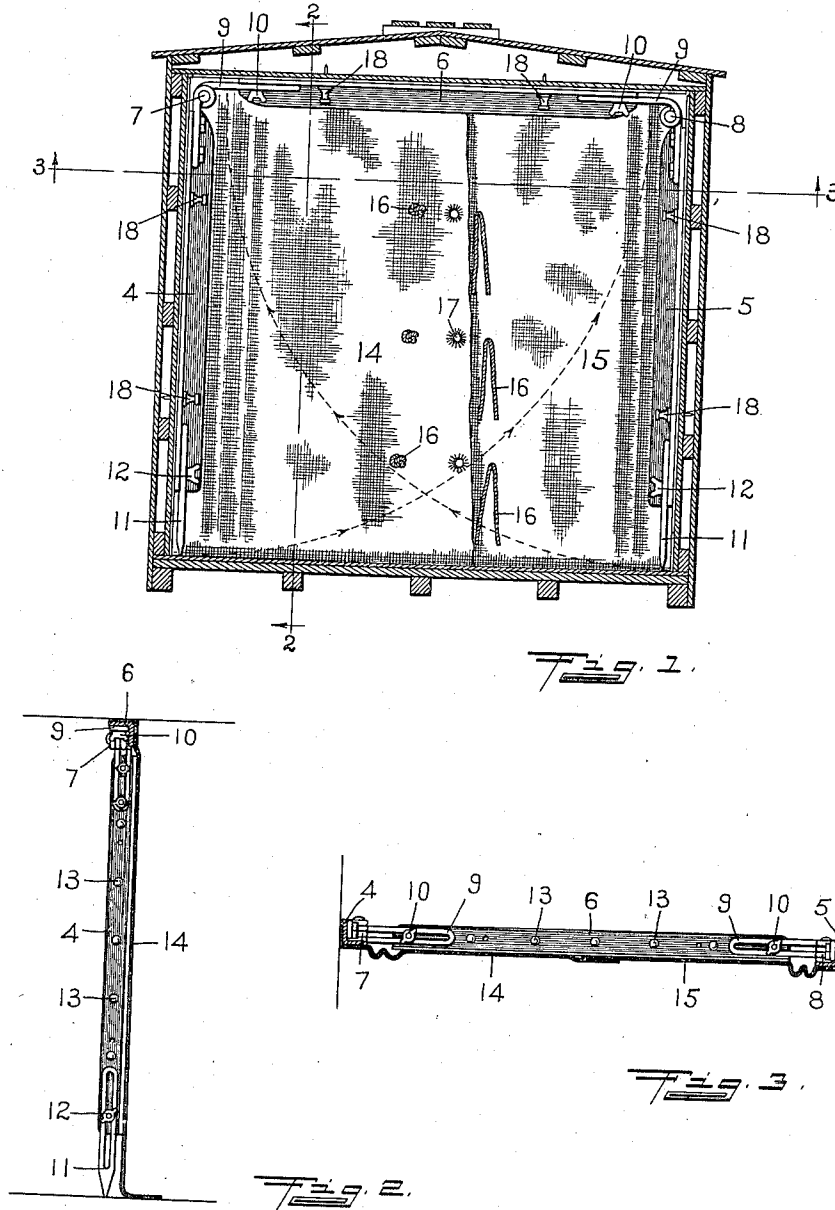


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 PORTABLE PARTITION FOR FREIGHT CARS.
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1,192,231.

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PORTABLE PARTITION FOR FREIGHT-CARS.

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Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, ALLEN C. SCOTT, a citizen of the United States, residing at Omaha, in the county of Douglas and State of Nebraska, have invented certain new and useful Improvements in Portable Partitions for Freight-Cars, of which the following is a specification.

My invention relates to attachments for railway cars, and it is the object thereof to provide a removable temporary partition especially adapted for use in refrigerator cars.

So-called refrigerator cars are used not only for the shipment of articles which must be kept cold, but also for those, such as fruits and vegetables, which must be kept from freezing in winter. In making local shipments of less than car-lots, it is very advantageous to be able to use one end of a refrigerator car for fresh meats and the like, which must be kept cold; and the other end of the same car for fruits and vegetables which, in winter, must be prevented from freezing by the use of a suitable heater. It has been found that this may be done quite efficiently by separating the two parts of the car with a simple partition of canvas or duck, such as is used for tents, the one end of the car being iced and maintaining a temperature of about freezing, while the other end of the car is provided with a heater capable of maintaining the same at a temperature as high as 70 or 80 degrees F. When the partition is formed merely from a sheet of canvas, however, it is not easily placed and held in proper position, and the special object of my invention is to provide means facilitating the placing, retention, removal and reshipment of such a temporary partition as above described.

In the accompanying drawings Figure 1 is a transverse vertical section through the body of a refrigerator car, showing in elevation a partition embodying my invention, Fig. 2 is a vertical section on the plane of the line 2—2 in Fig. 1, and Fig. 3 is a horizontal section, looking upward from the plane of the line 3—3 in Fig. 1.

In carrying out my invention in the preferred form shown in the drawings, I provide a metal frame which is foldable and adjustable in size sufficiently to enable the use thereof in cars of such varying sizes as are in common use. The main members of the frame are of angle-iron, there being

two side-pieces 4 and 5, and an upper or top piece 6. Specially constructed hinges 7 and 8 are fixedly secured to the upper ends of the side-pieces. The loose leaf 9 of each hinge is slotted longitudinally as shown in Fig. 3 and is adjustably connected with the top piece 6 by means of suitable studs which are secured to the piece 6, extend through the slots, and have on their lower ends wing-nuts 10 which engage the parts 9 and clamp them against the flange of the bar 6. At their lower ends the side-pieces 4 and 5 have extension legs 11, the same being slotted vertically for adjustable connection with the side-pieces, and having their lower ends pointed for engagement with the floor of the car. The side-pieces are provided with studs which extend through the slots in the members 11, and on said studs the wing-nuts 12 are screwed to clamp the parts together in adjusted relations.

To the described frame there are permanently attached, as by rivets 13, the upper and lateral edges of a canvas sheet comprising two portions 14 and 15 overlapping at the center, the overlapped flaps being separably connected by tie-ropes 16 passed through suitable eyelets 17. The size of the canvas sheet, as a whole, is such that it will be just the proper width and height when the frame is adjusted to its largest size by moving the side-pieces 4 and 5 outwardly as far as possible, and moving the extension-pieces 11 down as far as possible. For use in cars smaller than the maximum size of the frame, the canvas is merely left loose and bulging at the lateral edges between the side-pieces and the end of the top piece of the frame, as shown in Fig. 3, while any excess material left at the lower edge may lie on the floor of the car as shown in Fig. 2. After the frame is suitably adjusted in size and placed in the desired position, it is secured to the walls and ceiling of the car by driving nails 18 through suitable apertures in the flanges of the side-pieces 4 and 5, and the top piece 6. Preferably, a special double-headed nail 18 is used so that it may be easily pulled out when the partition is to be taken down.

When the partition is not in use or when it is desired to reship the same, it may be folded and rolled into a small package, in the following manner: Laying the frame flat on a floor or other flat surface, the side-bars 4 and 5 are moved outwardly with re-

spect to the top bar 6 as far as permitted by the slots in the hinge-members 9, thus drawing the canvas sheet smooth and taut. The side-pieces are then folded in to positions parallel with the top piece 6, moving about the axes of the hinges 7 and 8 as indicated by the arcuate arrows in Fig. 1. This folding of the frame is made possible by the fact that the pintle of the hinge 7 for the side-piece 4 is lowered a distance equal to the thickness of the flange of the cross-piece 6, and the pintle of the hinge 8 for the side-piece 5 is similarly lowered, but for a greater distance, below the horizontal flange of the cross-piece, as shown in Fig. 1.

Referring to Fig. 3 it will be seen that the inwardly extending flanges of the bars 4, 5 and 6 do not lie in the same plane. The flange on the side-piece 4, when the frame is folded, will be on the inside of the flange on the top-piece 6, while the flange of the side-piece 5 will be on the opposite side of said flange of the top-piece 6. This offsetting of the frame members by amounts equal to the thickness of the flanges enables the frame to be folded into the most compact package. When the side-pieces have been swung in to the folded positions above described, the canvas sheet is found to be folded into a triangular form, and the folded sheet is then rolled around the bars 4, 5 and 6, which are then parallel, and the roll secured in a bundle by tying the same with one or more of the tie-ropes 16. The compact roll or bundle thus formed may be economically re-shipped, and may be readily unrolled and extended when again desired for use.

It may be noted that in actual use the frame may be proportionately much smaller and lighter in weight than is represented in the drawings, wherein for convenience of illustration the frame is made disproportionately large.

Now, having described my invention, what I claim and desire to secure by Letters Patent is:

1. A partition for freight cars, comprising a frame having a top-member, and side-members foldably and adjustably connected with the ends of the top-member, a flexible curtain having its upper and lateral edges secured respectively to the top and side members of the frame, and means for detachably securing the frame in vertical transverse position within a car.

2. The combination with a refrigerator car, of a temporary partition disposed vertically and transversely in said car, said partition comprising an upper horizontal frame-member detachably secured to the ceiling of the car, vertical frame-members connected

terminally with the upper frame-member and detachably secured to the sides of the car, means for adjusting the position of the vertical members transversely, and a two-part centrally-divided flexible curtain having its upper and lateral edges secured to said frame-members.

3. A temporary partition for freight cars, comprising a foldable frame having a transverse upper member, and extensible vertical side-members connected with the ends of the upper member and foldable to positions parallel therewith, and a fabric sheet secured to said frame so that its upper and lateral edges may be held thereby in engagement with the ceiling and sides of a car.

4. A temporary partition for freight cars, comprising a two-part fabric curtain and an adjustable frame for sustaining said curtain in vertical position with its edges engaging the ceiling and sides of a car, said frame consisting of a horizontal upper member, and extensible vertical side-members having their upper ends connected with the ends of the upper member in variable longitudinal relation thereto.

5. In a device of the class described, a foldable and adjustable frame comprising an upper horizontally-disposed metal angle-bar, angle-iron side-bars, hinges secured to the upper ends of said side-bars, and means for securing said hinges in variable longitudinal relation to the end-portions of the upper bar, said hinges being offset to enable the folding of the side-bars to positions parallel with the upper bar and with the flanges thereof overlapping the same.

6. The combination with a car of the class described, of a partition removably secured in vertical transverse position therein so as to divide the same longitudinally into separate compartments, said partition comprising a fabric curtain, a foldable frame for holding the upper and lateral edges of the curtain in engagement respectively with the ceiling and side-walls of the car, and means for detachably securing said frame to the car-body.

7. In a device of the class described, a foldable and adjustable frame comprising an upper horizontal member, vertical side-members, hinges secured to the upper ends of said side-members, means for connecting said hinges in variable longitudinal relation to the end-portions of the upper member, floor-engaging extension-pieces, and means for securing the same in adjusted vertical relation to the lower end-portions of the side-members.

A. C. SCOTT.