

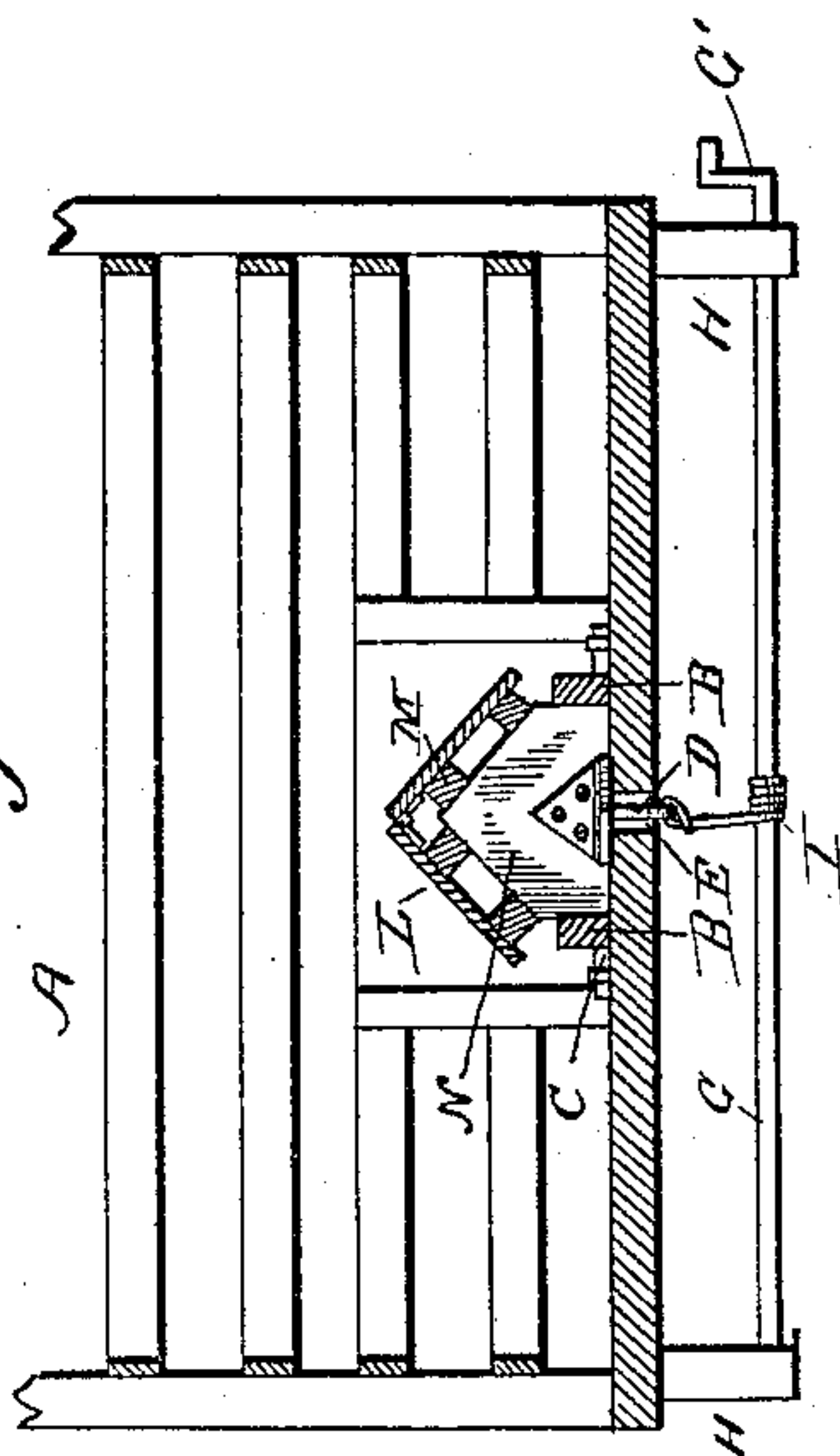
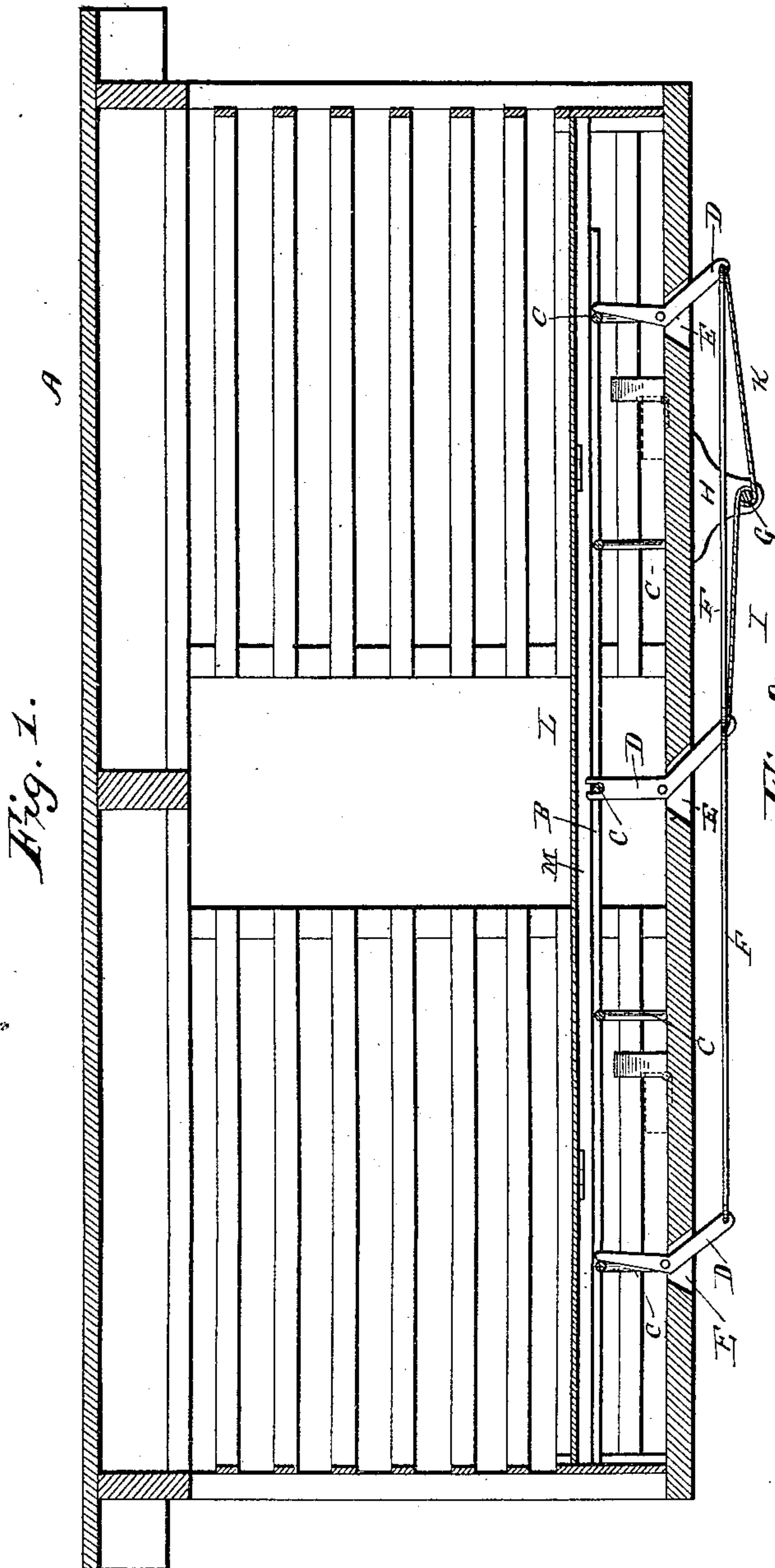
(No Model.)

G. A. SMITH.

STOCK CAR.

No. 353,982.

Patented Dec. 7, 1886.



Witnesses

Chas. D. Davis
John C. Jenkins

Inventor

Geo. A. Smith

By his Attorney

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UNITED STATES PATENT OFFICE.

GEORGE A. SMITH, OF MARSHALLTOWN, IOWA.

STOCK-CAR.

SPECIFICATION forming part of Letters Patent No. 353,982, dated December 7, 1886.

Application filed April 15, 1886. Serial No. 193,895. (No model.)

To all whom it may concern:

Be it known that I, GEORGE A. SMITH, a citizen of the United States, residing at Marshalltown, in the county of Marshall and State of Iowa, have invented certain new and useful Improvements in Stock-Cars, of which the following is a specification, reference being had therein to the accompanying drawings.

This invention relates to certain improvements in that class of stock-cars for which Letters Patent of the United States were granted to Lorenzo D. Smith the 28th day of September, 1880, No. 232,770, in which a movable longitudinal platform was arranged in the center of the car to keep the cattle on their feet, in order to facilitate their management, and to provide for using the car for other purposes without removing the device, as more fully hereinafter set forth.

Heretofore difficulty has been experienced in placing the cattle in position when loading, as they can place one or both fore feet on the platform, making it difficult to raise it subsequently; and it is the object of the present invention to obviate this difficulty and force the cattle to assume proper positions over the platform previous to raising it.

The above-mentioned objects I attain by the means illustrated in the accompanying drawings, in which Figure 1 represents a longitudinal vertical sectional view of a stock-car, showing my invention applied thereto; and Fig. 2, a transverse vertical sectional view of the same.

The letter A indicates a stock-car of any suitable construction, and B B' two horizontal bars, which are connected to and operated by a series of cranks or stirrups, C, pivoted to the bottom of the car to raise or elevate said bars. Each alternate crank is connected to an angle lever, D, passing through and fulcrumed in a slot, E, in the bottom of the car, and these levers at their lower ends below the car are connected by rods F, so as to move simultaneously.

G indicates a transverse shaft, having its bearings in hangers H below the bottom of the car, the said shaft extending to either or

both sides, and provided with a suitable crank or cranks, G', by means of which it may be turned.

The letters I K indicate two cords or chains, which connect with the lower ends of the end levers, and which are arranged to wind on the crank shaft in reverse directions, so as to operate the levers to raise or depress the cranks or stirrups before mentioned.

The letter L indicates a platform consisting of two flat boards hinged together longitudinally and supported by the bars B. The said boards are strengthened by means of longitudinal ribs M, as shown. Below the bars B, and hinged to the bottom of the car, are arranged adjustable bearings N, which project above the bars when they are down and elevate and "hip" the platform, so as to set its sides at an angle to each other and compel the cattle to assume a position upon their feet well over the platform, and prevent them from resting their fore feet upon the same, as is the case when the platform is flat. When the bars are further raised, they will elevate the platform without difficulty, the platform assuming a flat position when fully elevated.

When the car is to be employed for general purposes, the bearings are dropped flat on the floor and the bars let down, permitting the platform to fall flat, so as to be out of the way.

The parts may be held in any desired position by means of suitable fastening devices.

Having thus described my invention, what I claim, and desire to secure by Letters Patent, is—

The combination, in a stock-car, of the movable bars and the mechanism for elevating the same, with the longitudinally-hinged platform and the hinged angular bearings, whereby the platform may be hipped to prevent the cattle from resting their fore feet thereon, substantially as and for the purposes specified.

In testimony whereof I affix my signature in presence of two witnesses.

GEO. A. SMITH.

Witnesses:

O. L. BINFORD,
J. M. JONES.