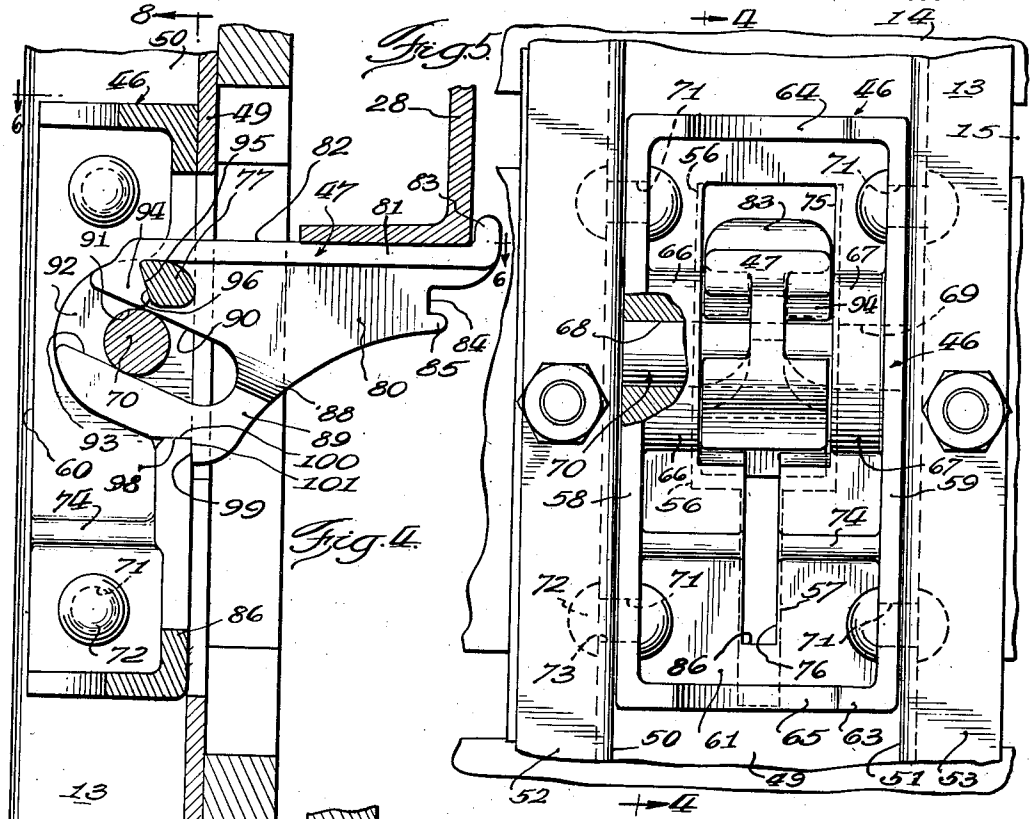


Fig. 5.

Fig. 4.

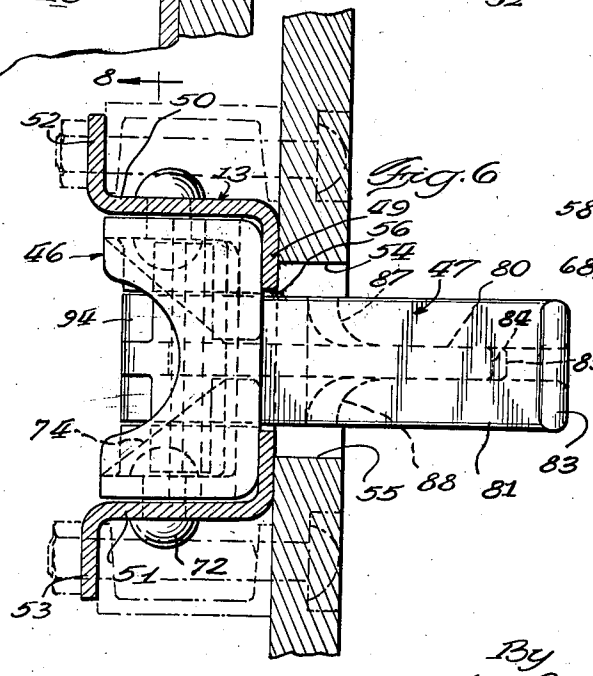


Fig. 6

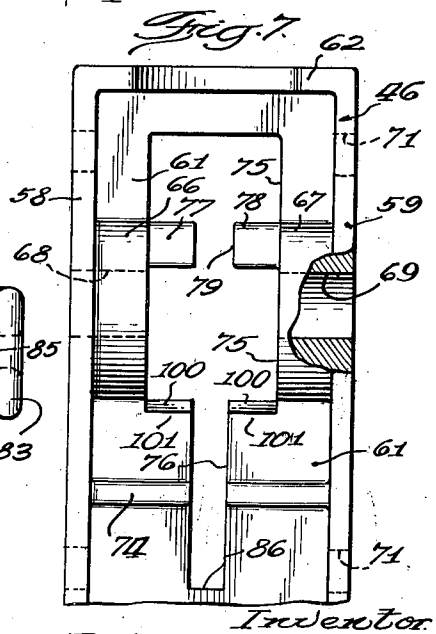


Fig. 7.

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Patented Apr. 13, 1943 2,316,554

UNITED STATES PATENT OFFICE

2,316,554

DOUBLE DECK STOCK CAR

Ralph Day Bryan, Topeka, Kans.

Application February 23, 1942, Serial No. 431,957

17 Claims. (Cl. 105—370)

The present invention relates to double deck stock cars and is particularly concerned with improved supporting devices for supporting the auxiliary movable deck of such a stock car in any of its various adjustable positions.

One of the objects of the invention is the provision of an improved double deck structure for stock cars which is firm and durable and which is adapted to be used upon all types of stock cars and which has such a simple structure that it is adapted to be manufactured at a very low cost.

Another object of the invention is the provision of an improved supporting arrangement for a movable deck in a stock car which occupies a minimum amount of space when it is performing its supporting function and which is adapted to be moved back into a recess behind the wooden slats of the stock car when it is not in use.

Another object of the invention is the provision of an improved supporting arrangement for a movable deck in a stock car which has a minimum amount of moving parts and which is adapted to be automatically moved into the supporting position when the supporting devices are withdrawn from their recesses in the side of the car.

Another object of the invention is the provision of improved supporting devices for movable decks of stock cars which are so arranged that they are firmly supported in a nested position when they are not in use and which are adapted to have such engagement with the stringers of the movable deck that there is no possibility of their becoming disengaged while they are supporting the deck.

Another object of the invention is the provision of improved supporting devices for movable decks of stock cars which are adapted to be secured in the channeled side frame members of an ordinary stock car and also recessed therein when they are not in use so that there are no projecting parts in the stock car when the supporting devices are not being used.

Other objects and advantages of the invention will be apparent from the following description and the accompanying drawings, in which similar characters of reference indicate similar parts throughout the several views.

Referring to the drawings, of which there are four sheets:

Fig. 1 is a fragmentary side elevational view of one end of a stock car equipped with deck supports and a movable deck embodying the invention;

Fig. 2 is a longitudinal sectional view taken through the stock car of Fig. 1 showing the movable deck in one of its positions and showing the location of a plurality of deck supporting devices embodying the invention;

Fig. 3 is a fragmentary transverse sectional view taken on a plane on the line 3—3 of Fig. 2;

Fig. 4 is a fragmentary sectional view taken on the plane of the line 4—4 of Fig. 5 looking in the direction of the arrows and showing one of the deck supporting devices in its deck supporting position;

Fig. 5 is a rear elevational view of one of the supporting devices as it looks in the position of Fig. 4 from the interior of the car, the figure being partially broken away to show the stub shaft with which the device is provided;

Fig. 6 is a fragmentary horizontal sectional view taken on the plane of the line 6—6 of Fig. 4 looking in the direction of the arrows;

Fig. 7 is a fragmentary rear elevational view of the housing for the supporting bracket utilized in the devices of Figs. 5 and 6;

Fig. 8 is a fragmentary sectional view taken on the plane of the line 8—8 of Fig. 4 looking in the direction of the arrows; and

Fig. 9 is a similar view to Fig. 4 with the deck supporting bracket in the position which it assumes when it is nested in its housing and not in use.

Referring to Figs. 1 to 3, 10 indicates in its entirety a double deck stock car which is provided with a movable deck 11 in addition to its usual stationary floor 12. The present movable deck supporting arrangements may be utilized in any kind of stock cars but are preferably utilized by stock cars of the type having side frame members 13 which consist of metal channels.

The side frame members 13 support on their interior a plurality of wooden slats 14, the slats being separated by the usual cracks 15 and forming the side wall of the car except at a predetermined intermediate height there is a rail 16 which may be constructed of a rectangular or square piece of lumber supported on the angle brackets 17 carried by the side frame members 13.

The rails 16 preferably extend throughout the full length of the car and are supplemented by transverse rails 18 extending across the ends of the car.

At the doorways 19 the rails 16 are absent, but the door may be provided with a transverse removable pole 20 usually called the bull pole for

keeping stock in the car even when the door is open.

The side frame members 13 are carried by the longitudinally extending floor frame members 21, 22 which extend longitudinally of the car at its bottom and are secured by transverse frame members to the sill members 23, 24.

The roof 25 of the car may be of any desired construction and the end walls 26 may be of any desirable construction.

The movable deck 11 comprises a plurality of stamped sheet metal transverse frame members 27 which are flattened at their ends and secured to the longitudinally extending channels 28, 29. The floor of the movable deck 11 comprises longitudinally extending floor boards 30 secured to the transverse channeled members 27 by bolts or any convenient fastening means such as bolts and clips.

Similar channeled members to those indicated at 28, 29, are also secured to the channeled members 28, 29 at each end of the deck frame one of which is indicated at 31 in Fig. 2.

The movable deck 11 is adapted to be moved by means of a plurality of supporting chains 32, 33, the first chain being secured to one side of the deck and the second to the other side as shown in Fig. 3. A plurality of these chains are secured to the movable deck 11 at regularly spaced points longitudinally of the car and thus another pair of chains may be seen in Fig. 2.

The lower end of each of the chains 32, 33 is secured to the eye of an eye bolt 34 which passes through an angle bracket 35 that is fixedly secured to the channels 29 or 28. At the right side of the car in Fig. 3 the chain 33 passes upward about a pulley 36 carried by a bracket 37. Chain 33 then passes over to a double sheaf pulley 38 carried by a bracket 39 at the left side of the car, the double sheaves being visible at the top of Fig. 1. The chain 32 passes over one of these sheaves and the outwardly extending ends of the chains 32 and 33 are visible in the upper part of Fig. 1.

Chains 32, 33 are both secured to a common ring 40 which is secured to a single chain 41 that extends to and has its ends secured to a shaft 42. The same arrangement exists with regard to the other chains and pulleys that are located longitudinally of the car at regularly spaced points. For example, four such pairs of chains may be used to support the deck and all of the chains 41 have their ends secured to the same shaft 42 at one side of the car.

The shaft 42 is rotatably mounted in bearing brackets 43, 44 and may extend over the major portion of the length of the car so that all of the chains 41 may be wrapped upon the same shaft.

A pawl-and-ratchet lever arrangement (forming no part of the invention, and not shown) is indicated by numeral 45, Fig. 1, for holding the shaft 42 in any of its desired positions and permitting it to be rotated to wrap the chains 41 about the shaft and raise the deck 11. The pawl-and-ratchet arrangement 45 is not intended to hold the deck in its fixed position but is merely to hold it temporarily while it is being elevated or lowered gradually in a step-by-step manner.

The movable deck 11 is adapted in its lowermost position to rest upon the rails 16, 16, 18, 18 as these rails are arranged in the path of movement of the longitudinal channels 28, 29.

In addition to the rails 16, 18, the car is preferably provided with a plurality of supporting devices adapted to be recessed in the side channels 13 or withdrawn from their recesses to be used to support the deck 11 as shown, for example, in Fig. 3. These supporting devices preferably are illustrated in Figs. 5 to 9 in detail. Each of them preferably includes a housing member 46 and a deck supporting bracket 47. The brackets 47 may be seen underneath the deck 11 at each side in Fig. 3.

As seen in Fig. 1, the side frame members 13 are each provided with three of the supporting devices 48 arranged at different levels. This permits the location of the deck 11 at the various levels corresponding to the location of these supporting devices 48 in Fig. 1.

Any number of supporting devices of this type may be used and at any desired levels, the different levels being adapted for the transportation of stock or fowl or animals of different size.

All of the supporting devices 48 are installed in substantially the same way and therefore the description of the installation and construction of one of these devices will suffice. For example, in Figs. 4 to 9 the numeral 13 again indicates one of the channeled side frame members each of which is provided with a web 49, a pair of side flanges 50, 51, and a pair of oppositely projecting flanges 52, 53, carried by the side flanges 50, 51.

The slats 14 which form the fence-like side wall of the stock car are cut away at 54, 55 to form a recess in the slat wall inside the car to permit the manipulation of the brackets 47 further to be described.

The web 49 of each channel 13 where one of the devices 48 is installed, is also cut away to form an elongated aperture 56, the main part of which is rectangular in shape and which communicates with an elongated rectangular slot 57 shown in dotted lines at the bottom of the aperture 56 in Fig. 5.

The housing 46 preferably comprises a substantially rectangular box member of cast metal, the side walls 58 and 59 of which are also adapted to serve as attaching flanges. The rear side 60 is open as indicated in Fig. 4, but the front is provided with a wall 61 which has apertures registering with the apertures 56 and 57 previously mentioned.

Referring to Fig. 7 the apertures in the front wall have been indicated by the numerals 75 and 76. As a matter of usual practice the apertures 56, 57 in the channeled frame member are generally cut slightly larger than the apertures 56, 57 in the housing to make sure there will be no interference with the bracket 47.

The top wall 62 and the bottom wall 63 may be cut away at 64, 65, intermediate the corners, so that what has been termed a housing is actually a frame with suitable attaching flanges. The attaching flanges 58, 59 carry at a point slightly above the midway point, a pair of inwardly projecting bearing lugs 66, 67 which may be substantially cylindrical, and which are aligned with each other.

These bearing lugs 66, 67 are provided with aligned bores 68, 69 for receiving a stub shaft 70. The stub shaft 70 may have a tight frictional fit in the bores 68, 69, or it may be retained in its place by engagement of its ends with the side flanges 50, 51 of the channeled frame members 13.

The side walls 58, 59 are provided with a plurality of through apertures 71 preferably symmetrically located and four in number for receiving the rivets 72 which pass through apertures 73

in the channel flanges 50, 51 to secure the housing member 46 to the channeled frame member 13.

The housing 46 may also be provided with auxiliary reinforcing ribs 74 extending from one wall 58 to the other wall 59 except at the slot 76. The bearing lugs 66, 67 also preferably have a pair of stop extensions 77, 78 which project into the aperture 75 for engagement with complementary stop members located on the bracket 47, further to be described.

Stop members 77, 78 have a space 79 between their ends sufficient to pass the web 80 of the bracket 47 so that these stop members do not interfere with forward or backward pivotal or sliding movement of the bracket 47.

The supporting bracket 47 also comprises a cast metal member preferably made of steel, and this bracket is provided with an upper supporting flange 81 having a flat supporting surface 82 which is supported in a horizontal position when the bracket is being used as shown in Fig. 4.

The supporting flange 81 preferably has an upwardly extending flange 83 at its end for the purpose of engaging inside of the longitudinally extending frame member 28 of the deck 11. This stop member 83 provides additional assurance that the deck cannot slide off the supporting brackets, and prevents the supporting bracket from sliding back into its recess when it is engaging the frame of the deck.

The supporting flange 81 of the bracket 47 is carried by the centrally located web 80, located beneath it so that the web 80 and flange 81 present a substantially T-shaped cross section. The web 80 may taper toward the free end, that is the right end of the bracket 47, and is preferably provided at that end with a horizontally extending slot 84, which is defined on its lower side (Fig. 4) by an outwardly projecting lug or shoulder 85.

Referring to Fig. 9, there the supporting bracket is shown in the position which it takes when it is pivoted down and recessed in the housing 46. At that time the slot 84 receives the flange portion 86 of the front wall which is at the base of the slot 76. The lug 85 is located behind the front wall 61, and the slot 84 serves to latch the movable bracket in this recessed position.

At its rear end, that is the left end of Fig. 4, the web 80 of the supporting bracket 47 is thickened as indicated by the curved shoulders 87, 88 (Fig. 6), and the body portion 89 at this end is made of sufficient thickness to fit between the ends of the bearing lugs 66, 67 with a sliding and rotating fit.

This body portion 89 is provided with an elongated through aperture 90 (Fig. 4) which is of sufficient width to receive the stop shaft 70, and of sufficient length to permit the sliding movement of the bracket on the shaft 70, as described hereinafter.

The oval aperture 90 extends through the bracket body 89 from side to side. The curved line 91 at the left end of the aperture 90 in Fig. 5 indicates the wall of the aperture at that side, as well as the outside of the shaft 70. The thickness of the portion 92 of the bracket may be substantially the same as the web 90, and the thick body portion 89 extends to the abrupt shoulder 93.

The upper flange 81 of the bracket 47 merges into a stop lug 94 at the rear end of the bracket (Fig. 4) and the stop lug 94 may project laterally from the web 80 of the bracket so that its end is flush with the surface of the body 89.

There is a stop lug 94, 97, on each side of the bracket, and each stop lug is preferably provided with a flat stop surface 95 on its front side for engaging a complementary stop surface 96 of the same angularity on the stop lugs 77, 78 of the housing 46.

Referring to Fig. 4, it will be seen that the stops 77, 78 of the housing engage the stop lugs 94, 97 of the bracket 47 and also engage beneath the upper supporting flange 81.

The thickness of the web 80 is such that it will pass through the slot 76 (Fig. 7) but the body portion 89 is as wide as the aperture 75. Thus the lower part of this body portion 89 may be provided with an angular cut forming the surfaces 98, 99 (Fig. 4) which serve as supporting and stop surfaces for the lower part of the bracket.

When the bracket is in horizontal supporting position as shown in Fig. 4 the surface 98 engages complementary flat surfaces 100 at the base of the aperture 75 (Fig. 7). At the same time the stop shoulder 79 engages the front wall at the points 101 and provides additional support for the lower part of the bracket. These stop members 77, 78; 94, 97; 98, 100 and 99, 101 relieve the strain on the shaft 70 when the bracket 47 is in its supporting position. It has already been shown how the bracket may be secured in the position of Fig. 4 where it supports the deck, or that of Fig. 9 where it is recessed in the wall.

The operation of the bracket and its mode of manipulation is as follows: When the bracket is in the position of Fig. 9, that is recessed in the wall, it is only necessary to lift upon the projecting lug 83 of the bracket until the front wall portion 61 is free of the slot 84 (Fig. 9). During this lifting motion the stop lugs 94, 97 on the bracket, only one of which, 94, can be seen in Fig. 9, pass up in front of the stop lugs 77, 78, one of which, 78, is seen in dotted lines in Fig. 9. The diagonal arrangement of the oval aperture 90 causes the bracket to move forward slightly as it is raised.

The length of aperture 90 is such that the stop members 94 and 97 on the bracket 47 may be raised up above the stop lugs 77, 78 of the housing (see Fig. 9).

Then the shaft 70 will engage the lower end of the oval aperture 90 in Fig. 9, and the bracket 47 may be pivoted outward, that is, counterclockwise in Fig. 9, on the shaft 70.

The stop lugs 94, 97 then pass over behind the stop lugs 77, 78 and the stop surfaces 96 and 95 (Fig. 4) may come into engagement with each other when the bracket is slid toward the right until the shaft 70 engages the end surface 91 of the oval aperture 90. Finally, the stop surfaces 98 and 99 drop into engagement with the surfaces 100, 101 and the bracket 47 is provided with a multiplicity of different points of support holding it in rigid horizontal position.

When it is desired to move the bracket from the position of Fig. 4 to that of Fig. 9, the deck must, of course, be lifted from the bracket, and this is accomplished by means of the chains 32, 33, 41, shaft 42, and pawl and ratchet lever 45. This lifting mechanism is, of course, used whenever it is desired to raise or lower the deck, and the deck may be held at any of a plurality of different positions. For example, it may be supported on the side rails 16, or upon any of the three sets of supporting devices 48, Fig. 1, which are located at different levels.

Assuming the weight of the deck has been

removed from the bracket 47 of Fig. 5, the bracket may then be lifted until the shoulder 99 clears the stop surface 101. That is, it is pivoted counter-clockwise in Fig. 4. The oval aperture 90 will then be at substantially horizontal position, and the bracket 47 may be pushed into its housing 46, that is, toward the left in Fig. 5 until the shaft 70 is at the right end of the oval aperture 90.

Then the thick portion 89 of the brackets 47 is in position to clear the stop surfaces 100 (Fig. 7) and the web 80 is in position to be received in the slot 76 when the bracket 47 is pivoted downward in a clockwise direction. The backward push of the bracket 47 on shaft 70 also causes the stop lugs 94, 97 to clear the stop lugs 77, 78 on the housing during this clockwise movement of the bracket. When the bracket has been moved to substantially vertical position it may be dropped with its slot 84 engaging the front wall 61 of the housing to hold it in the position of Fig. 9.

During this manipulation of the bracket 47 its left end may protrude from the channels 13, but that is immaterial as the channels are open on the outside of the car.

Referring to Fig. 9 it will be seen that the bracket 47 is recessed in the wall of the car, that is, all of its parts are inside of the inner surface of the slats 14. The slats 14 are cut off at 54, 55 adjacent each bracket and are secured to the vertical channel members 13 by bolts passing through the flanges 52, 53 with an intermediate spacer. At all other points the slats may be bolted directly to the web 49 of each channel member 13.

It will thus be observed that I have invented an improved supporting arrangement for the movable deck of a double deck stock car, which is absolutely rigid, and which removes all of the strain from the hoisting mechanism. When the present supporting devices are not in use they are recessed in the wall of the car so that there are no projecting parts that might interfere with the movement of the deck when it is being hoisted or that might injure the stock.

The cooperating stop arrangements on the movable bracket and its supporting frame are adapted to take the strain off the shaft which supports the bracket for pivotal movement.

The present devices have a minimum number of parts, and are adapted to be used for a long period of time without any possibility of getting out of order.

While I have illustrated a preferred embodiment of my invention, many modifications may be made without departing from the spirit of the invention, and I do not wish to be limited to the precise details of construction as set forth, but desire to avail myself of all changes within the scope of the appended claims.

Having thus described my invention, what I claim as new and desire to secure by Letters Patent of the United States is:

1. In a double deck stock car, the combination of a floor supporting frame with side walls and end walls, said side walls and end walls having channelled metal frame members extending vertically thereof, a movable deck located between the walls of said car and comprising a supporting frame and a floor, means for lifting said deck to any of a plurality of different elevations and a plurality of movable brackets adapted to engage under the frame of said deck to support it in said predetermined positions, said brackets being movably mounted in said channelled side frame members and adapted to be moved into the side walls of said car to a position where the brackets do not project into the interior of the car, said channelled side frame members being provided with apertures for receiving said brackets, and each of said brackets being movable into a frame carried by said channelled side frame members, said brackets having slots extending diagonally to the supporting surface of the bracket, each bracket slot being mounted on a pin, whereby the bracket tends to move on said pin outward into supporting position or backward into housed position, said brackets and said frame members each supporting a pair of stop surfaces for simultaneous engagement to hold the brackets in deck-supporting position.

2. In a supporting device for a movable deck of a stock car, the combination of a vertically extending side frame member of the car with a metal housing member, said metal housing member being carried by said side frame member and a movably mounted deck supporting bracket carried by said housing, said deck supporting bracket having a substantially horizontal position for support of the deck, and a vertical recessed position in which the major portion of the bracket is housed in the wall of which the side frame member is a part, said side frame member comprising a channelled member, and said housing being located between the flanges of said channelled member, said bracket and said housing member each supporting a pair of stop surfaces for simultaneous engagement to hold the bracket in deck-supporting position.

3. In a supporting device for the movable deck of a double deck stock car, the combination of a metal housing having attaching flanges for attachment to a car frame member, said housing having a transversely extending shaft and a bracket pivotally and slidably mounted on said shaft, stop means on said bracket and housing adapted to be engaged or disengaged by sliding and pivotal movement of said bracket on said shaft, said bracket having a supporting surface adapted to engage under the frame of a movable deck and having a diagonally extending slot for receiving said shaft, whereby the bracket tends to move outward into supporting position or backward into housed position, due to the force of gravity, said bracket and said housing each supporting a pair of stop surfaces for simultaneous engagement to hold the bracket in deck-supporting position.

4. In a supporting device for the movable deck of a double deck stock car, the combination of a metal housing having attaching flanges for attachment to a car frame member, said housing having a transversely extending shaft and a bracket pivotally and slidably mounted on said shaft, stop means on said bracket and housing adapted to be engaged or disengaged by sliding and pivotal movement of said bracket on said shaft, said bracket having a supporting surface adapted to engage under the frame of a movable deck and having a diagonally extending aperture for receiving said shaft, said aperture being of sufficient width longitudinally of the bracket to permit a sliding movement, and stop means carried by the bracket and housing for engagement to hold said bracket in substantially horizontal position when said shaft is at one end of said aperture, said bracket being movable backwardly and upwardly on said shaft until it can be pivoted downward into said housing, whereby the

bracket tends to move outward into supporting position or backward into housed position, due to the force of gravity, said stop means comprising a pair of stop surfaces carried by said bracket and said housing in each case for simultaneous engagement to hold the bracket in said supporting position.

5. In a supporting device for the movable deck of a double deck stock car, the combination of a metal housing having attaching flanges for attachment to a car frame member, said housing having a transversely extending shaft and a bracket pivotally and slidably mounted on said shaft, stop means on said bracket and housing adapted to be engaged or disengaged by sliding and pivotal movement of said bracket on said shaft, said bracket having a supporting surface adapted to engage under the frame of a movable deck and having a diagonally extending aperture for receiving said shaft, said aperture being of sufficient width longitudinally of the bracket to permit a sliding movement, and stop means carried by the bracket and housing for engagement to hold said bracket in substantially horizontal position when said shaft is at one end of said aperture, said bracket being movable backwardly and upwardly on said shaft until it can be pivoted downward into said housing, and said bracket and housing having latching means for holding said bracket in housed position, whereby the bracket tends to move outward into supporting position or backward into housed position, due to the force of gravity, said stop means comprising a pair of stop surfaces carried by said bracket and said housing in each case for simultaneous engagement to hold the bracket in said supporting position.

6. In a supporting device for movable decks of stock cars or the like, the combination of a supporting housing adapted to be secured to a car frame member, said housing having a pair of attaching side flanges and having a transversely extending shaft carried by said side flanges, a movable bracket mounted on said shaft, said bracket having a supporting surface for a deck frame member and having a laterally elongated aperture surrounding said shaft, a stop carried by one of said side flanges and a second stop carried by said bracket, said stops being so located that when the shaft is at one end of said aperture the stops are in engagement with each other and the said supporting surface is substantially horizontal.

7. In a supporting device for movable decks of stock cars or the like, the combination of a supporting housing adapted to be secured to a car frame member, said housing having a pair of attaching side flanges and having a transversely extending shaft carried by said side flanges, a movable bracket mounted on said shaft, said bracket having a supporting surface for a deck frame member and having a laterally elongated aperture surrounding said shaft, a stop carried by one of said side flanges and a second stop carried by said bracket, said stops being so located that when the shaft is at one end of said aperture the stops are in engagement with each other and the said supporting surface is substantially horizontal, and similar stop members on the other of said flanges and the other side of said bracket whereby the bracket is provided with a three point support.

8. In a supporting device for movable decks of stock cars or the like, the combination of a supporting housing adapted to be secured to a car frame member, said housing having a pair of attaching side flanges and having a transversely extending shaft carried by said side flanges, a movable bracket mounted on said shaft, said bracket having a supporting surface for a deck frame member and having a laterally elongated aperture surrounding said shaft, a stop carried by one of said side flanges and a second stop carried by said bracket, said stops being so located that when the shaft is at one end of said aperture the stops are in engagement with each other and the said supporting surface is substantially horizontal, said bracket having a slot formed in its end portion and said housing having a flange for engaging in said slot when the bracket is nested in said housing in vertical position.

9. In a supporting device for movable decks of stock cars or the like, the combination of a supporting housing adapted to be secured to a car frame member, said housing having a pair of attaching side flanges and having a transversely extending shaft carried by said side flanges, a movable bracket mounted on said shaft, said bracket having a supporting surface for a deck frame member and having a laterally elongated aperture surrounding said shaft, a stop carried by one of said side flanges and a second stop carried by said bracket, said stops being so located that when the shaft is at one end of said aperture the stops are in engagement with each other and the said supporting surface is substantially horizontal, said bracket having at its extreme end an upwardly extending shoulder for engaging the side of a deck frame member to assure the location of the bracket with respect to the frame member.

10. In a supporting device for movable decks of stock cars or the like, the combination of a supporting housing adapted to be secured to a car frame member, said housing having a pair of attaching side flanges and having a transversely extending shaft carried by said side flanges, a movable bracket mounted on said shaft, said bracket having a supporting surface for a deck frame member and having a laterally elongated aperture surrounding said shaft, a stop carried by one of said side flanges and a second stop carried by said bracket, said stops being so located that when the shaft is at one end of said aperture the stops are in engagement with each other and the said supporting surface is substantially horizontal, said housing being formed with a front wall having an aperture adapted to pass the bracket when mounted on said shaft.

11. In a supporting device for movable decks of stock cars or the like, the combination of a supporting housing adapted to be secured to a car frame member, said housing having a pair of attaching side flanges and having a transversely extending shaft carried by said side flanges, a movable bracket mounted on said shaft, said bracket having a supporting surface for a deck frame member and having a laterally elongated aperture surrounding said shaft, a stop carried by one of said side flanges and a second stop carried by said bracket, said stops being so located that when the shaft is at one end of said aperture the stops are in engagement with each other and the said supporting surface is substantially horizontal, said bracket having a vertically extending flange mounted by a transverse flange which is provided with said supporting surfaces.

12. In a supporting device for movable decks of stock cars or the like, the combination of a

supporting housing adapted to be secured to a car frame member, said housing having a pair of attaching side flanges and having a transversely extending shaft carried by said side flanges, a movable bracket mounted on said shaft, said bracket having a supporting surface for a deck frame member and having a laterally elongated aperture surrounding said shaft, a stop carried by one of said side flanges and a second stop carried by said bracket, said stops being so located that when the shaft is at one end of said aperture the stops are in engagement with each other and the said supporting surface is substantially horizontal, said bracket having a vertically extending flange mounted by a transverse flange which is provided with said supporting surface, and said bracket having its rear end provided with a relatively thick body surrounding said laterally elongated aperture.

13. In a supporting device for movable decks of stock cars or the like, the combination of a supporting frame adapted to be secured to the side flanges of a channelled frame member, said frame having a pair of side flanges, with a transversely extending shaft carried by said side flanges, a movable bracket mounted on said shaft, said bracket having a supporting surface for a deck frame member and having an elongated aperture surrounding said shaft, said aperture extending longitudinally and diagonally downward with respect to the bracket when the bracket is in supporting position, stop means carried by said bracket and engaging stop means carried by said frame for engagement with each other when the bracket is in horizontal load supporting position, said bracket being movable by means of said diagonal slot on said shaft rearwardly and upwardly until said stop means pass each other to permit the bracket to be pivoted downward.

14. In a supporting device for movable decks of stock cars or the like, the combination of a supporting frame adapted to be secured to the side flanges of a channelled frame member, said frame having a pair of side flanges, with a transversely extending shaft carried by said side flanges, a movable bracket mounted on said shaft, said bracket having a supporting surface for a deck frame member and having an elongated aperture surrounding said shaft, said aperture extending longitudinally and diagonally downward with respect to the bracket when the bracket is in supporting position, stop means carried by said bracket and engaging stop means carried by said frame for engagement with each other when the bracket is in horizontal load supporting position, said bracket being movable by means of said diagonal slot on said shaft rearwardly and upwardly until said stop means pass each other to permit the bracket to be pivoted downward, said stop means comprising laterally projecting lugs carried by each side of the bracket and inwardly projecting lugs carried by each side flange of said frame.

15. In a supporting device for movable decks of stock cars or the like, the combination of a supporting frame adapted to be secured to the side flanges of a channelled frame member, said frame having a pair of side flanges, with a transversely extending shaft carried by said side flanges, a movable bracket mounted on said shaft, said bracket having a supporting surface for a deck frame member and having an elongated aperture surrounding said shaft, said aperture extending longitudinally and diagonally downward with respect to the bracket when the bracket is in supporting position, stop means carried by said bracket and engaging stop means carried by said frame for engagement with each other when the bracket is in horizontal load supporting position, said bracket being movable by means of said diagonal slot on said shaft rearwardly and upwardly until said stop means pass each other to permit the bracket to be pivoted downward, said stop means comprising laterally projecting lugs carried by each side of the bracket and inwardly projecting lugs carried by each side flange of said frame, and also comprising a stop shoulder located on the lower part of said bracket for engagement with face flanges on said frame.

16. In a supporting device for movable decks of stock cars or the like, the combination of a supporting frame adapted to be secured to the side flanges of a channelled frame member, said frame having a pair of side flanges, with a transversely extending shaft carried by said side flanges, a movable bracket mounted on said shaft, said bracket having a supporting surface for a deck frame member and having an elongated aperture surrounding said shaft, said aperture extending longitudinally and diagonally downward with respect to the bracket when the bracket is in supporting position, stop means carried by said bracket and engaging stop means carried by said frame for engagement with each other when the bracket is in horizontal load supporting position, said bracket being movable by means of said diagonal slot on said shaft rearwardly and upwardly until said stop means pass each other to permit the bracket to be pivoted downward, said bracket having an upwardly turned stop flange on its end for engagement with the side of a deck frame member.

17. In a supporting device for movable decks of stock cars or the like, the combination of a supporting frame adapted to be secured to the side flanges of a channelled frame member, said frame having a pair of side flanges, with a transversely extending shaft carried by said side flanges, a movable bracket mounted on said shaft, said bracket having a supporting surface for a deck frame member and having an elongated aperture surrounding said shaft, said aperture extending longitudinally and diagonally downward with respect to the bracket when the bracket is in supporting position, stop means carried by said bracket and engaging stop means carried by said frame for engagement with each other when the bracket is in horizontal load supporting position, said bracket being movable by means of said diagonal slot on said shaft rearwardly and upwardly until said stop means pass each other to permit the bracket to be pivoted downward, the free end of said bracket having a slot and the lower portion of said frame having a flange for engagement in said slot to hold the bracket nested in said frame in substantially vertical position.

RALPH DAY BRYAN.