(No Model.)

2 Sheets—Sheet 1.

# J. MOCK.

## STOCK CAR.

No. 533,720. Patented Feb. 5, 1895.

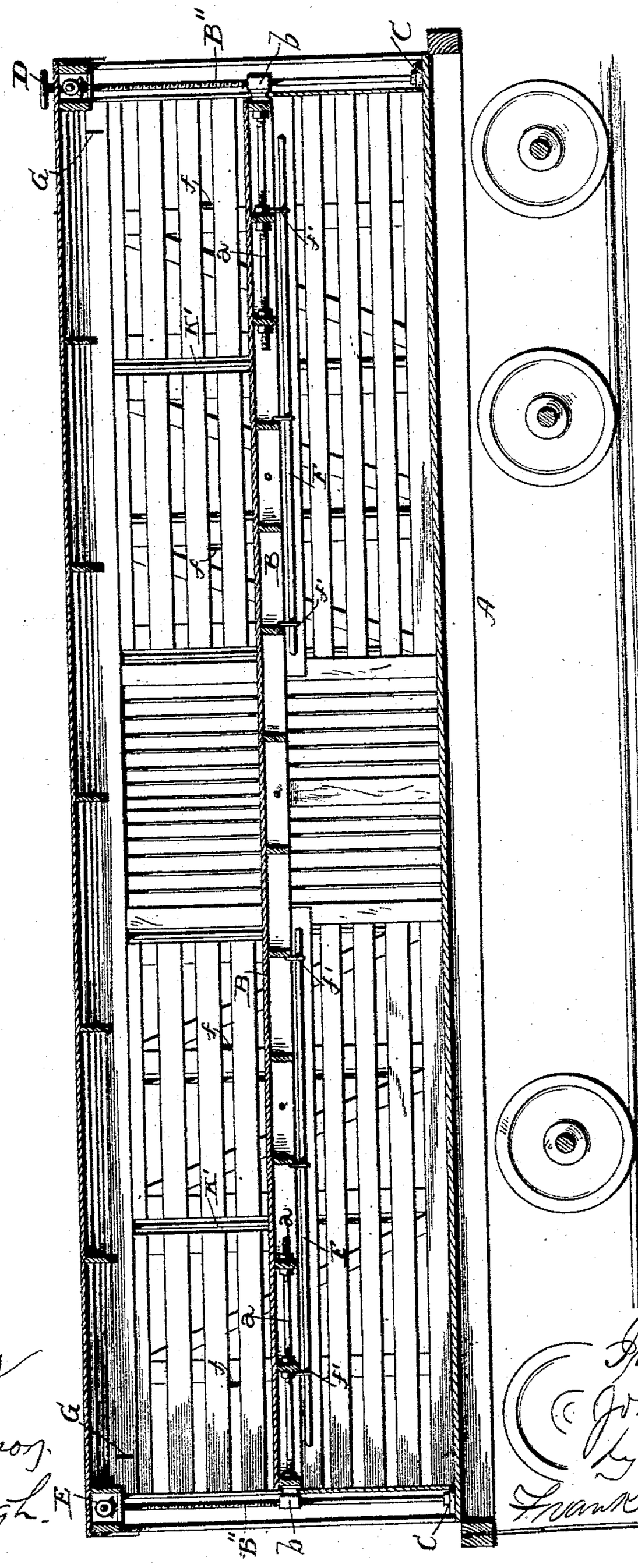


Fig. 1.

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(No Model.) 2 Sheets—Sheet 2.

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## STOCK CAR.

No. 533,720. Patented Feb. 5, 1895.

Fig. 2.

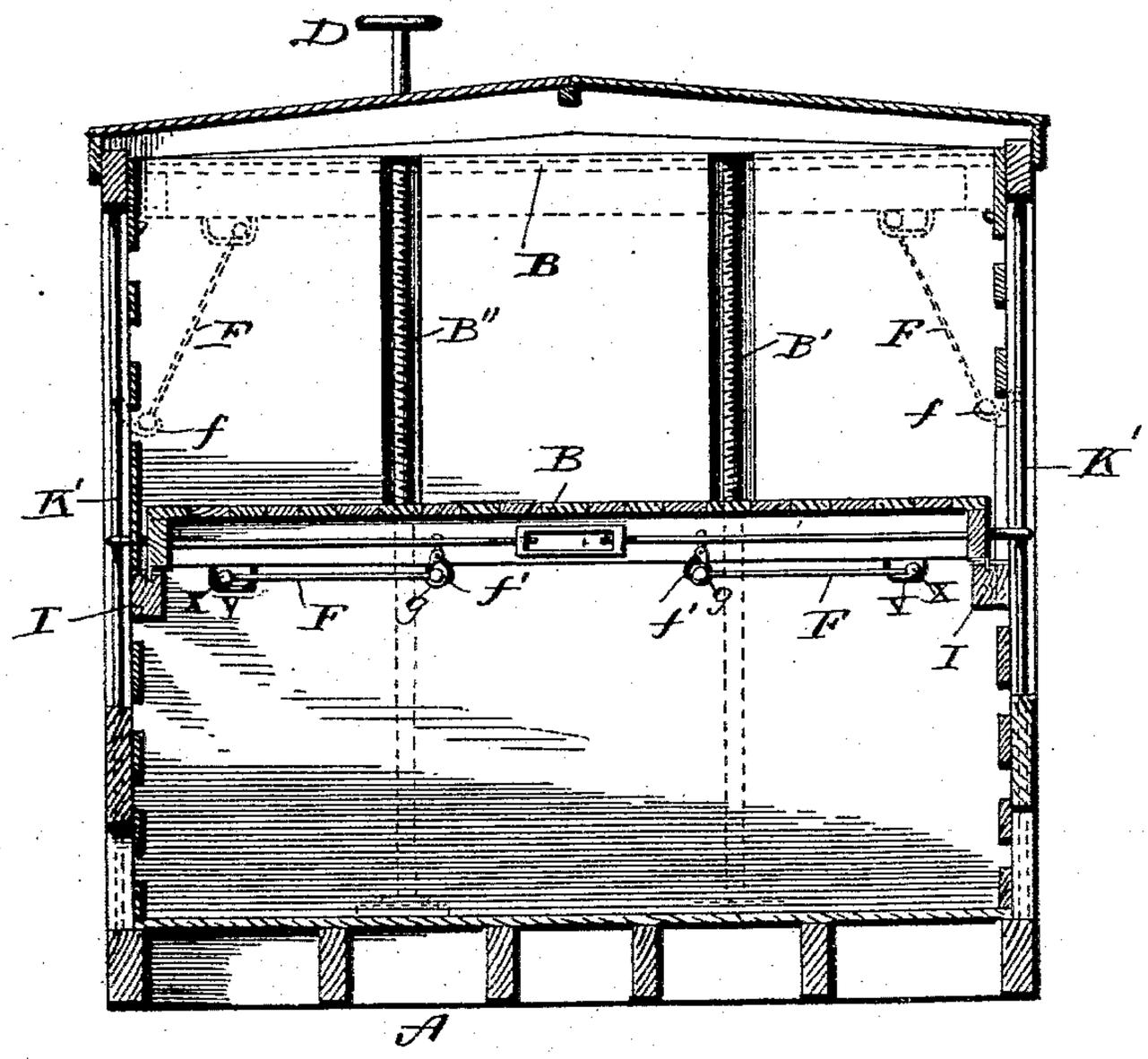



Fig. 3.

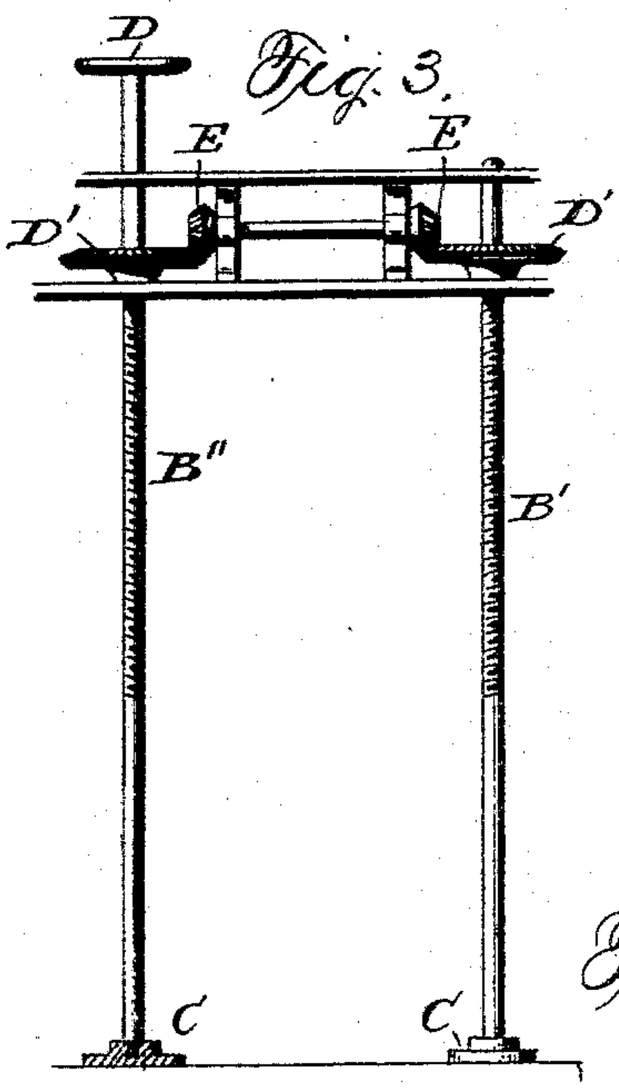



Fig. 4.

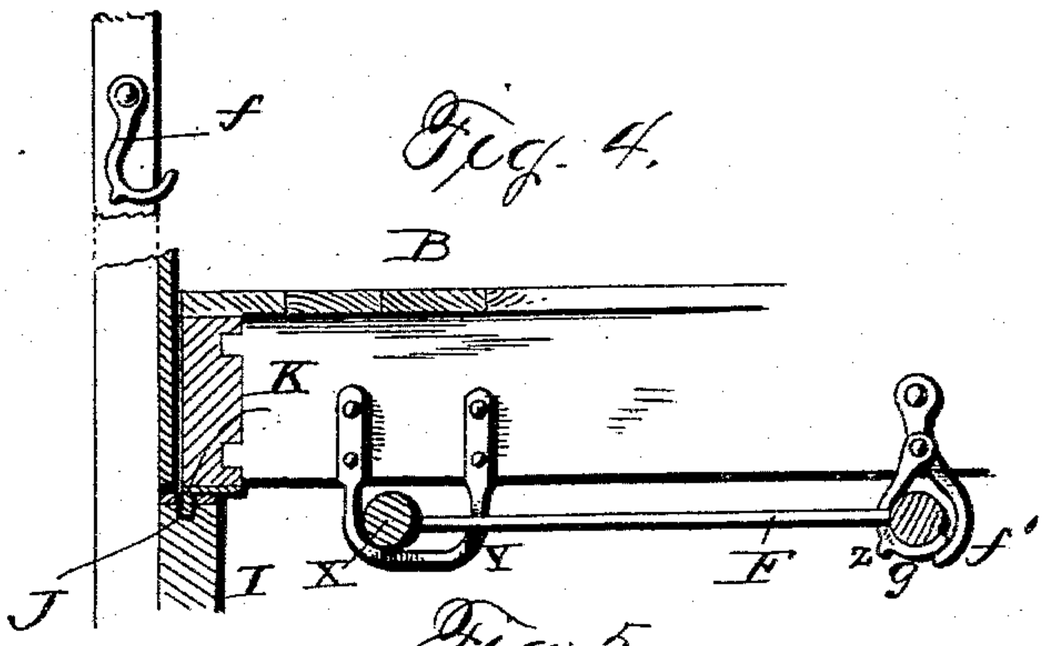



Fig. 5

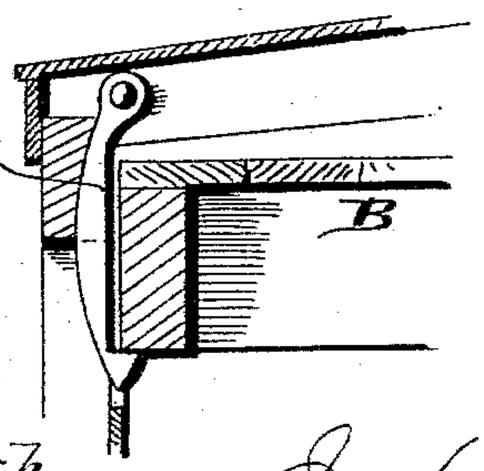
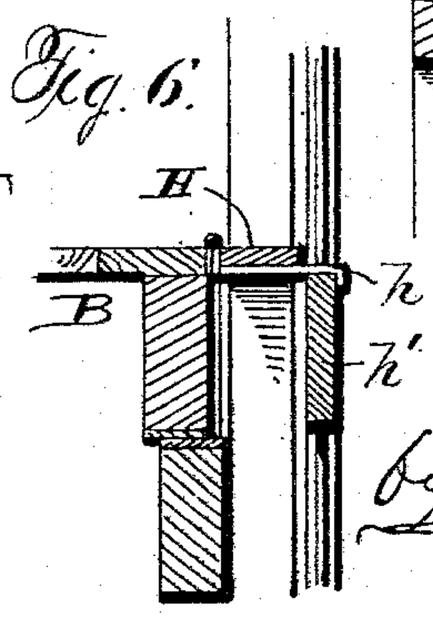



Fig. 6.




Witnesses
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# UNITED STATES PATENT OFFICE.

JOHN MOCK, OF DETROIT, MICHIGAN.

## STOCK-CAR.

SPECIFICATION forming part of Letters Patent No. 533,720, dated February 5, 1895.

Application filed January 23, 1894. Serial No. 497,776. (No model.)

*To all whom it may concern:*

Be it known that I, JOHN MOCK, a citizen of the United States, residing at Detroit, in the county of Wayne and State of Michigan, have invented certain new and useful Improvements in Stock-Cars; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

My invention relates to an improvement in stock cars, of that class in which a movable deck or platform is used so as to adapt the car for the transportation of both small and large animals; and it consists in the arrangement and combination of parts which will be more fully described hereinafter.

Figure 1 is a longitudinal section of a car that embodies my invention. Fig. 2 is a vertical cross section of a car, taken near one end and showing the platform or deck in a raised position in dotted lines. Fig. 3 is a detail view of the elevating mechanism. Fig. 4 is a detail view of the feeding rack. Fig. 5 is a detail view of the sustaining hook for the platform when raised. Fig. 6 is a detail view of the bridge.

A represents the body of the car, which may be of any desired construction, and in which the vertically moving deck B is placed, and supported by the four screws B′ B″, two of which are placed at each end of the car, as shown in Fig. 2. These screws are stepped at their lower ends in suitable bearings C, on the bottom of the car, as shown. These rods are screw threaded only the distance that the deck moves, and one pair of them are right handed and the other left handed. To the upper end of the longer rod is secured the hand wheel D, and to each of them is secured a gear wheel D′, with which the pinions E mesh, and cause the rods to revolve in opposite directions. Passing horizontally through the cross timbers of the deck at each end are the two rods *a*, which have the enlarged ends *b*, and which are screw threaded at only those portions where the nuts are applied so as to clamp the opposite sides of the timbers, not only to secure the rods rigidly in place but to brace the timbers. The rods are placed in line with the screw rods, and through the ends of the rods are made screw threaded openings through which the lower ends of the screws pass, for the purpose of raising and lowering the deck. This construction enables a very strong, cheap, and simple connection to be made between the screws and the deck, and whereby the deck can be quickly raised against the ceiling of the car when large animals are to be transported, and lowered to the center of the car when small ones, like hogs and sheep, are to be carried.

In order to take the weight of the deck, and the animals upon it from the screws, when the deck is in use, supporting timbers I, are secured to the sides of the car, and upon these timbers the deck rests, as shown in Fig. 2. In the tops of these timbers are made a suitable number of holes, which are lined with or protected by metal, and to the under side of the side timbers of the deck are secured a number of projections J, and by this means the deck is prevented from having any side motion whatever. If this side motion was not prevented the screw rods would be bent or torn loose from their bearings. In order to support the deck after it has been raised against the ceiling, the pivoted hooks G, are used, as shown in Fig. 5, and which are pressed to one side by the movement of the deck as it rises, and then automatically closes under the edge of the deck. These hooks must be drawn back by hand before the deck can be lowered. To help guide the deck in its vertical movement, guide rods K′ are secured to the sides of the car, and over these rods suitable guides secured to the side of the deck catch. Extending horizontally across the deck are a suitable number of tie rods, which serve to brace the deck and make it as rigid as possible.

Hinged to opposite sides of the deck at the doors, are the bridges H, which span over the space between the edges of the deck and the doors, and which have the hooks *h*, projecting from their sides, and which hooks catch over the tops of the doors, and hold them shut. These bridges serve to prevent the animals from falling into the space, or catching the legs in it and thus injuring themselves.

To the under side of the deck, on each side, are secured the loops Y, and in these loops are held the rods X, which form the upper ends of the feed racks F, and which loops permit the rods to have a lateral movement so that the rack can be moved as near as possible to the side of the car when not in use, and to move the upper end of the rack as far back as possible from the side of the car when in use, so as to make the rack hold as much hay as possible. The lower edge of the rack, when raised out of the way, is held by the hook *g*, which is pivoted upon the latch *f'*, suspended from the under side of the deck. The hook *g* is provided with a teat or projection *z*, which the operator takes hold of in loosening the lower edge of the rack, preparatory to dropping it down into position for use. The hook being pivoted upon the latch, the greater the downward pull upon the lower end of the rack the greater the pressure exerted by the hook and latch in holding the rack, and while the rack is being held in a raised position the upper end of the rack is held pressed toward the outer side of the car as shown in Fig. 4. The latch prevents the rack from being moved inwardly toward the center of the car, and thus being pushed out of the hook and dropping down.

Having thus described my invention, I claim—

1. In a stock car, the vertically moving deck, combined with the rods *a*, which are passed through the timbers of the deck laterally and clamped thereto by nuts on each side as shown and have enlarged screw threaded ends, and the screws B', B', B'', B'' stepped in bearings C, C at the bottom of the car by means of which the deck is raised and lowered, substantially as shown.

2. The vertically moving deck, having projections extending from its lower edges, and the supporting timbers secured to the sides of the car and provided with holes to receive the projections, combined with the rods *a*, having enlarged heads, and the screws by which the deck is raised and lowered, substantially as described.

3. The deck, having projections on its under side, the timbers secured to the sides of the car and having recesses to receive the projections, and the guide rods, combined with the guides secured to the deck and catching over the rods, the rods *a*, passing through the timbers of the deck and having enlarged ends, and the screws, by which the deck is raised and lowered, substantially as set forth.

4. The rack, combined with the loop at its upper end, and the hook and latch, to which the hook is pivoted, the upper end of the rack being adjustable in the loop, substantially as specified.

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

JOHN MOCK.

Witnesses:
NATHAN CAHN,
CARL WESTPHAL.