(No Model.) 2 Sheets—Sheet 1.

A. J. MOORSHEAD & W. P. BIXBY.

STOCK CAR.

No. 347,632. Patented Aug. 17, 1886.

FIGURE 1

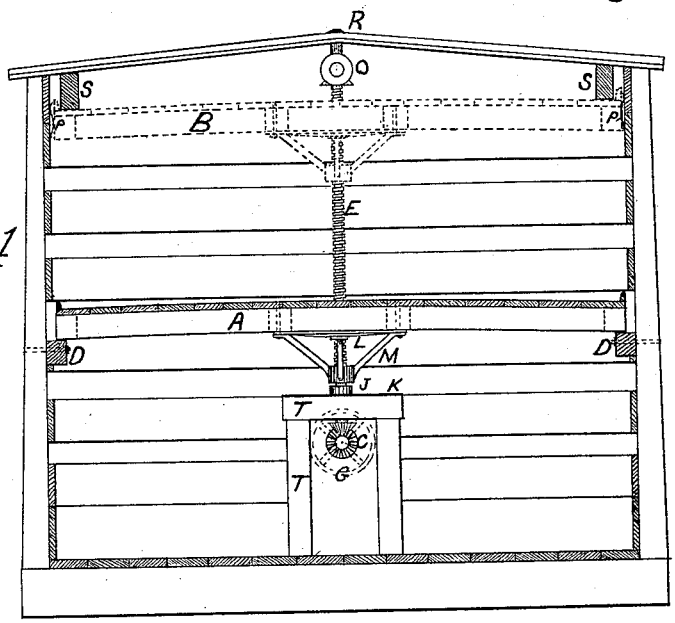
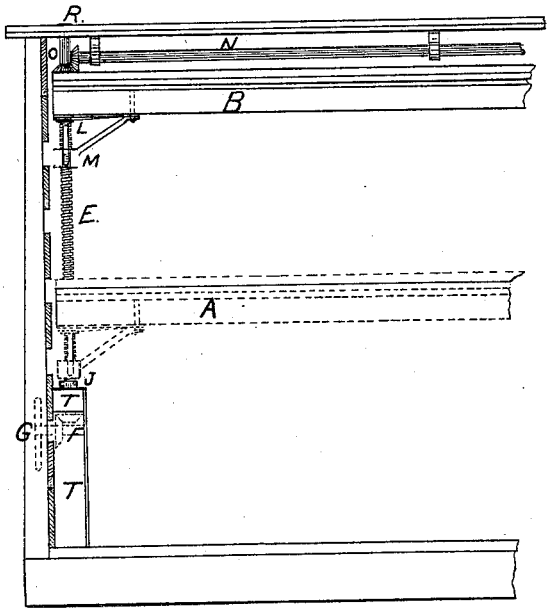


FIGURE 2



Witnesses.
H. Hoffman
L. Bruce

Inventors
A. J. Moorshead
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(No Model.) 2 Sheets—Sheet 2.

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FIGURE 3

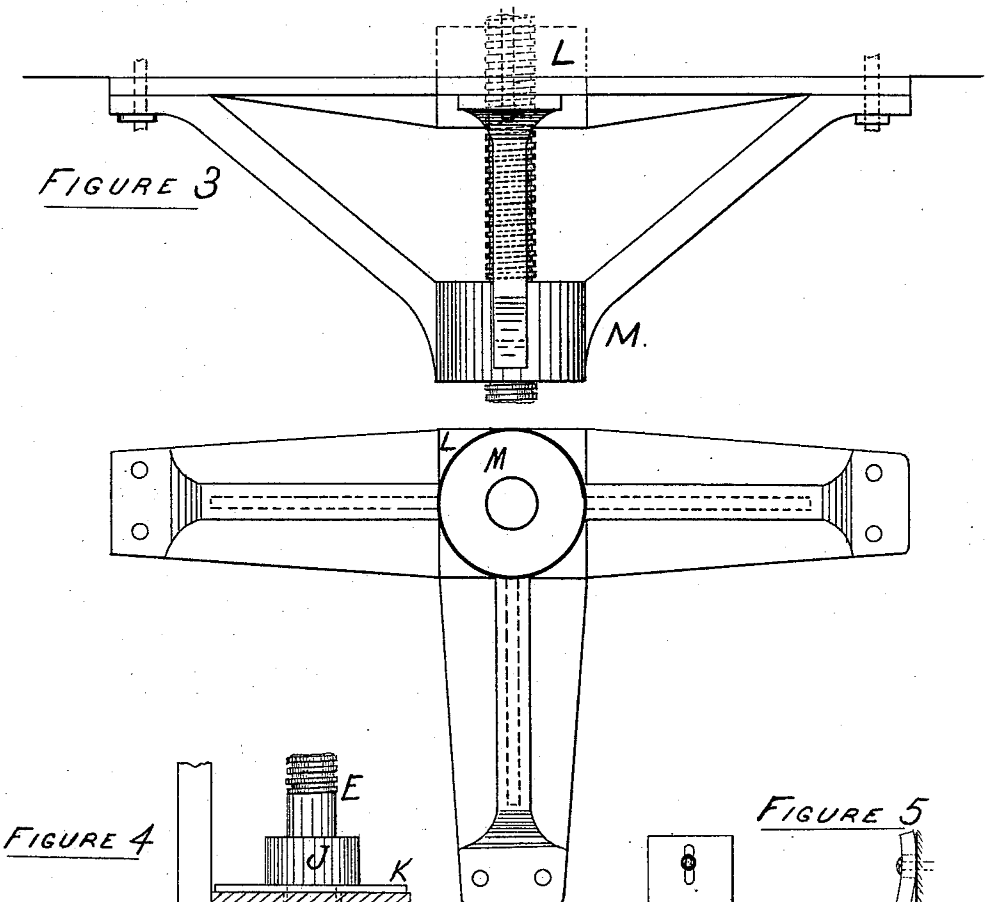


FIGURE 4

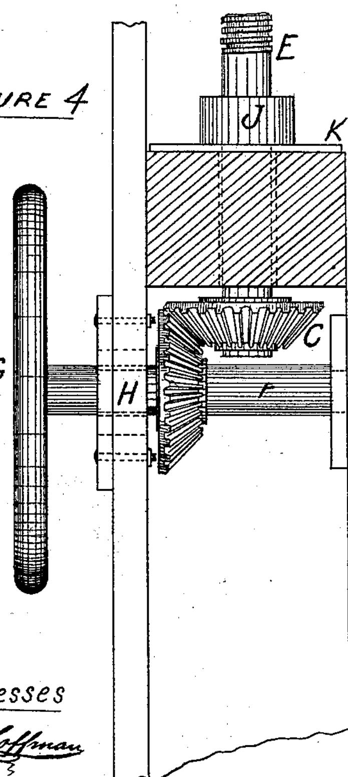
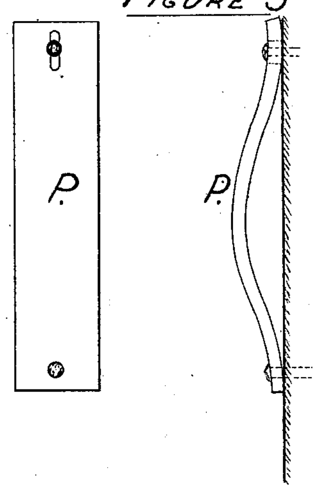


FIGURE 5



Witnesses
M. Hoffman
[illegible]

Inventors.
A. J. Moorshead
W. P. Bixby

UNITED STATES PATENT OFFICE.

ALFRED J. MOORSHEAD AND WILLIAM P. BIXBY, OF ATTICA, INDIANA.

STOCK-CAR.

SPECIFICATION forming part of Letters Patent No. 347,632, dated August 17, 1886.

Application filed March 5, 1886. Serial No. 194,184. (No model.)

To all whom it may concern:

Be it known that we, ALFRED J. MOORSHEAD and WILLIAM P. BIXBY, citizens of the United States, residing at Attica, in the county of Fountain and State of Indiana, have invented a Combination Stock-Car, of which the following is a specification.

Our invention relates to improvements in stock-cars; and the object of our improvement is to provide a car which may be used either as a single or double deck. We attain this object by the mechanism illustrated in the accompanying drawings, in which—

Figure 1 is a cross-section of the car, and Fig. 2 a longitudinal section. Fig. 3 is a plan and elevation of the parts marked L M in Figs. 1 and 2. Fig. 4 is a detail view of the bevel-gearing, marked C in Figs. 1 and 2; and Fig. 5 is a detail view of one of the springs at the side of the upper deck.

Similar letters refer to similar parts throughout the several views.

When it is desired to use the double-deck car, the movable deck A is allowed to rest on the timbers D D, which are bolted to the posts of the car, or any other support that may be deemed advisable. When, however, a single deck is required, the movable deck is raised to the top of the car, as indicated by B′, where it is held against the stops S, and may be further secured by pins or other devices. This is accomplished by means of the screw E, which is turned by the bevel-gearing C, as shown in Fig. 4. This bevel-gearing is operated by the shaft F and wheel G, to which may be added a lever, if deemed necessary. This shaft is hung in the journals H H. The weight of the deck is supported by the shoulder J, resting on the plate K. (Shown in detail, Fig. 4.) This plate rests on the timber-frame T, which is made of sufficient width to inclose the gearing C, so that it may be covered in front by a door in order to keep the gearing free from litter. The screw E works through the nut L, which is made in the form shown, Fig. 3, made and set in and bolted to the cross-beams of the deck. The deck is kept steady by means of the follower M, made as shown in Fig. 3. At the top of the screw the bevel-gearing O communicates the motion by means of the rod N, which is supported by journals from the top of the car to the screw at the other end of the car, thus equalizing the amount of work and motion done at each end. Any swinging motion which the deck may have is counteracted by the springs P P P, (shown in detail, Fig. 5) and blocks S. The screw is further steadied by means of the swivel R on the top of the car.

What we claim for our invention is—

1. The combination of a stock-car, stops or blocks secured to the roof of the same, a movable upper deck, pins at the outer edges of said deck, and means for raising or lowering said deck.

2. The combination of a stock-car, a movable upper deck, springs secured to the sides of said deck, and means for raising and lowering said deck.

3. The combination of a stock-car having a movable upper deck, a nut in each end of said deck, a follower below each of said nuts, consisting of a collar and a series of upwardly and outwardly extending arms, the upper ends of said arms being secured to said deck, a screw passing through each of said nuts and followers, and means for operating said screws.

4. The combination of a stock-car having a movable upper deck, a screw passing through each end of the same, a frame at each end of the car, a door secured to the front of each frame, the lower end of said screws resting upon said frames, gearing within said frames connected with said screws, and means for causing said screws to operate in unison.

ALFRED J. MOORSHEAD.
WILLIAM P. BIXBY.

Witnesses:
M. HOFFMANN,
L. S. GRAVES.