

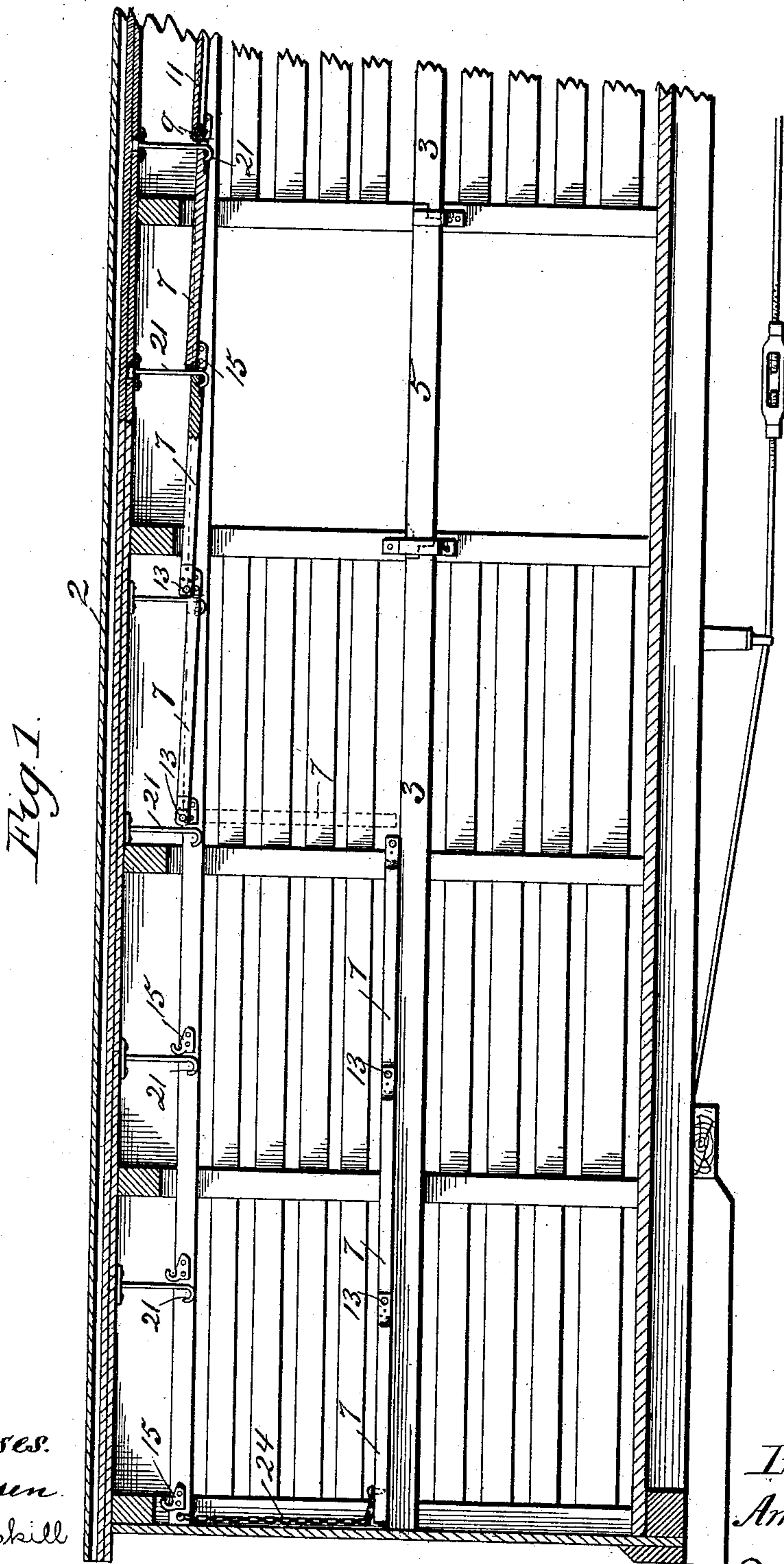
(No Model.)

2 Sheets—Sheet 1.

A. C. PAUL.  
STOCK CAR.

No. 435,379.

Patented Aug. 26, 1890.



Witnesses.  
*J. Jensen.*  
*A. M. Gaskill*

Inventor.  
*Amasa C. Paul*  
By *Paul & Son*  
Attorneys.

(No Model.)

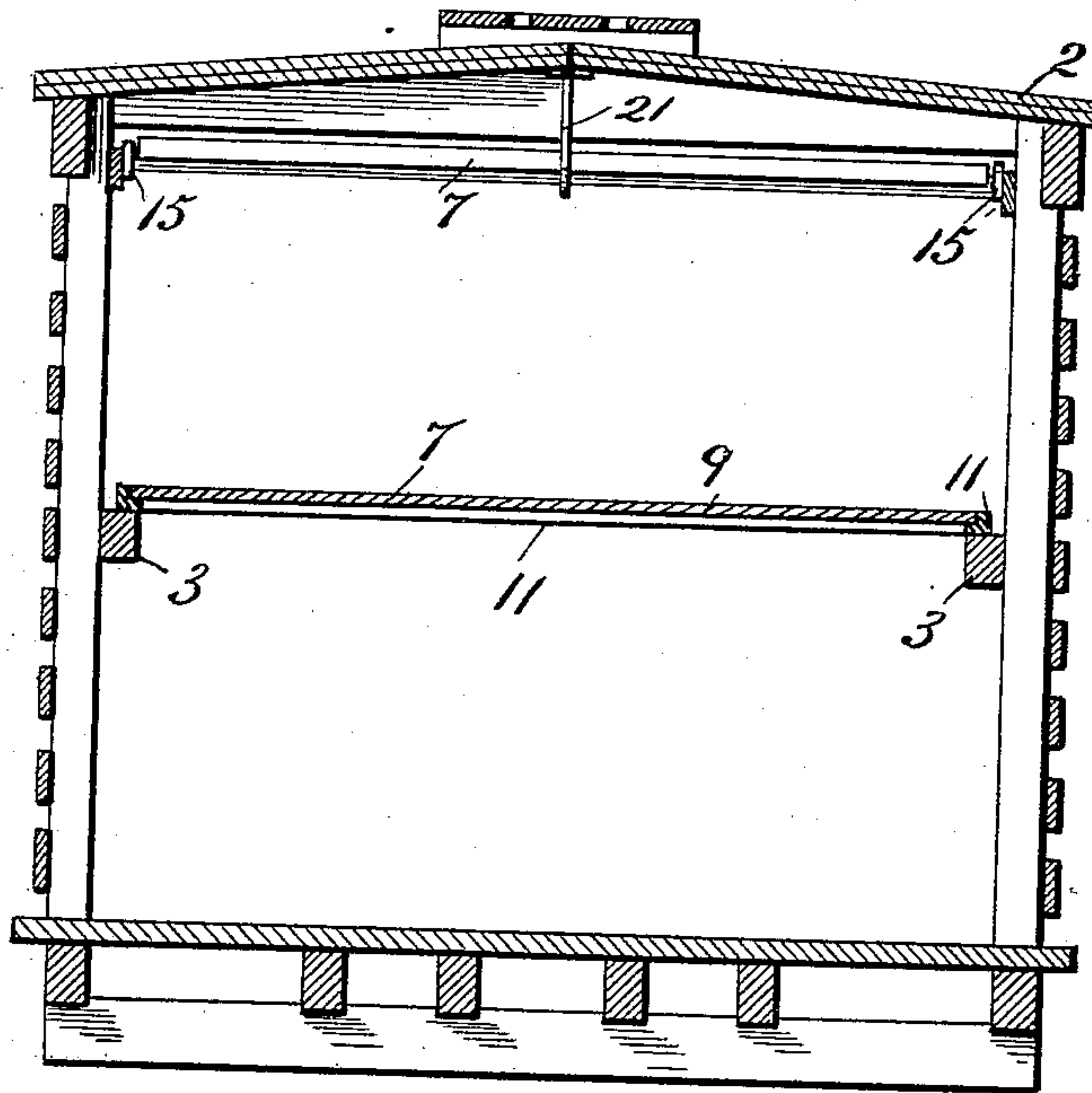
A. C. PAUL.  
STOCK CAR.

2 Sheets—Sheet 2.

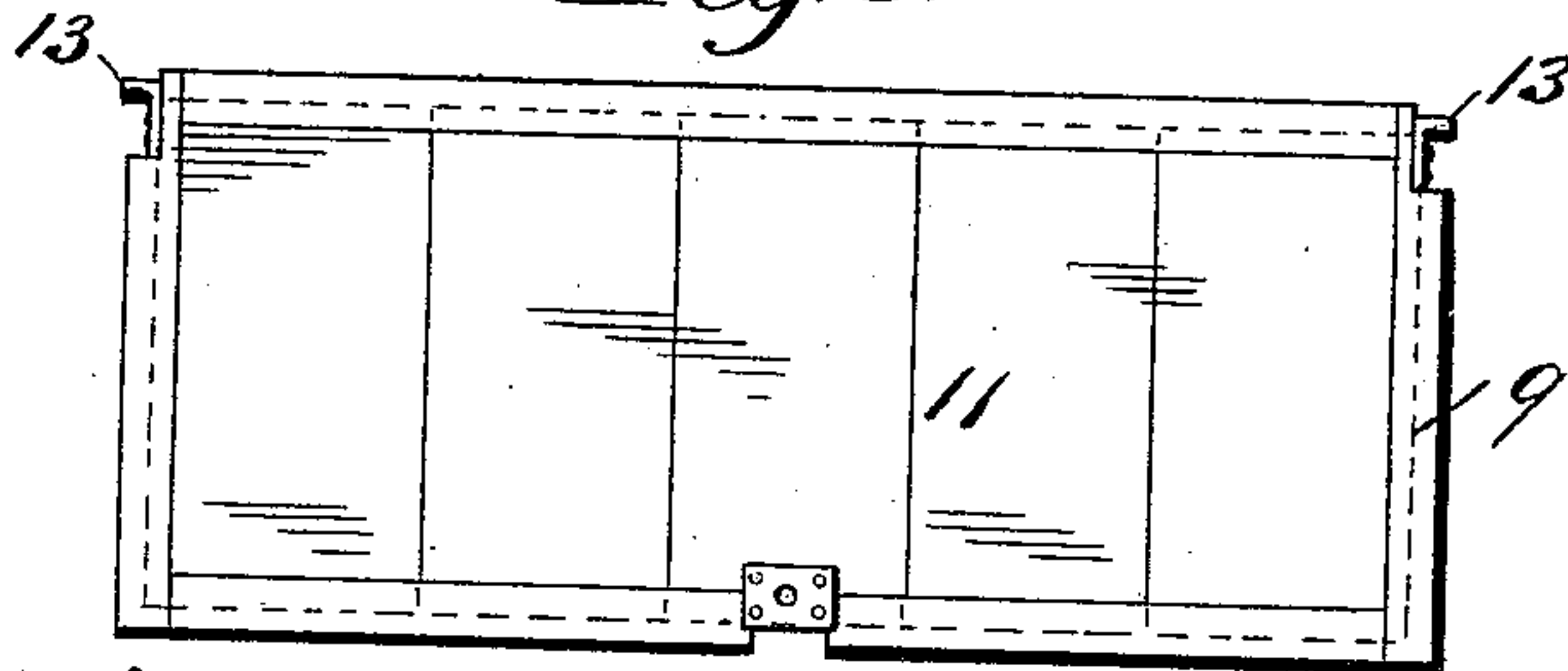
No. 435,379.

Patented Aug. 26, 1890.

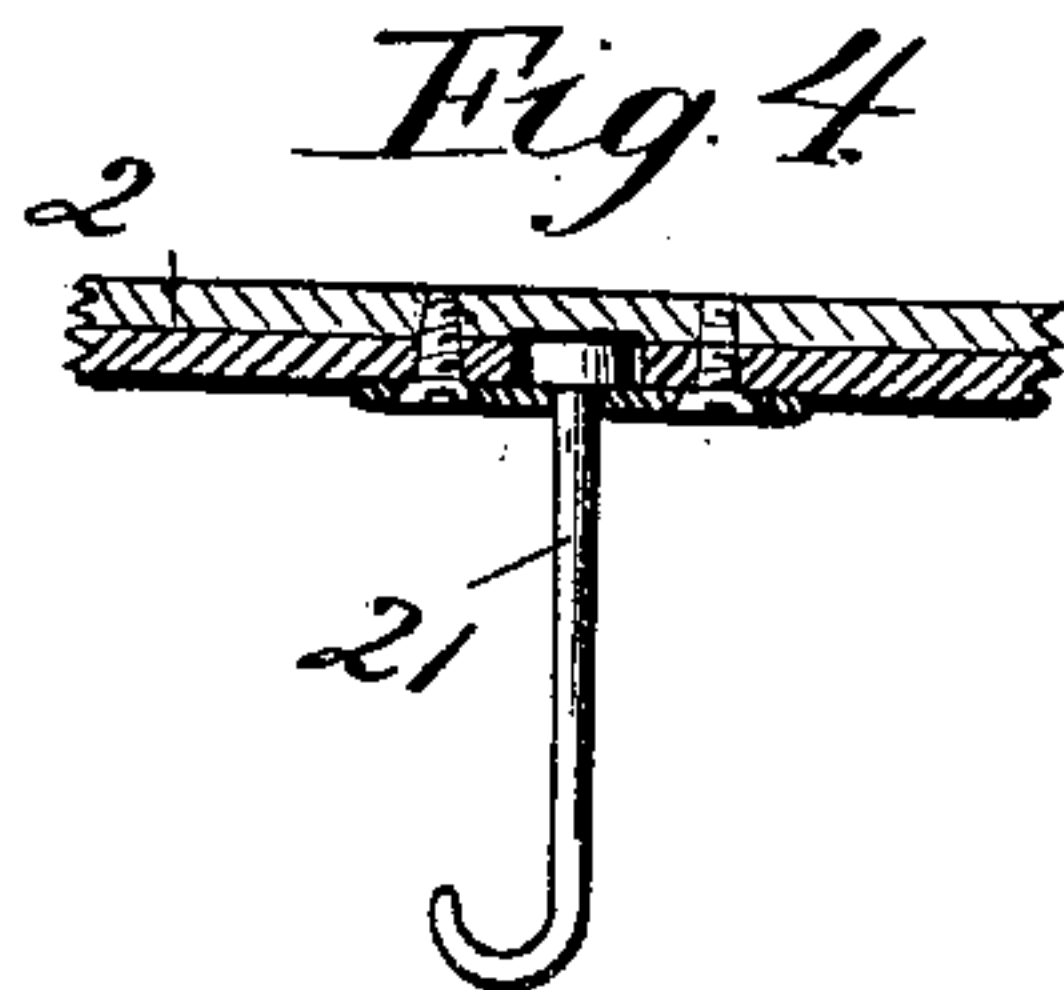
*Fig. 2.*



*Fig. 3.*



*Fig. 5.*



Witnesses:  
J. Jensen  
a.m. Gaskill

Inventor:  
Amasa C. Paul.  
By Paul & Son  
Attorneys.



# UNITED STATES PATENT OFFICE.

AMASA C. PAUL, OF MINNEAPOLIS, MINNESOTA, ASSIGNOR OF ONE-HALF TO  
HOWARD A. TURNER, OF SAME PLACE.

## STOCK-CAR.

SPECIFICATION forming part of Letters Patent No. 435,379, dated August 26, 1890.

Application filed May 31, 1890. Serial No. 353,778. (No model.)

*To all whom it may concern:*

Be it known that I, AMASA C. PAUL, of Minneapolis, in the county of Hennepin and State of Minnesota, have invented certain  
5 Improvements in Stock-Cars, of which the following is a specification.

The object of this invention is to provide a stock-car having a movable middle or second deck to be used when hauling sheep,  
10 hogs, or small animals, and capable of being moved up and secured under the roof of the car when the car is to be used for hauling larger animals or for hauling dead freight.

The invention consists, generally, in providing a movable deck consisting of a series  
15 of transverse sections that are supported when the deck is in its lower position upon rails extending longitudinally of the car, and which may, whenever desired, be turned up  
20 and secured in the top of the car with the deck-sections lying side by side transversely of the car in a reverse position beneath the roof.

The invention consists, further, in the construction and combination hereinafter described, and particularly pointed out in the  
25 claims.

In the accompanying drawings, forming a part of this specification, Figure 1 is a longitudinal vertical section of a portion of a  
30 stock-car constructed in accordance with my invention. Fig. 2 is a transverse section of the same, showing sections in both positions. Fig. 3 is a plan of one of the sections. Figs.  
35 4 and 5 are details.

In the drawings, 2 represents a suitable car, which may be of any ordinary or preferred construction. It is provided with the longitudinal rails 3, that are secured to the  
40 inner walls of the car at the height at which it is desired to support the middle or movable deck. One section 5 of the longitudinal rail upon each side of the car at the point opposite the door is preferably made removable.

45 The deck is formed of a series of transverse sections 7, that extend transversely of the car, and may be supported upon the longitudinal rails when the deck is in position for use, or may be supported in a reversed  
50 position beneath the roof of the car when the

deck is not in use. Each section consists, preferably, of a rectangular frame 9, having a suitable covering consisting of strips of board 11, or the section may be formed in any other suitable way and of any suitable material.  
55

For the purpose of turning the deck-sections into the top of the car conveniently and for holding them when in that position, I provide each section at each end with one member of what I term a "separable hinge," the  
60 other members of the hinges being secured to the walls of the car at the upper portions thereof. The hinge members upon the deck-sections consist, preferably, of the pins 13, that  
65 are secured to each section at the ends thereof, preferably at a point near one edge of the section.

The other hinge members consist of the blocks or castings 15, preferably of L shape,  
70 with the upper surface of the lower portion of the block or casting slightly inclined.

When it is desired to place the hinge-sections in the top of the car, each section is turned upon edge upon its supporting-rails,  
75 the edge having the projecting pins being uppermost. As the section is turned into a vertical position, the pins engage the upper surfaces of the castings or hinge members on the walls of the car, and if the castings have the  
80 inclined upper surface the section will be slightly raised, so that its lower edge will be free from the supporting-rails. The section will now be supported by the hinges thus formed, and the section may then be swung  
85 into a horizontal position beneath the roof of the car. The other edge of the section may then be secured by any suitable means. I prefer to provide a swivel-hook 21, secured to the roof of the car, and this hook is turned so  
90 as to permit the section to pass it, and the point or end of the hook is then brought into engagement with a suitable eye or opening in the section. It will be seen that this makes  
95 a very convenient movable or middle deck that may readily be brought into position when desired, and in which the deck-sections may be put up under the roof of the car when not in use with very little effort. The  
100 sections readily turn up into an upright po-



sition, the supporting-rails furnishing the fulcrum or pivotal point upon which they are turned, and when they are brought into an upright position the two members of the separable hinge at each end of the section are brought together, and the further turning of the section is upon these hinges. It is therefore not necessary at any time to lift a section or hold the weight thereof, either in putting it up or taking it down.

When it is desired to use the car for hauling coal or similar material, the sections may be taken down and placed along the side of the walls for the purpose of closing the openings between the slats of the car. If preferred, however, the sections may be fastened to the car by means of chains 24, each having one end secured to the section and the other to the car, but not interfering with the described movements of the section.

I claim as my invention—

1. The combination, with a suitable car, of transverse deck-sections, longitudinal rails upon the walls of the car supporting the ends of said sections, means for engaging the sections when turned to an upright position on said rails, and means for supporting the same in a reversed horizontal position beneath the car-roof.

2. The combination, with a suitable car provided with longitudinal supporting-rails upon its inner walls, of a series of transverse

deck-sections, each extending entirely across the car and arranged to be supported by said rails, hinged members upon said sections, hinge members located at a height to be engaged by the deck-sections when the same are turned up, and means for holding these sections when turned into a horizontal position beneath the roof of the car.

3. The combination, with a suitable car provided with longitudinal supporting-rails upon its inner walls, of transverse deck-sections supported upon said rails, pins upon the ends thereof, blocks upon the car with which said pins engage when the deck-sections are turned into an upright position, and means for holding the deck-sections when turned into a horizontal position beneath the car-roof.

4. The combination, with the car and its deck-supporting rails, of the movable deck-sections provided with projecting pins, blocks upon the car having inclined upper surfaces with which said pins engage when the sections are turned into an upright position, and hooks engaging and holding the sections when in a reversed position beneath the roof.

In testimony whereof I have hereunto set my hand this 28th day of May, 1890.

AMASA C. PAUL.

In presence of—

A. M. GASKILL,  
J. JESSEN.