

(No Model.)

H. ARMS.
STOCK CAR.

No. 328,747.

Patented Oct. 20, 1885.

Fig. 1.

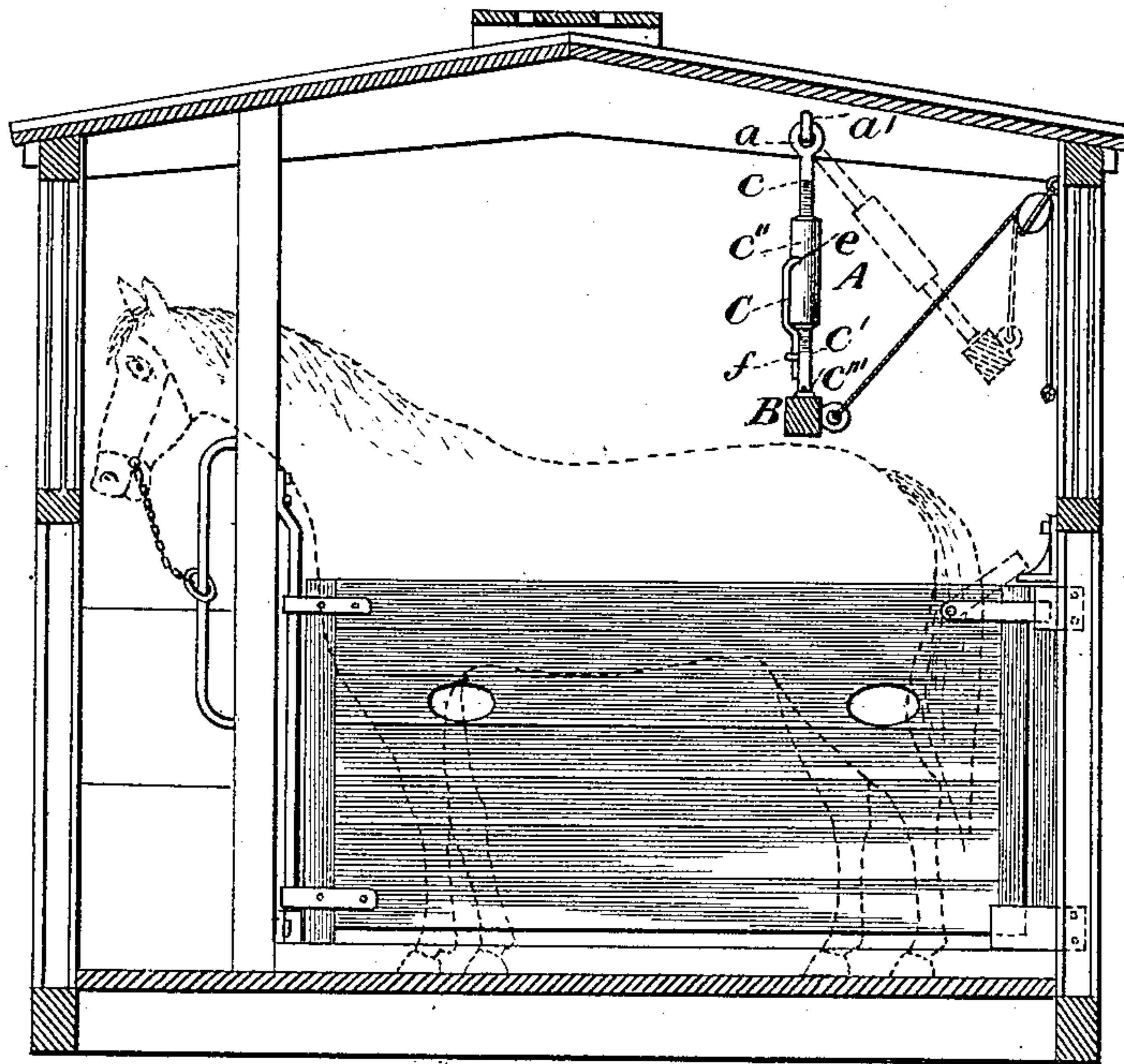
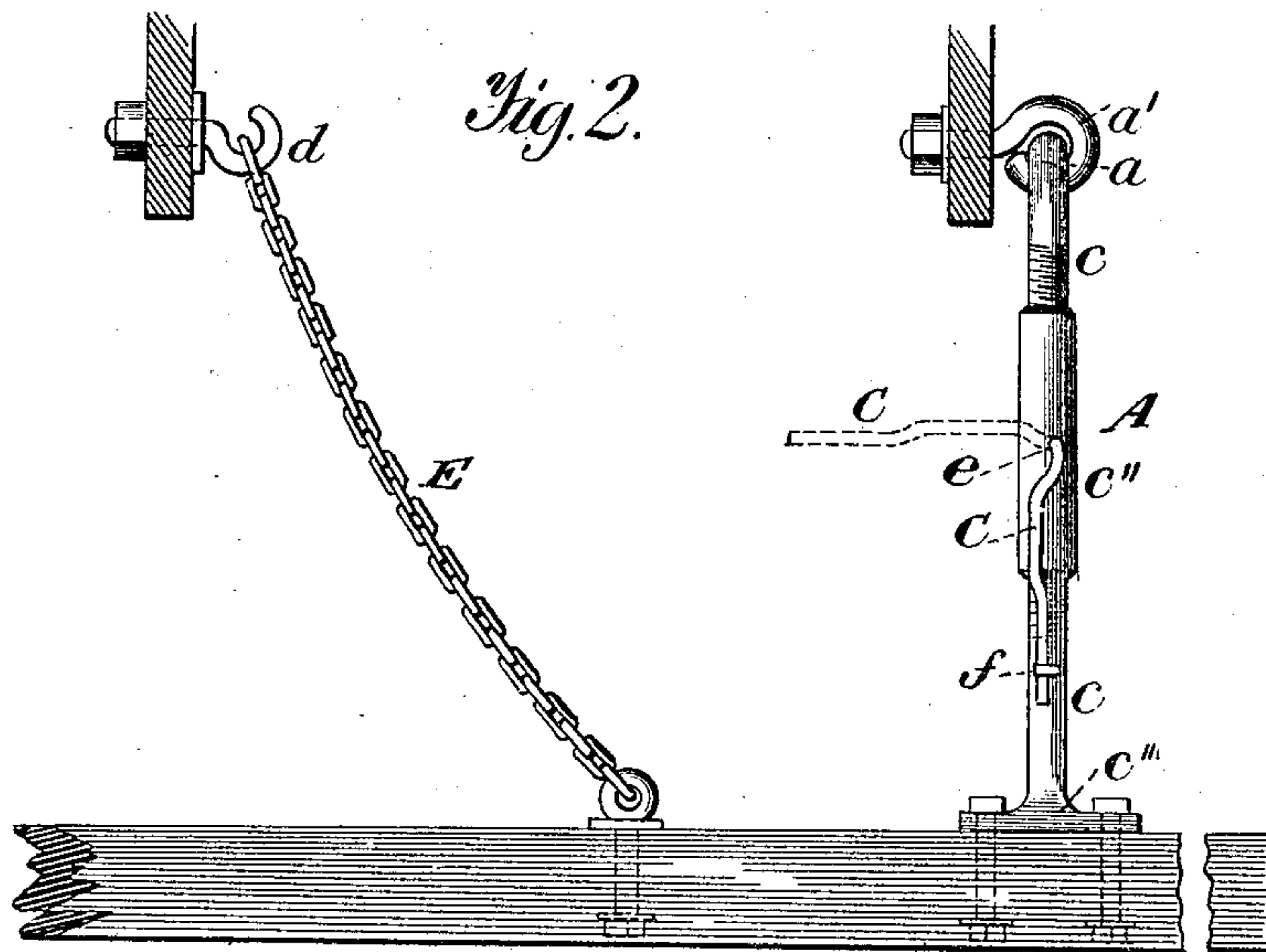


Fig. 2.



Witnesses:
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UNITED STATES PATENT OFFICE.

HARRISON ARMS, OF TOLEDO, OHIO.

STOCK-CAR.

SPECIFICATION forming part of Letters Patent No. 328,747, dated October 20, 1885.

Application filed July 20, 1885. Serial No. 172,049. (No model.)

To all whom it may concern:

Be it known that I, HARRISON ARMS, of Toledo, in the county of Lucas and State of Ohio, have invented certain new and useful
5 Improvements in Stock-Cars, of which the following is a specification, reference being had to the accompanying drawings, and to the letters of reference marked thereon.

This invention has reference to an improvement upon the invention described in Letters Patent No. 308,808, and is designed to simplify and increase the efficiency of certain features of the invention therein claimed.

The invention has reference, particularly, to
15 what is termed in that patent the "kicking-beam."

In the accompanying drawings, Figure 1 is a vertical sectional elevation of a stock-car, showing the application of my invention thereto. Fig. 2 is an enlarged detached view of one end of the kicking-beam and its adjuncts.

Similar letters of reference indicate similar parts in the respective figures.

A is a hanger, having an upper eye, *a*, which
25 connects with an eyebolt, *a'*, attached to a rafter of the car. B is the kicking-beam. The hanger A consists, essentially, of three parts—viz., an upper screw-section, *c*, a lower screw-section, *c'*, and a central tubular and
30 interiorly-threaded connection, *c''*. The screw-sections and the tubular connection are provided with right and left threads. The lower screw-section, *c'*, is provided with a foot, *c'''*, which is bolted to the kicking-beam B. It
35 will be understood that each end of the kicking-beam is provided with such a hanger as is here described. The tubular section *c''* is provided with a handle, C, pivoted as shown at *e*, and free to move upon its pivot, as indi-

cated in dotted lines. The lower screw-section, *c'*, is provided with a pin or catch, *f*, which engages the handle C when the handle is depressed, and keeps the tubular section from turning. The handle C, when in the position shown in dotted lines, is used for turning the tubular section *c''*, and thus increasing or decreasing the length of the hanger to suit horses of different height.

A safety-chain, E, connects the kicking-beam with a hook, *d*, attached to a rafter, the object of the chain being to keep the kicking-beam from falling upon the horse in the event of the hangers becoming detached or any accident or breakage occurring thereto. Two chains will be used, so as to support the kicking-beam in the event of such an accident.

Having described my invention, I claim—

1. In a stock-car, the combination, with a kicking-beam, of a hanger composed of two screw-sections, one section having a right thread and the other section a left thread, and an interiorly-threaded tubular connection, substantially as and for the purpose described.

2. In combination with the hanger A, the handle C, adapted to be depressed and prevent the turning of the tubular section *c*, substantially as described.

3. In a stock-car, the combination, with a kicking-beam, of the hanger A and the safety-chains E, substantially as and for the purpose specified.

In testimony whereof I hereunto set my hand and seal this 8th day of July, A. D. 1885.

HARRISON ARMS. [L. S.]

Witnesses:

W. A. YAGER,

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