

(No Model.)

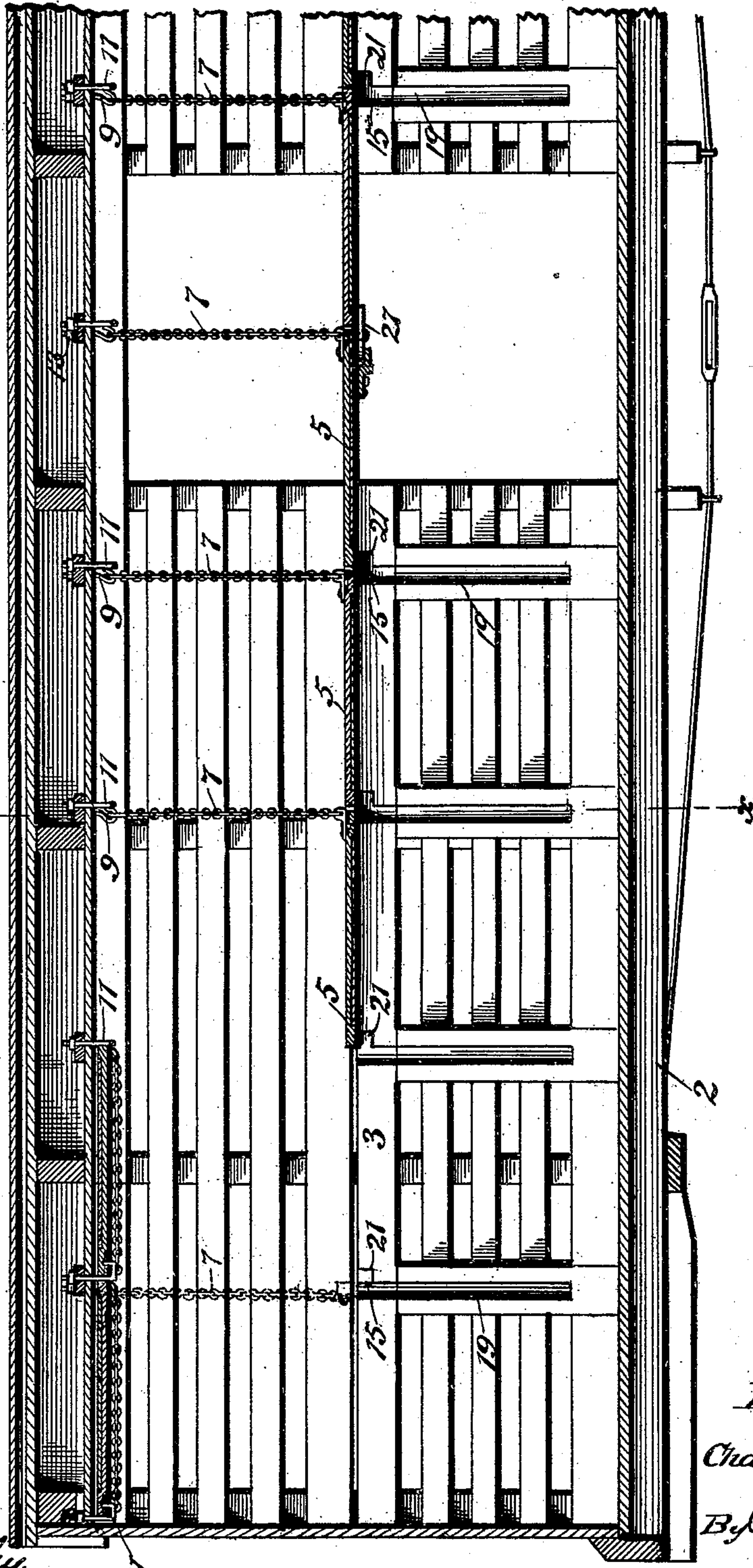
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C. L. TRAVIS.
STOCK CAR.

No. 475,258.

Patented May 17, 1892.

Fig. 1.



Witnesses.

J. Jennie.
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Charles L. Travis.

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(No Model.)

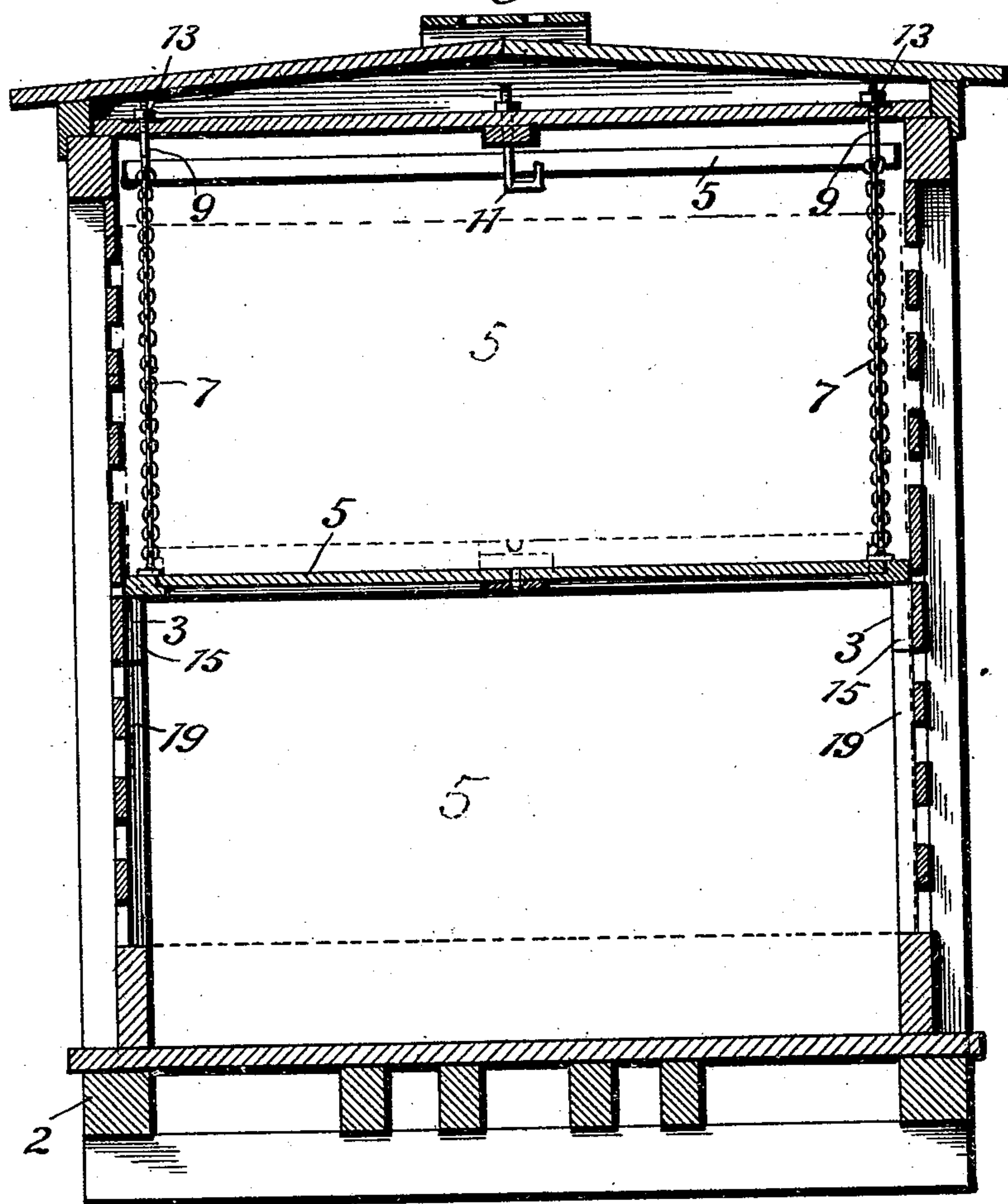
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Fig. 2.



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Fig. 3.

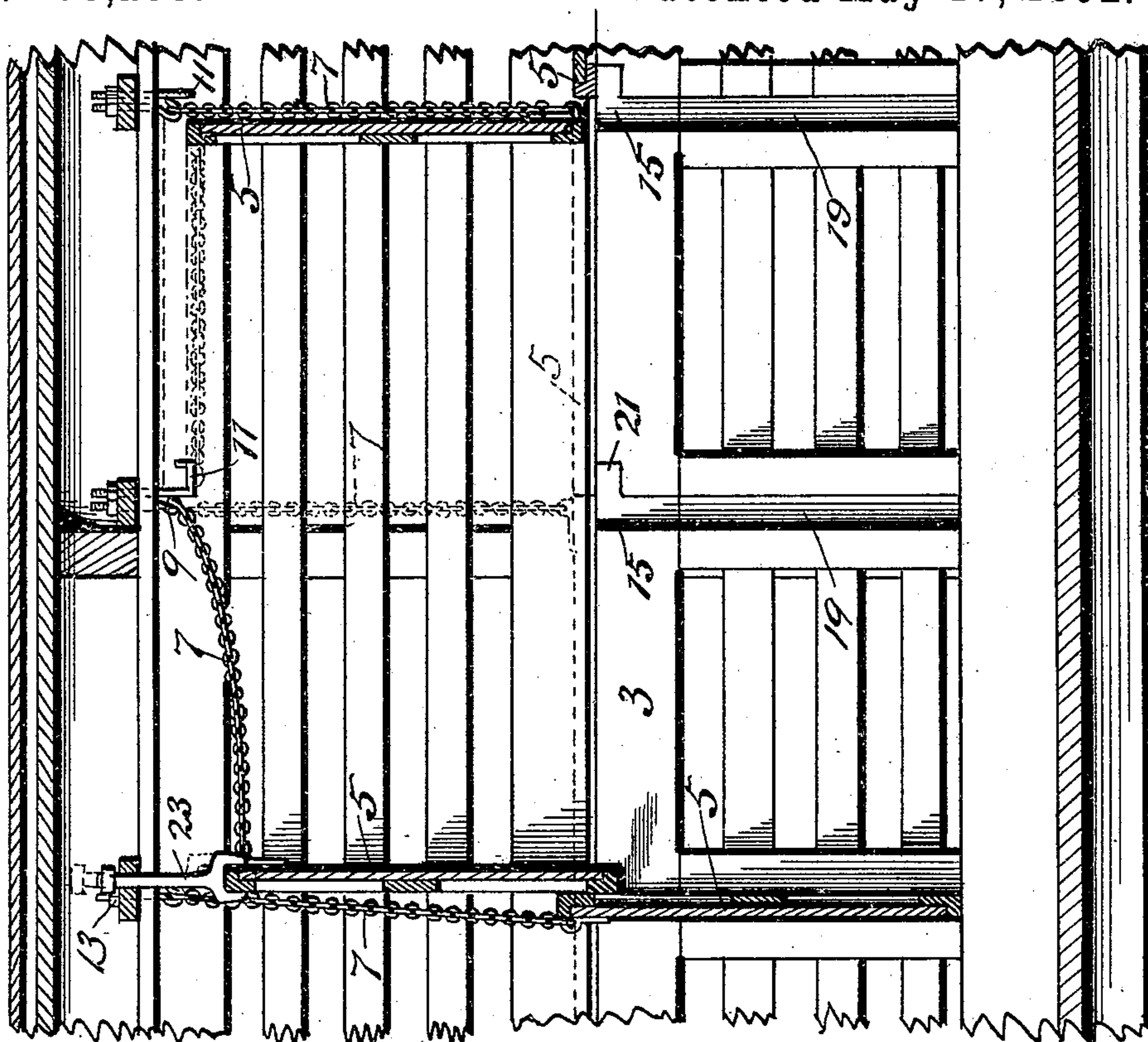


Fig. 4.

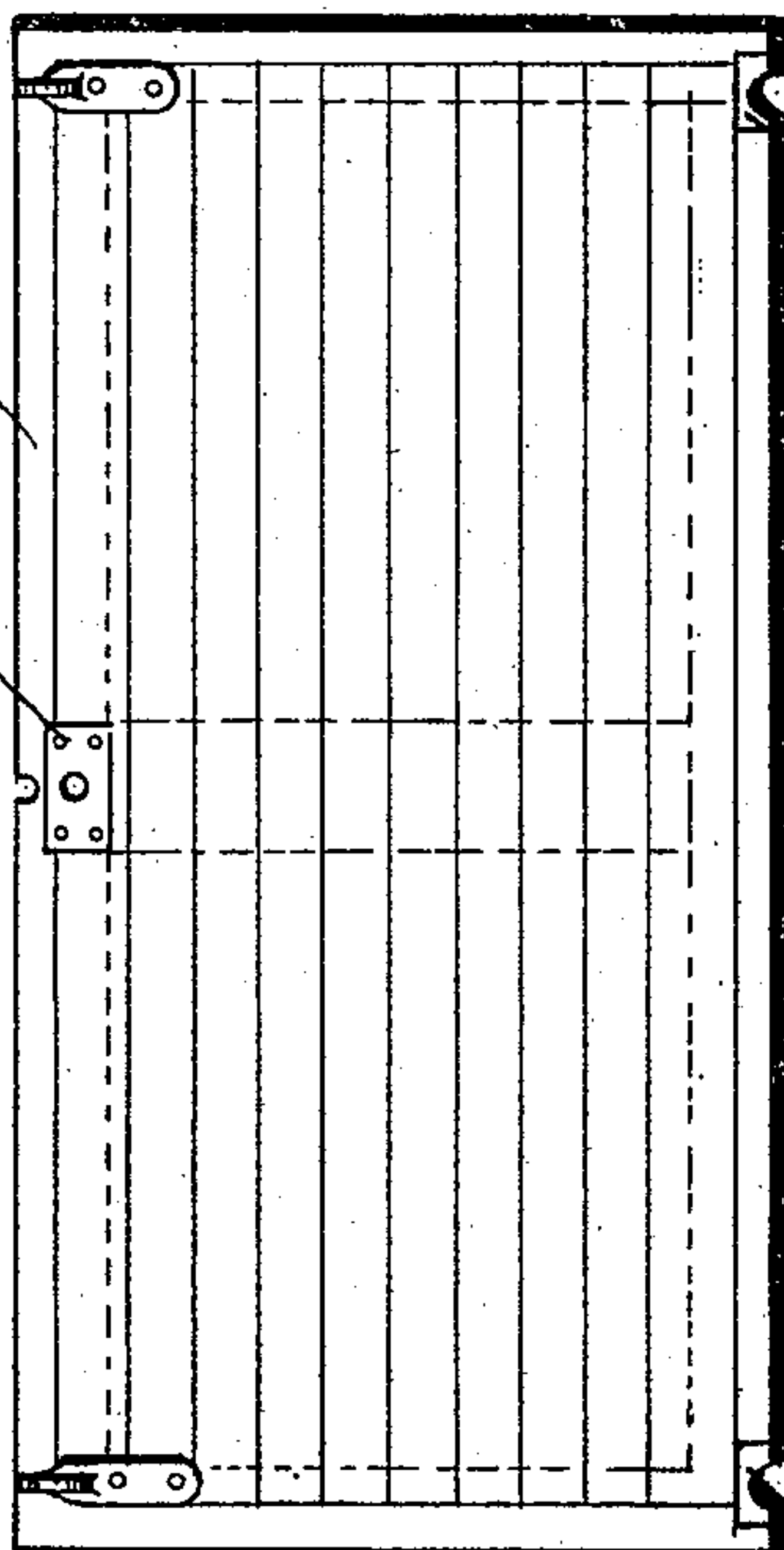
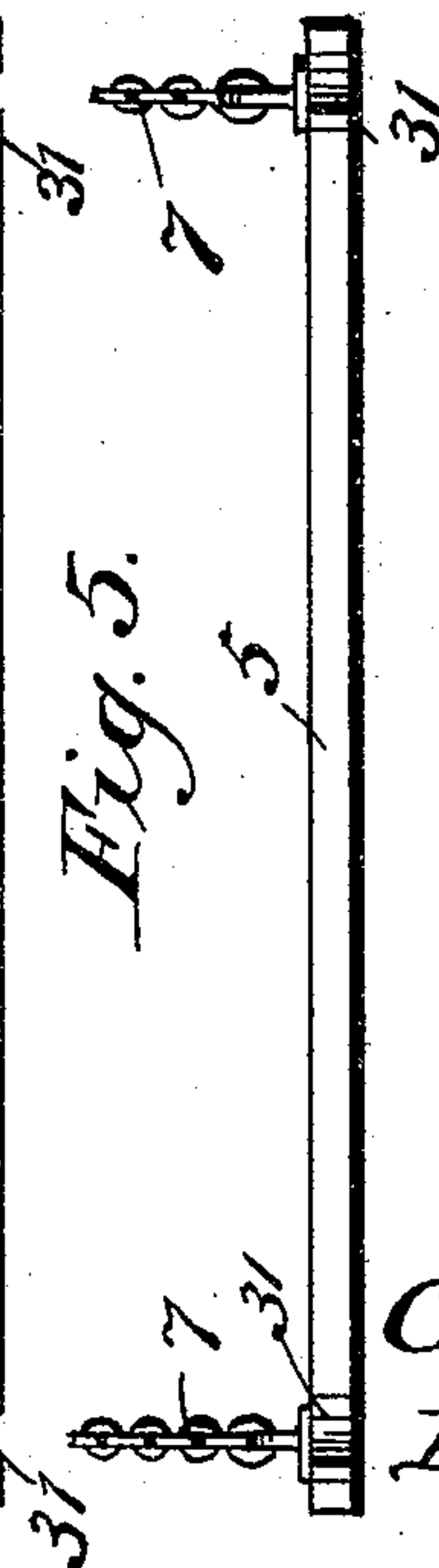


Fig. 5.



Witnesses.

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Fig. 7.

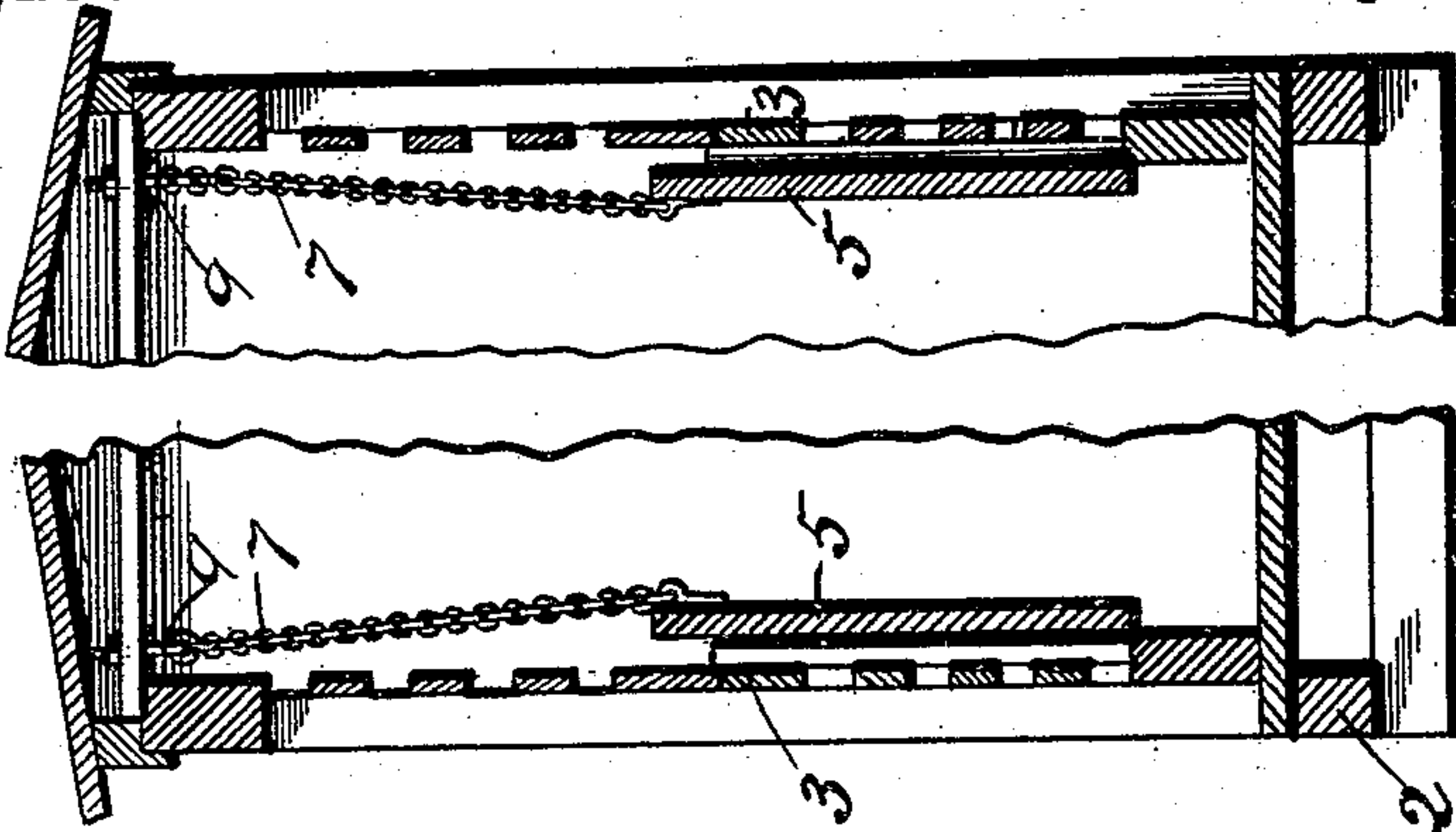
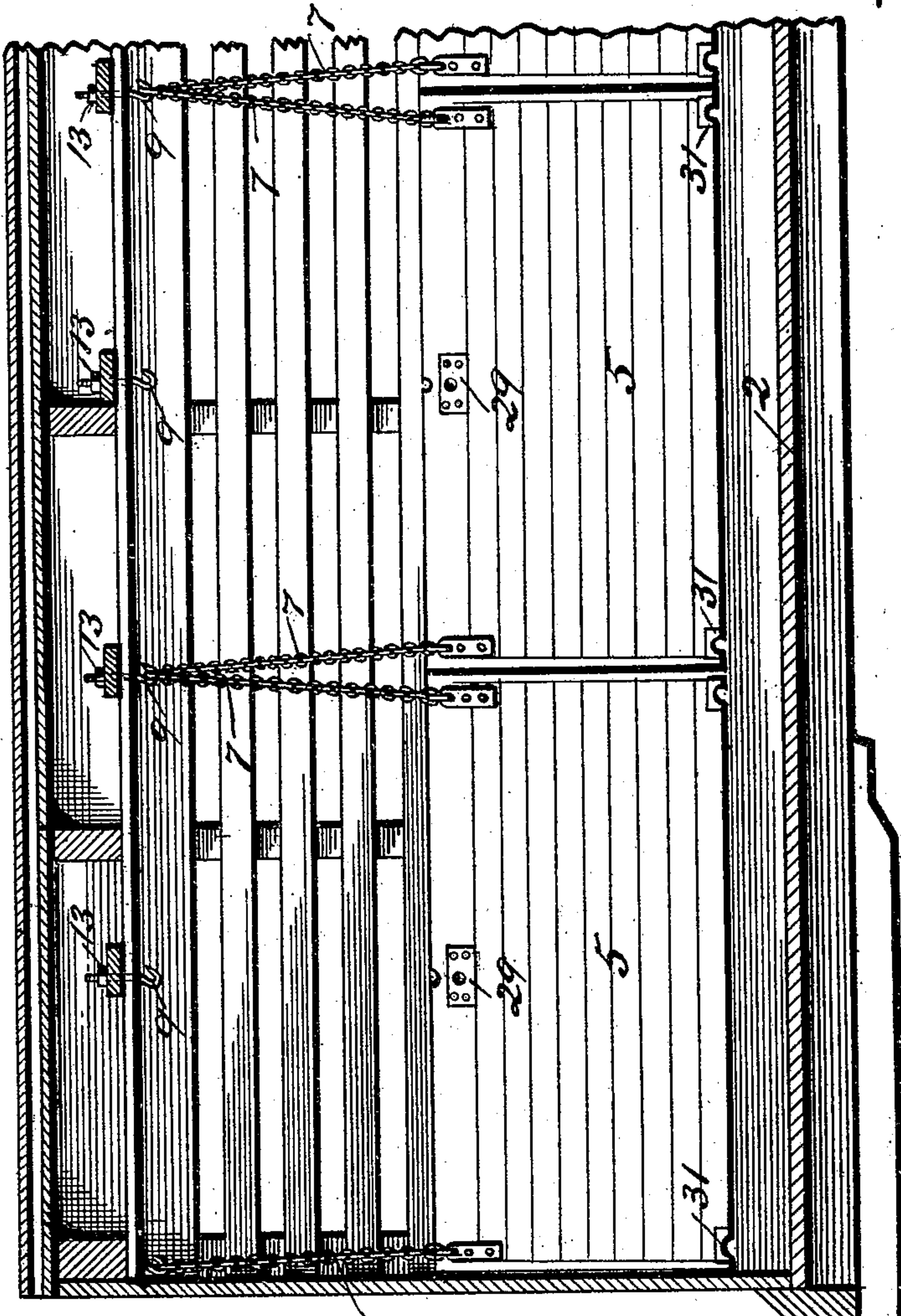


Fig. 6.



Inventor.

Witnesses.

J. Jensen
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Charles L. Travis

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UNITED STATES PATENT OFFICE.

CHARLES L. TRAVIS, OF MINNEAPOLIS, MINNESOTA, ASSIGNOR TO THE
UNION STOCK CAR COMPANY, OF SAME PLACE.

STOCK-CAR.

SPECIFICATION forming part of Letters Patent No. 475,258, dated May 17, 1892.

Application filed January 30, 1891. Serial No. 379,674. (No model.)

To all whom it may concern:

Be it known that I, CHARLES L. TRAVIS, 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.

This invention relates to improvements in that class of cars designed especially for hauling live stock, and particularly to a
10 stock-car provided with a movable deck and means for supporting the same, whereby the deck may be held in a position near the center of the car when it is desired to use the car for hauling small stock, such as sheep
15 and hogs, and whereby the deck may be placed in a position under the roof of the car, where it will be out of the way when the car is to be used for hauling cattle, horses, or dead freight.

20 The invention consists in means for holding the deck-sections in a horizontal position upon longitudinal rails extending along the walls of the car, with suitable chains connected to the sections near one edge thereof
25 and to the top of the car and arranged to support the sections when turned to an upright position, with means for supporting the sections in a reversed horizontal position beneath the car-roof, and means for supporting
30 them in an upright position for dividing the car into sections.

The invention consists, further, in means whereby the deck-sections may, when desired, be used for gates or partitions for dividing
35 the car into a number of stalls or compartments.

The invention consists, further, in means for supporting the deck-sections along the sides of the car, whereby the spaces between
40 the slats of the car may be closed, and thus the car be utilized for hauling coal or other similar freight.

The invention consists, further, in various details of construction and combination hereinafter described, and particularly pointed
45 out in the claims.

In the accompanying drawings, forming a part of this specification, Figure 1 is a longitudinal vertical section of a portion of a
50 stock-car embodying my invention. Fig. 2 is a transverse vertical section of the same on line $x x$ of Fig. 1. Fig. 3 is a partial longitudinal section of the car, showing the deck-

sections in position for dividing the car into separate compartments. Figs. 4 and 5 are
55 detail views of one of the sections. Fig. 6 is a partial longitudinal section; and Fig. 7 is a transverse vertical section, partly broken away, of a portion of a car, showing the deck-sections supported along the sides of the car
60 for the purpose of closing the spaces between the slats.

In the drawings, 2 represents the body of a car, which may be of any suitable size and construction. Extending along each side of the car
65 at a suitable distance from the bottom is a horizontal rail 3, one upon each side of the car. The movable deck is made of sections 5, the length of each section being substantially equal to the inside width of the car, and the width of
70 each section being substantially the height or distance from the rail 3 to the under surface of the top of the car. I provide a series of chains 7, arranged, preferably, near the ends of the sections and at one side thereof,
75 and secured, preferably, to the top of the sections, the opposite ends of the chains being secured to the top of the car, preferably by means of the adjustable hooks 9. These chains form means for supporting the sec-
80 tions as they are being folded up into the top of the car. To fold up any section, the edge opposite that to which the chains are secured is raised, bringing the section into an upright or vertical position, and as the chains are
85 preferably secured close to the edge of the section when the sections are raised into a vertical position they are free from the rail 3 and supported wholly by the chains. The sections may then be turned into a horizontal
90 position beneath the roof of the car, as shown at the left hand in Fig. 1, where they lie in a reversed position, and they may be secured in this position by means of the swivel-hooks 11, which are adapted to engage the section.
95

The hooks 9, to which the chains 7 are secured, are preferably screw-threaded and provided with nuts 13, as shown in Fig. 6, by means of which they may be adjusted, so that
100 in case of any unevenness in the car the sections may be adjusted and made to hang properly.

The rails 3 are provided, preferably, with openings 15, arranged directly beneath the chains 7, and these openings coincide with
105 vertical recesses 19 on the walls of the car.

By raising any section into a vertical position with the edge of the section to which the chain is secured uppermost, the section may be dropped into the recesses 19, as indicated by dotted lines at the left hand in Fig. 1, and thereby the car may be divided up into a series of stalls or compartments, each adapted to hold a single animal, or a part of the sections may be put up under the roof of the car and others of the sections may be used for dividing the car into compartments. When it is desired to use a section for this purpose, the chains may be removed from the hooks 9, and after the animals are driven in the door the section may be laid horizontally upon the rail 3 and pushed along, thereby forcing the animals together, and when the section is brought to the proper position may be raised into a vertical position and dropped into the recesses 19. If desired, two sections may be used in the same partition, thereby making a partition nearly equal to the height of the car. For this purpose I provide the recesses 21, adjoining the openings 15 in the rail 3. I also provide a latch 23 at the top of the car adapted to engage and hold the edge of the section. When one section has been put into the recesses 19, the adjacent section may be raised into a vertical position with its edge in engagement with the recesses 21, and the chains 7, extending in a substantially horizontal position to the latches 23, may be made to engage the upper edge of the section, thereby securely locking the section in a vertical position. This section, in connection with the one in the recesses 19, forms a partition extending substantially to the top of the car, whereby the animals on opposite sides of the partition may be separated from one another.

Where the sections extend past the door, I prefer to provide upon one section movable lugs or bars 27, that may be turned so as to project beyond the edge of the section for the purpose of supporting the free edge of the next section. By this means I obviate the necessity of providing rails extending across the door-spaces.

If it is desired to use the car for hauling coal or similar freight, the sections may be swung around against the side of the car, as shown in Figs. 6 and 7, the chains being secured upon alternate hooks, as shown in these figures of the drawings. I also prefer to provide the sections with the castings or plates 29, that are engaged by the hooks 11, and also with the castings 31, secured to the edges of the sections and provided with recesses that engage the chains 7 when the sections are folded up into the top of the car.

While I have described the sections as supported by chains 7, it will be understood that wire cable, cords, or other equivalent devices might be substituted for the chains without departing from my invention.

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 end of said sections, suitable chains connected to said sections near one edge thereof and to the top of the car and of suitable length to support said sections when turned to an upright position, means for supporting the sections in a reversed horizontal position beneath the car-roof, and means for holding the sections in an upright position for dividing the car into suitable stalls or compartments.

2. The combination, with a suitable car provided with longitudinal supporting-rails upon its inner walls and a series of transverse deck-sections extending entirely across the car and arranged to be supported by said rails, of suitable chains connected to said sections near one edge thereof and detachably secured to suitable hooks in the top of the car, whereby the sections may be supported upon said rails or may be supported in an upright position against the lower portion of the walls of the car for the purpose of closing the openings between the slats.

3. The combination, in a car, of the transverse deck-sections, supporting-chains secured near one edge of each section and to the upper part of the car, and means upon one section adjacent to the doorway of the car for supporting the free edge of the adjacent section, substantially as described.

4. The combination, with the car, of the transverse deck-sections, longitudinal deck-supporting rails provided with openings 15, communicating with recesses 19 upon the walls of the car and adapted to receive the sections when turned into a vertical position for the purpose of dividing the car into stalls or compartments.

5. The combination, with the car provided with the rails 3, having the openings 15 and 21, and the recesses 19, of the transverse deck-sections, and the chains 7, connected to said sections near one edge thereof, whereby the deck-sections may rest in a horizontal position upon said rails or to be placed in a vertical position with one section in the recesses 19 and the other section having its lower edge in the recesses 21, and means for securing the upper section, substantially as described.

6. The combination, with a suitable car provided with longitudinal supporting-rails upon its inner walls, of transverse deck-sections arranged upon said rails, chains secured to said sections, and adjustable hooks arranged above said sections and to which said chains are connected, and means for supporting the sections in a reversed horizontal position beneath the roof of the car, substantially as described.

In testimony whereof I have hereunto set my hand this 26th day of January, 1891.

CHARLES L. TRAVIS.

In presence of—

HOWARD A. TURNER,
A. C. PAUL.