

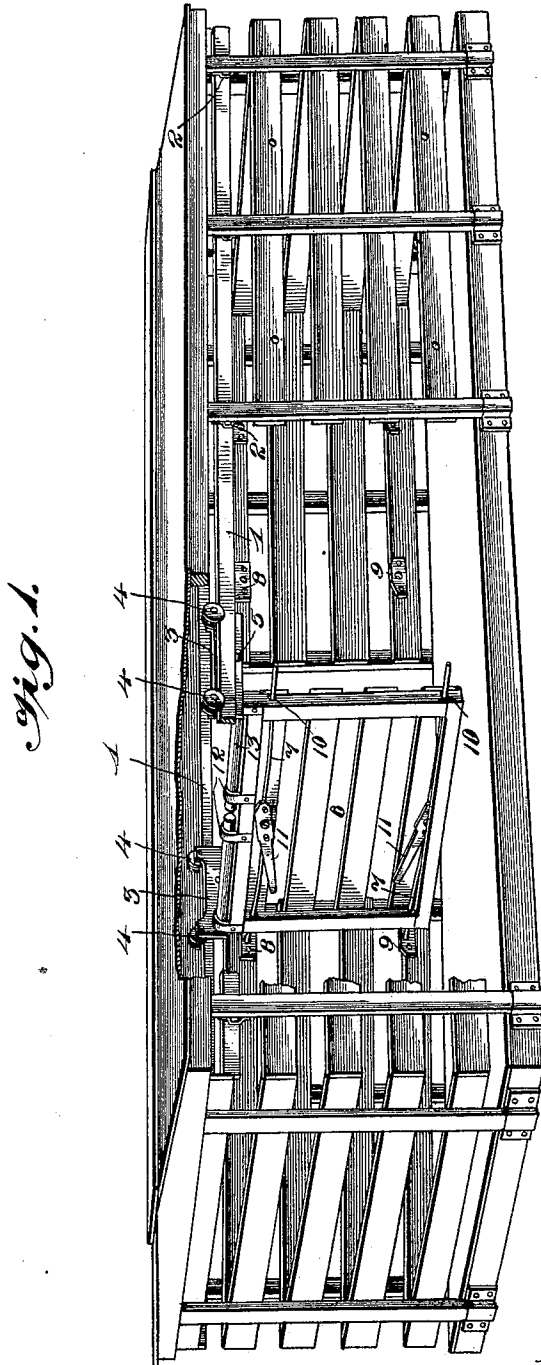
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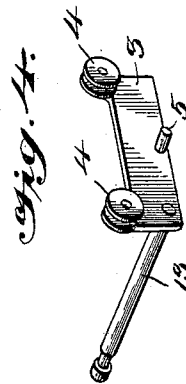
J. M. & W. BLUE.  
STOCK CAR PARTITION.

No. 583,321.

Patented May 25, 1897.



*Fig. 1.*



*Fig. 4.*

Inventors  
*James M. Blue*  
*Wilbert Blue*

Witnesses  
*W. Koehn*  
*J. H. Ciley*

By their Attorneys,

*C. Snow & Co.*

(No Model.)

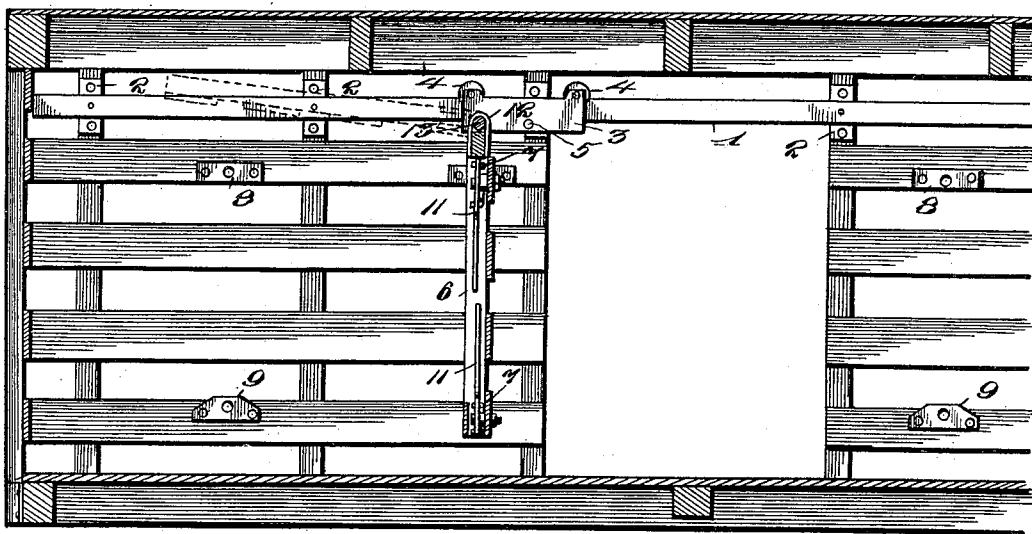
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J. M. & W. BLUE.  
STOCK CAR PARTITION.

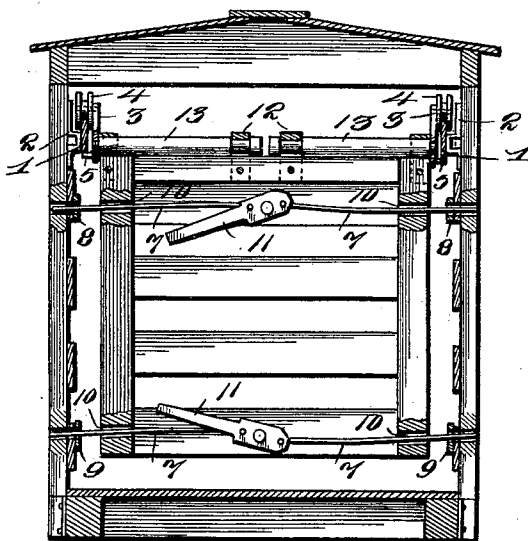
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*Fig. 2.*



*Fig. 3.*



Inventors  
*James M. Blue*  
*Wilbert Blue*

By *their* Attorneys.

Witnesses

*A. J. Koerth.*  
*J. F. Riley*

*C. Snow & Co.*

# UNITED STATES PATENT OFFICE.

JAMES M. BLUE AND WILBERT BLUE, OF MONTEZUMA, INDIANA.

## STOCK-CAR PARTITION.

SPECIFICATION for a new part of Letters Patent No. 583,321, dated May 25, 1897.

Application filed April 28, 1896. Serial No. 589,449. (No model.)

*To all whom it may concern:*

Be it known that we, JAMES M. BLUE and WILBERT BLUE, citizens of the United States, residing at Montezuma, in the county of Parke and State of Indiana, have invented a new and useful Stock-Car Partition, of which the following is a specification.

The invention relates to improvements in stock-car partitions.

The object of the present invention is to improve the construction of stock-car partitions and to provide a simple, inexpensive, and efficient one adapted to be readily applied to stock-cars and capable of ready adjustment to divide a stock-car into separate compartments in order that a car may be employed for carrying mixed animals and be adapted to keep different kinds of animals separated from each other.

The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the claim hereto appended.

In the drawings, Figure 1 is a perspective view, partly broken away, showing a stock-car provided with a partition constructed in accordance with this invention. Fig. 2 is a longitudinal sectional view of the same. Fig. 3 is a transverse sectional view. Fig. 4 is a detail perspective view of one of the hangers.

Like numerals of reference designate corresponding parts in all the figures of the drawings.

1 1 designate a pair of track-bars disposed longitudinally of a car, arranged on the inner faces of the sides thereof adjacent to the top of the car and offset from the sides of the car by brackets 2 and receiving a pair of hangers 3. The brackets 2, which are arranged vertically, consist of plates secured at their terminals to the sides of the car and provided intermediate of their ends with rectangular bands, to which the track-bars are attached.

The hangers 3, which consist of vertical plates and from which is suspended a transverse partition 6, are provided at the outer faces of the vertical plates with grooved rollers 4, arranged in pairs, located at the tops of the hangers at the ends thereof and arranged on the upper edges of the track-bars, and the grooved rollers are held on the track-bars by

studs or projections 5, extending laterally from the outer faces of the plates of the hangers and arranged beneath the track-bars and adapted to limit the upward movement of the hangers.

The transverse partition, which is rectangular and which is adapted to be constructed of any suitable material, is capable of adjustment longitudinally of the car, and it is secured at any desired adjustment by oppositely-disposed rods 7, arranged in pairs and located at the top and bottom of the partition and adapted to be extended from the side edges thereof to engage perforations of upper and lower plates or keepers 8 and 9 and secured to the inner faces of the sides of the car. The rollers slide freely on the track-bars, and the partition may be quickly moved from one end of the car to the other or to any intermediate point, as desired. The locking-rods have their outer portions guided in perforations of side bars 10 of the partition, and they are connected at their inner ends to operating-levers 11. Each operating-lever is fulcrumed adjacent to one end, and the inner terminals of the rods 7 are pivotally connected to the operating-lever at opposite sides of the pivot, and the locking-lever is adapted to be turned longitudinally of the rods to lock them in engagement with the perforated plates.

At the top of the partition are arranged eyes or bearings 12, which receive a pintle 13, preferably composed of two sections, secured to the hangers and extending horizontally therefrom. The adjacent ends of the pintle-sections 13 are provided with annular bearing-recesses, and the eyes 12 of the partition are arranged at the sides and center of the top thereof, the inner eyes engaging the bearing-recesses of the adjacent ends of the pintle-sections.

When the partition is not in use, it may be compactly arranged against one end of the car, or it may be swung upward adjacent to the top of the car, and when arranged in the latter position the lower locking-bars may be extended to engage the track-bars to hold the partition in its elevated position.

It will be seen that the stock-car partition is simple and comparatively inexpensive in construction, that it is capable of ready adjustment, and that it may be secured at any

desired point, as any number of perforated plates are provided and arranged at any desired interval.

5 Changes in the form, proportion, and minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of this invention.

What we claim is—

10 The combination of a car provided at opposite sides near its top with track-bars, hangers each consisting of a vertical plate arranged at the inner face of the track-bar, a pair of grooved rollers mounted on each plate on the  
15 outer face thereof and located above the track-bar in position to run on the same, and a stud

projecting from the outer face of the plate and located beneath the track-bar to retain the same in the grooves of the rollers, an adjustable partition journaled on the hangers 20 and carried by the same, and locking mechanism mounted on the partition and arranged to engage the sides of the car, substantially as described.

In testimony that we claim the foregoing as 25 our own we have hereto affixed our signatures in the presence of two witnesses.

JAMES M. BLUE.  
WILBERT BLUE.

Witnesses:

GEORGE W. BELL,  
WILL A. MASON.