

W. W. KER.
Stock-Car.

Patented Aug. 31, 1875.

No. 167,177.

FIG. 1

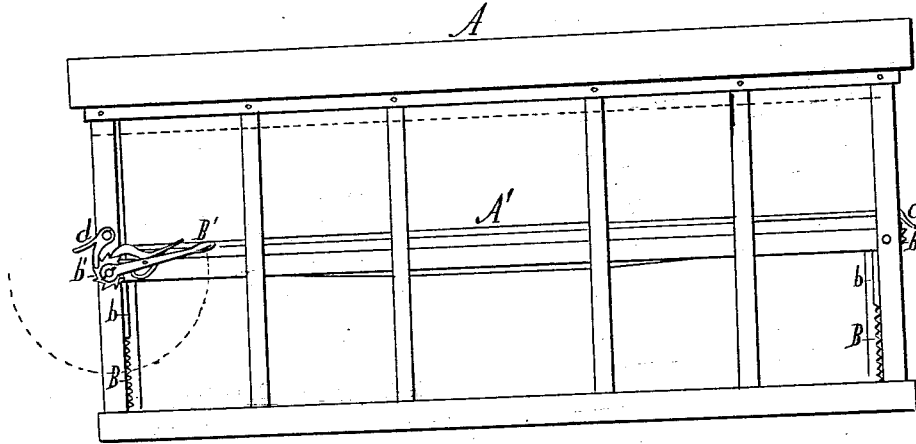
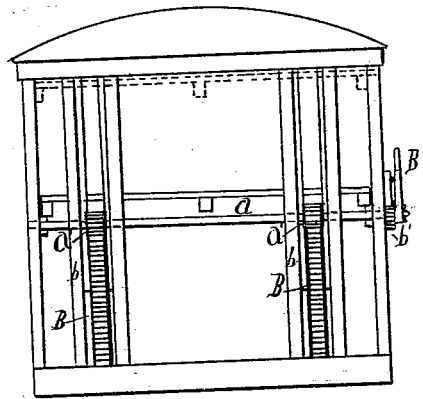


FIG. 2



WITNESSES

R. D. Ingersoll.
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INVENTOR

William W. Ker.
By Ingersoll & Company
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UNITED STATES PATENT OFFICE.

WILLIAM W. KER, OF CHICAGO, ILLINOIS, ASSIGNOR OF TWO-THIRDS HIS
RIGHT TO ISAAC L. SHROEDER AND JOHN C. GOODRICH, OF SAME PLACE.

IMPROVEMENT IN STOCK-CARS.

Specification forming part of Letters Patent No. **167,177**, dated August 31, 1875; application filed
January 23, 1875.

To all whom it may concern:

Be it known that I, WILLIAM W. KER, of Chicago, in the county of Cook and State of Illinois, have invented a new and useful Improvement in Double-Deck Stock-Cars; and I do hereby declare the following to be a full, clear, and exact description thereof, which will enable others skilled in the art to which my invention relates to make and use the same, reference being had to the accompanying drawing, forming part of this specification, in which—

Figure 1 is a side elevation; Fig. 2, end elevation.

My invention consists in an improved means for raising and lowering the adjustable decks of stock-cars, the arrangement of which will be hereinafter more fully described, and pointed out in the claim.

In the accompanying drawing, A represents the body of the car. A' is an adjustable platform or floor, arranged to operate upon the inside of the car, and can be raised or lowered to suit the different kinds of freight; a, shafts passing across the ends of the car, and carrying the pinions a'; B, racks working in the slides b; B', ratchet-lever, carrying a spring-pawl, which engages the teeth of the ratchet-wheel b'; d, pawl attached to the car,

and engaging the teeth of the ratchet-wheel b', and holding the same in position when the lever is being operated.

The operation of my invention is as follows: When the car is to be used as a double-decked car, the upper deck or platform A' occupies the position represented in Fig. 1. When it is to be used as a single-decked car, the handle of the ratchet-lever B' is seized and operated in the line represented by dotted lines. The pawl upon the lever, engaging the teeth of the ratchet-wheel b', rolls the shaft a in the direction the handle is operated. The pinions a' engage the rack B, which comes in contact with the under side of the platform A', and raises the same to the top of the car, as represented in the figure by dotted lines.

I claim—

In stock-cars having adjustable decks, the combination of the shaft a, carrying the pinions a', racks B, to work in the slides b, ratchet-lever B', ratchet-wheel b', and pawl d, substantially as and for the purpose set forth.

WILLIAM W. KER.

Witnesses:

I. C. GOODRICH,
E. P. GOODRICH.