

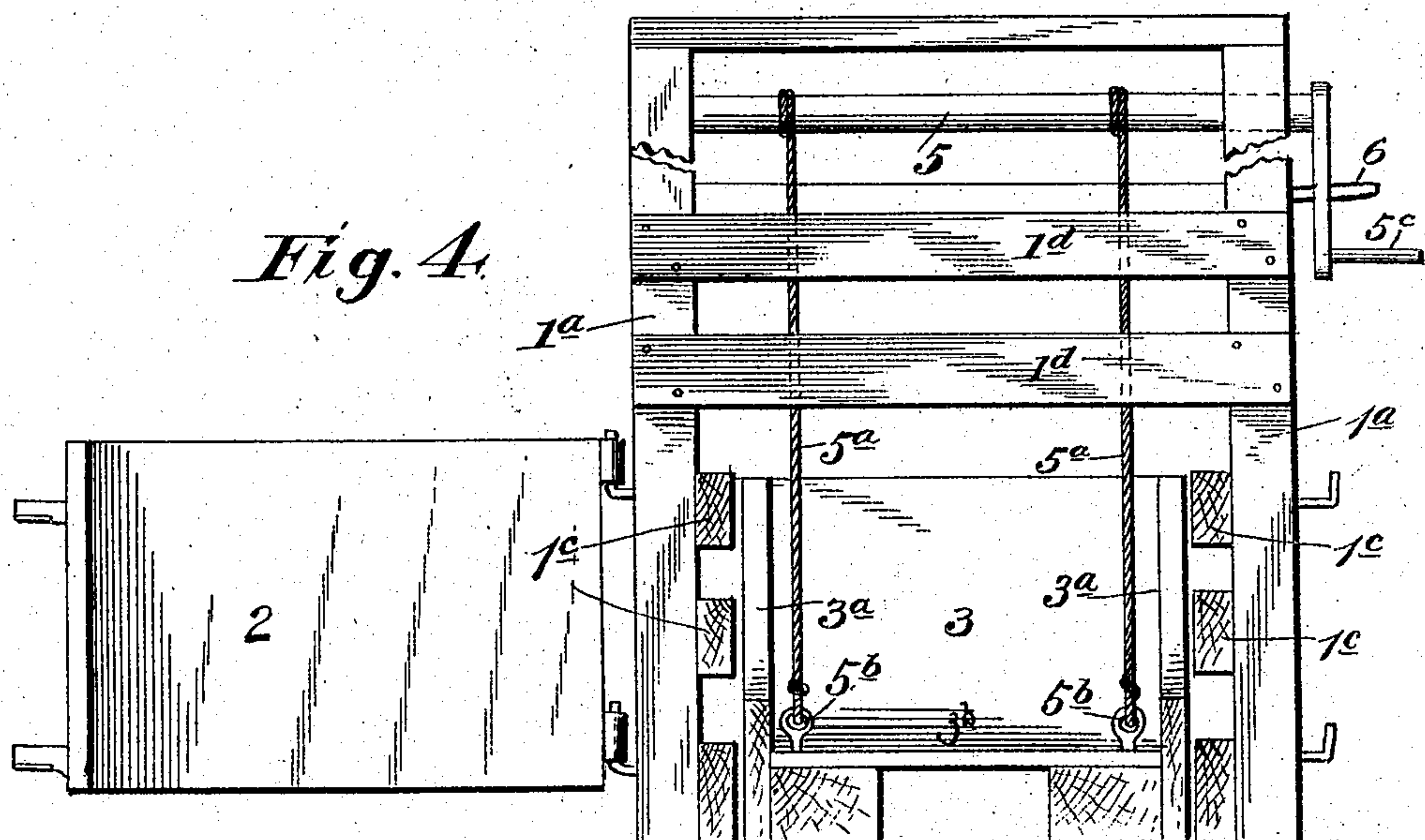
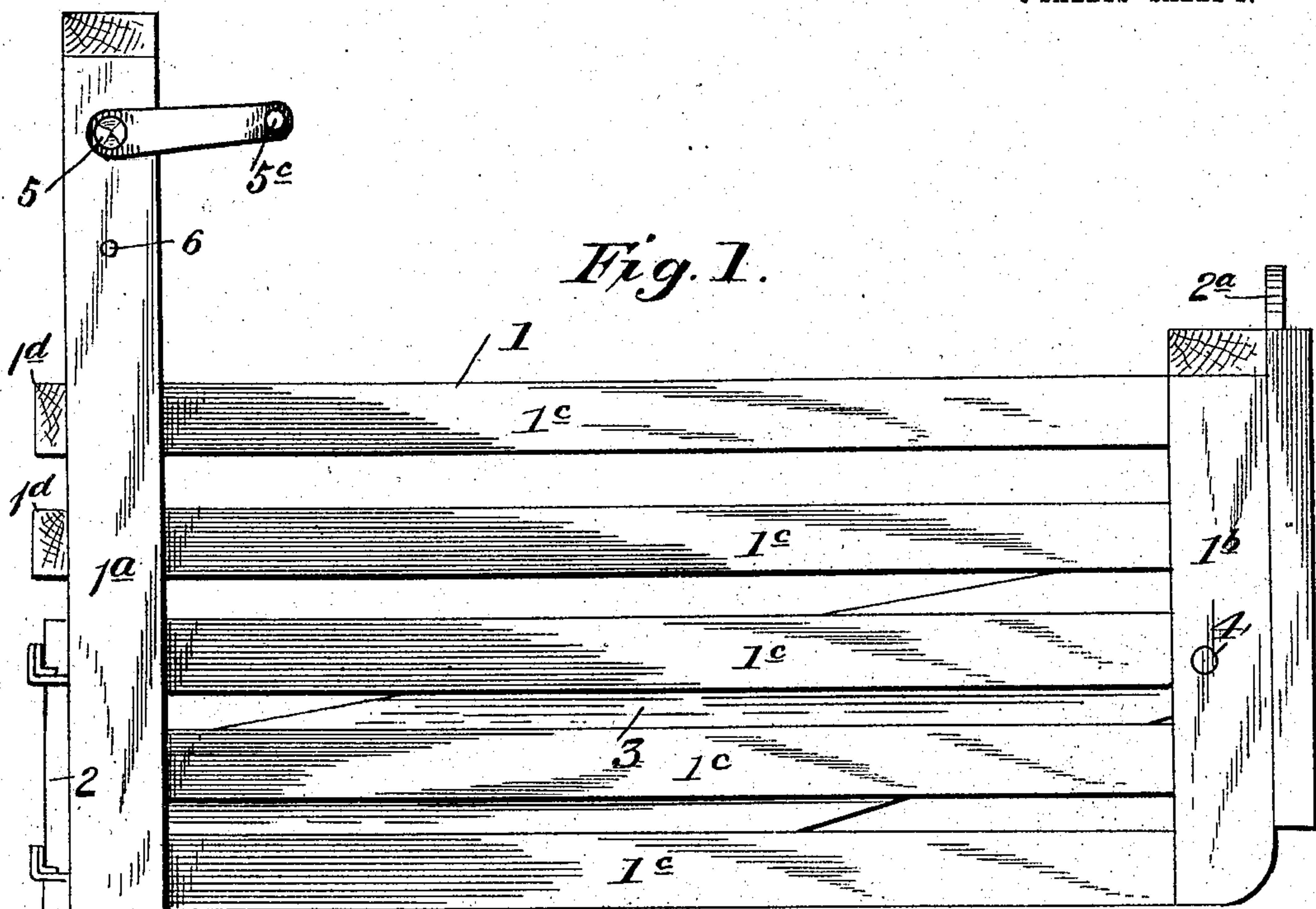
No. 815,898.

PATENTED MAR. 20, 1906.

E. ARTHUR.  
STOCK LOADER.

APPLICATION FILED OCT. 17, 1906.

3 SHEETS—SHEET 1.



Inventor  
*Edgar Arthur,*

Witnesses :

M. H. Curand

Sturminster

Wm. Bayne Esq  
Attorneys

Attorneys

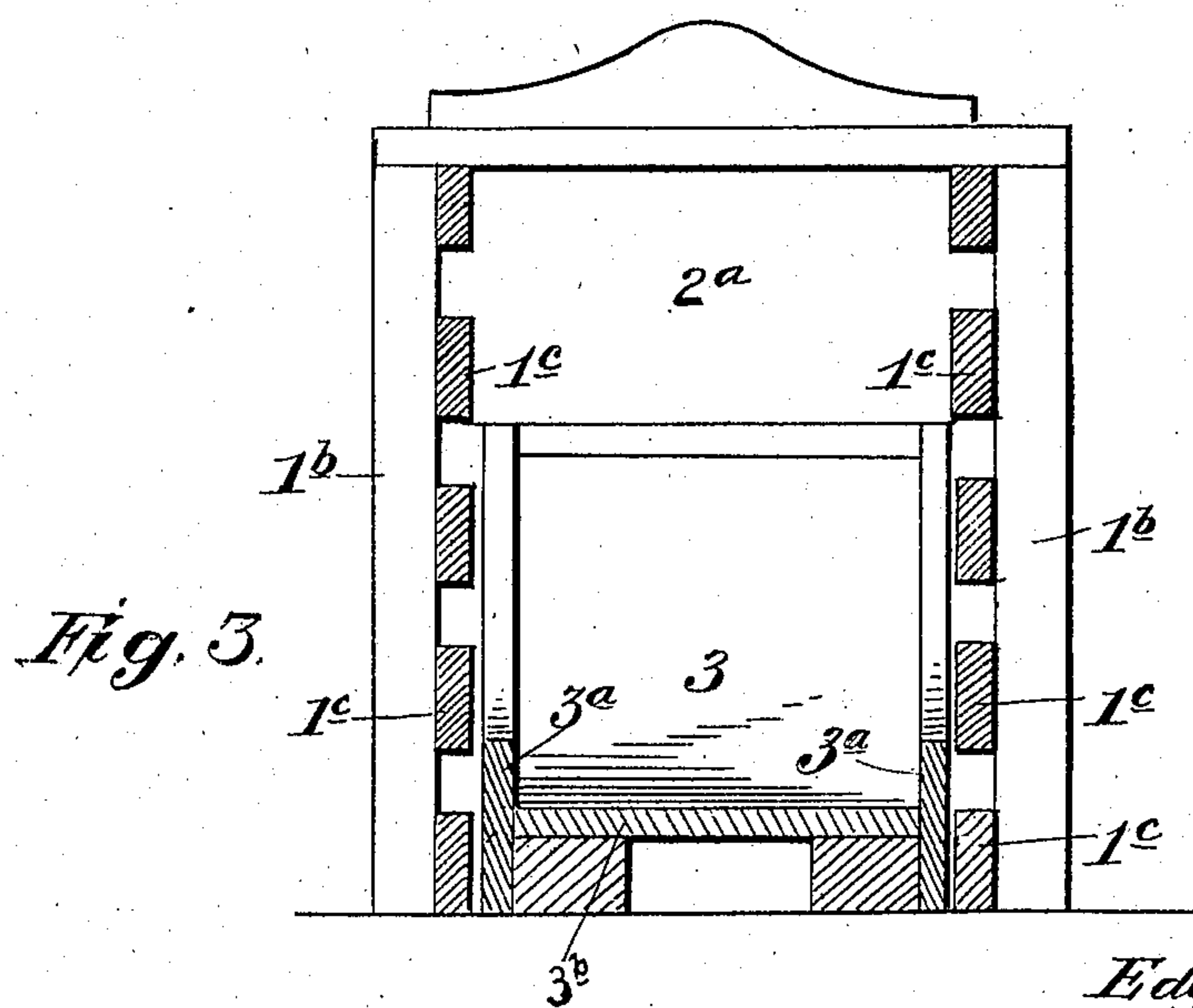
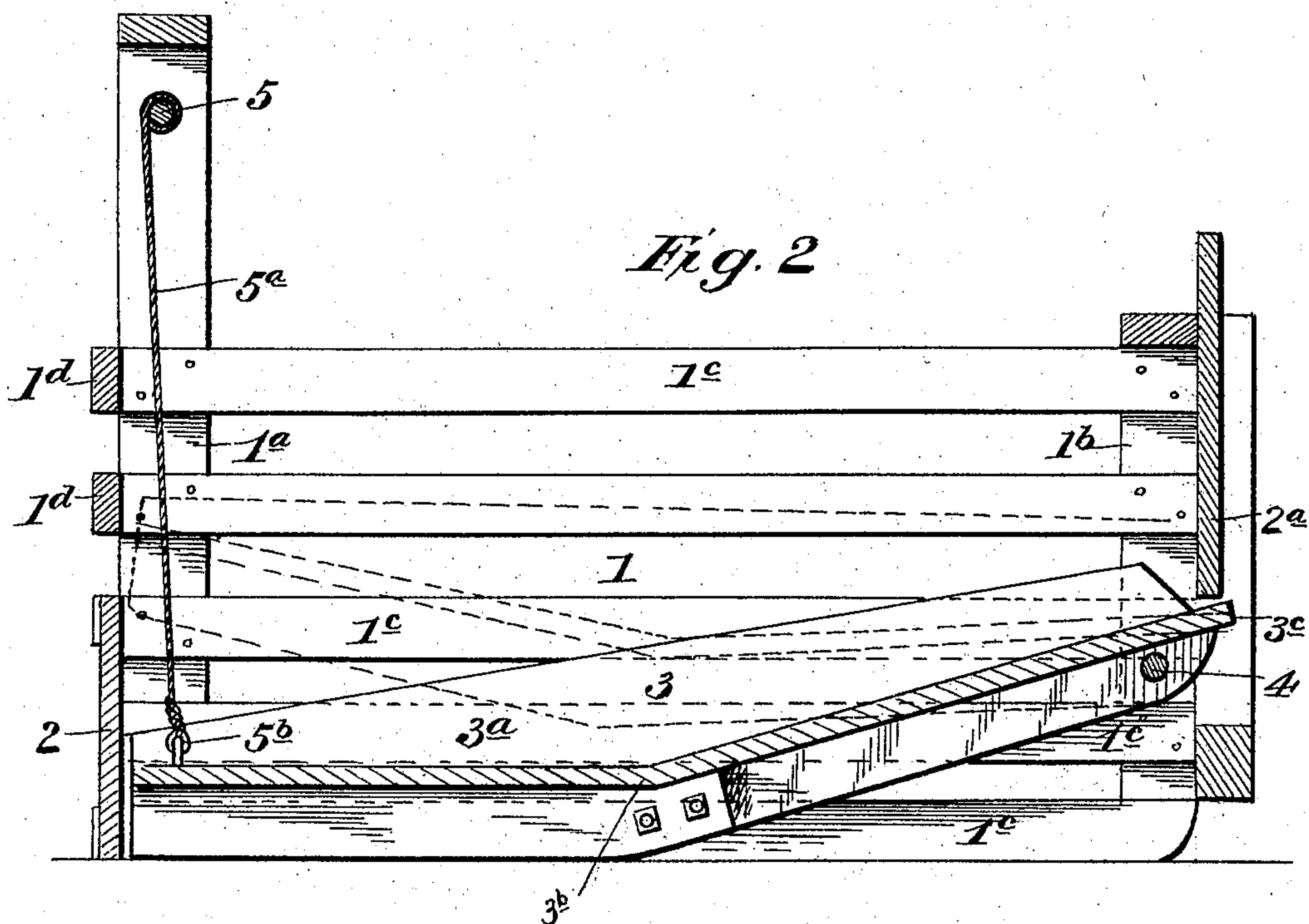
No. 815,898.

PATENTED MAR. 20, 1906.

E. ARTHUR.  
STOCK LOADER.

APPLICATION FILED OCT. 17, 1905.

3 SHEETS—SHEET 2.



Witnesses:  
W. H. Ourand  
J. M. Foster

Inventor:

Edgar Arthur,

By *Louis Ragya & Co*  
Attorneys

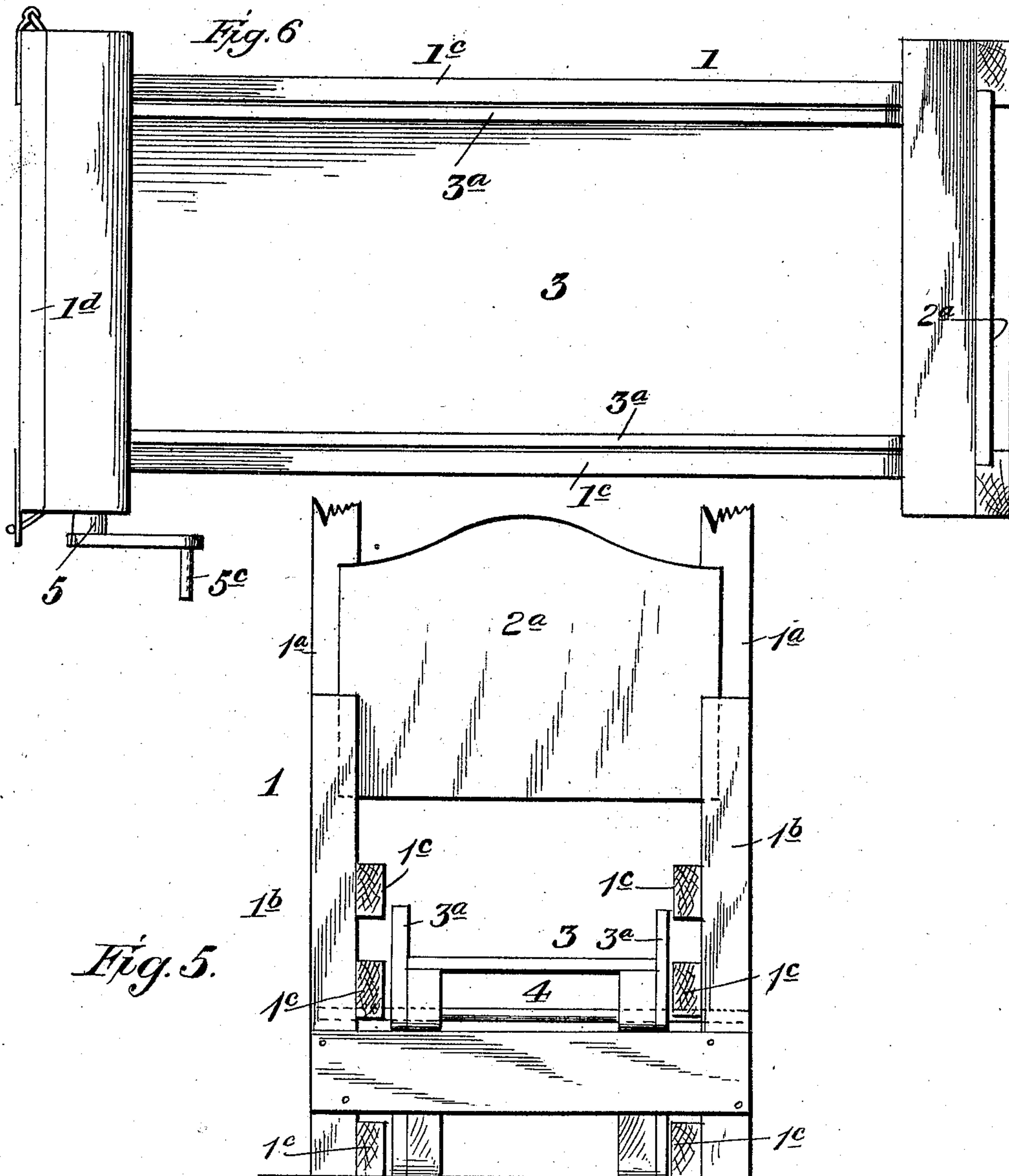
No. 815,898.

PATENTED MAR. 20, 1906.

E. ARTHUR.  
STOCK LOADER.

APPLICATION FILED OCT. 17, 1905.

3 SHEETS—SHEET 3.



Witnesses:  
W. H. Ourand  
J. M. Foster

Inventor:  
Edgar Arthur,

By *Sam. Baggett*  
Attorney.



# UNITED STATES PATENT OFFICE.

EDGAR ARTHUR, OF BETHANY, MISSOURI, ASSIGNOR OF ONE-HALF TO  
WILLIE C. ARTHUR, OF BETHANY, MISSOURI.

## STOCK-LOADER.

No. 815,898.

Specification of Letters Patent.

Patented March 20, 1906.

Application filed October 17, 1905. Serial No. 283,176.

*To all whom it may concern:*

Be it known that I, EDGAR ARTHUR, a citizen of the United States, residing at Bethany, in the county of Harrison and State of Missouri, have invented new and useful Improvements in Stock-Loaders, of which the following is a specification.

My invention relates to improvements in what may be very appropriately termed  
10 "stock-loaders."

It has for its object to provide for readily loading stock, as hogs, sheep, cattle, &c., into a vehicle, car, &c., and to do this in an effective manner and with the least trouble and in  
15 most direct way. The contrivance may be also readily improvised as a decoy "feeding-pen;" as a means to aid the "dipping" of sheep; as a corn-crib, temporarily; to assist in "ringing" hogs, permitting the coralling of  
20 the latter for that purpose, &c.

To these several ends the invention consists in certain structural features substantially as hereinafter fully disclosed, and particularly pointed out by the claims.

25 In the accompanying drawings, illustrating the preferred embodiment of my invention, Figure 1 is a side elevation. Fig. 2 is a longitudinal section with the platform or gangway shown in initial position in full lines and in lifted or "loading" position in dotted lines. Fig. 3 is a cross-section, and Fig. 4 is  
30 a front end elevation thereof with the gate standing open. Fig. 5 is a rear end elevation of my contrivance or loader having the end gate raised. Fig. 6 is a plan view of the loader.

In carrying out my invention I provide an inclosure or pen 1, which may be constructed substantially as shown, having end upright  
40 frames 1<sup>a</sup> 1<sup>b</sup>, side bars or slats 1<sup>c</sup>, secured to the latter, two end gates or doors 2 2<sup>a</sup>, respectively, and a suspended and pivoted bottom, platform, or gangway 3. It will be noted that the entrance-end gate 2 is hung to permit access to the inclosure or pen directly  
45 from the surface or ground and that the tail-end gate or door 2<sup>a</sup>, which has a vertically-sliding movement, is arranged to permit delivery or egress from the upper part or end of  
50 said inclosure or pen, the purpose of which will be presently apparent. The inclosure or pen 1 has its entrance end suitably slatted, as at 1<sup>d</sup>, above the gate 2 in continuation of the

upper lateral slats or bars, the purpose of which is obvious.

55 The platform or gangway member 3 is preferably composed of upright-arranged lateral boards or pieces 3<sup>a</sup> and a bottom member 3<sup>b</sup> of suitable constituency, sloping from the ends toward the middle, its pivotal connection with the pen or inclosure being effected, preferably, by a cross pivot-rod 4,  
60 passing through sill-pieces of the platform or gangway and pivoting or bearing in the uprights of the rear end frame 1<sup>b</sup> of the pen or inclosure. The pivotal or thus-provided delivery or rear end of the platform or gangway  
65 3 is arranged at a suitable elevation or height, which by lifting or adjusting said platform at its opposite end will provide for the convenient transferring of the stock, hogs, sheep,  
70 or cattle therefrom about in alinement with the floor or bottom of the vehicle or car, thus avoiding the disposing of the platform or gangway in an initial inclined position and  
75 driving the stock, &c., up such incline or ascent for loading into the vehicle or car. The gangway or platform 3 has its bottom projecting at the rear or delivery end thereof, as  
80 at 3<sup>c</sup>, to bridge over or span the interval therebetween and the car or vehicle for obvious reasons. It will be noted that although the platform or gangway initially has a generally-inclined position, yet the entrance-end portion thereof occupies a horizontal position and practically stands in a general plane  
85 with the ground-surface, whereby the stock, &c., are not balked by having at the outset to step upward, and also that after the lifting the said end the opposite or delivery end thereof  
90 will assume a practically horizontal plane for the stock to readily leave the same, as in loading the stock, &c., into a vehicle or car. The gangway or platform 3 has its forward end suitably adapted to be vertically adjusted or lifted and sustained in a suspended position for aiding the delivery or loading of the  
95 stock, &c., as aforesaid, by the employment in connection therewith of a handled shaft 5, suitably supported in the upright frame 2 at that end, and lines or ropes 5<sup>a</sup>, having their  
100 lower ends connected to eyebolts 5<sup>b</sup> at the extreme forward end of said platform and their upper ends connected to said handled shaft, as shown in the front end elevation  
105 view of Fig. 3. It is apparent that by actu-



ating the shaft 5 by suitably grasping and turning its handle 5<sup>c</sup> the operation of raising the platform or gangway may be, as also the lowering thereof. When the platform or  
 5 gangway has been lifted or elevated, the same may be thus retained by simply inserting a rod or bar 6, which may be of iron, through a hole in one of the uprights of the frame 1<sup>a</sup> and so as to have contact with the  
 10 crank or handle 5<sup>c</sup>, as seen.

It is also remarked that the contrivance may be readily improvised into a feeding-pen to familiarize the stock, &c., with the same for obvious reasons and that it may be em-  
 15 ployed to aid the dipping of sheep, as a corn-crib, temporarily, and as a means to assist in "ringing" hogs, permitting the coralling of the latter for that purpose, &c.

It will be noted that the vertical adjust-  
 20 ment of the forward end of the platform or gangway aforesaid may be effected in any other practicable way than that herein shown and described, and I therefore do not restrict myself to the use of the latter.

25 I claim—

1. A contrivance of the character de-

scribed, comprising a pen equipped with a pivoted platform or gangway, having its bottom sloping from the ends centrally means for adjusting and suspending said platform 30 or gangway.

2. A contrivance of the character described, employing a pen equipped with a pivoted platform or gangway having its bottom sloping from the ends centrally, and 35 means for vertically adjusting said gangway.

3. A contrivance of the character described, comprising a pen equipped with a pivoted platform having its bottom sloping from its ends centrally, means for vertically 40 adjusting and suspending said platform, said pen also having at its entrance end a gate effective for access directly from the ground-surface, and a gate or door effective for de- 45 livery or egress from the upper part or end of the pen.

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

EDGAR ARTHUR.

Witnesses:

ED. SKINNER,

J. H. FRIEND.