

J. H. PAGE.
ADJUSTABLE PARTITION FOR CARS.
APPLICATION FILED JUNE 13, 1912.

Patented Feb. 11, 1913.

1,052,747.

Fig-1.

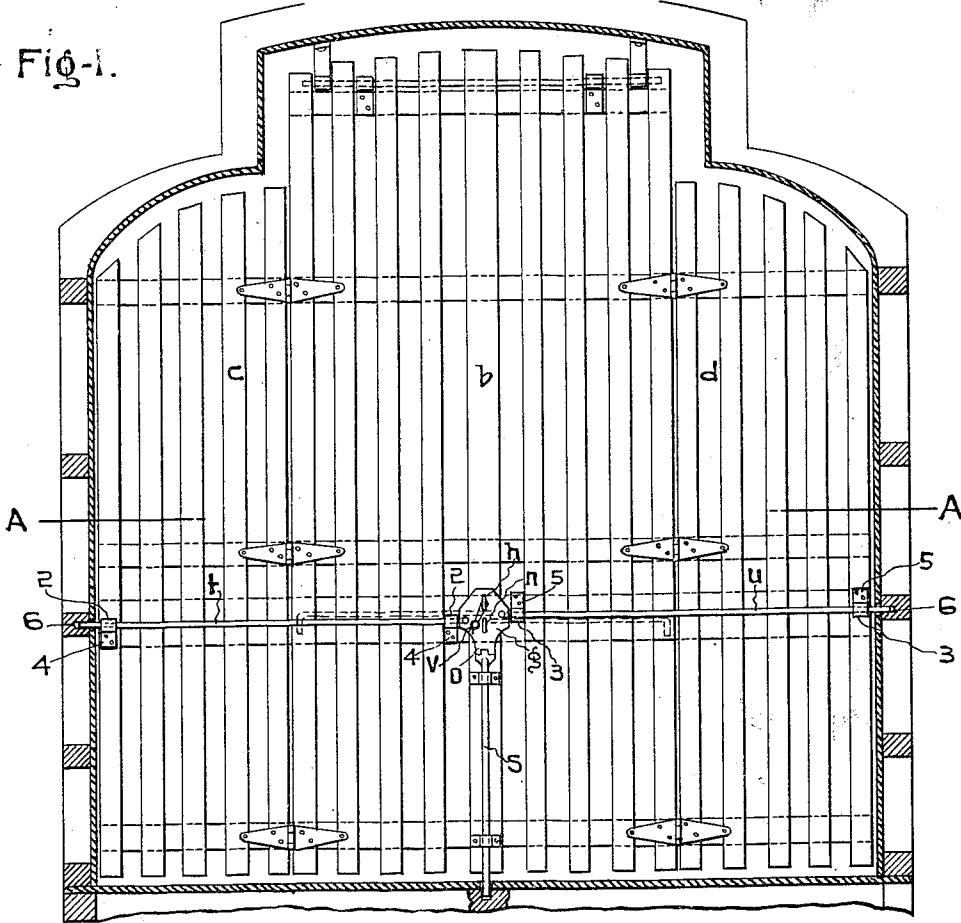
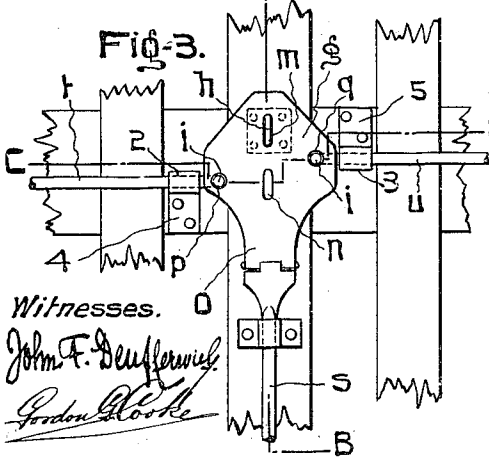


FIG-2.



FIG-3.



Witnesses.

John F. Deufferwiel
Gordon Brooks

FIG-4.

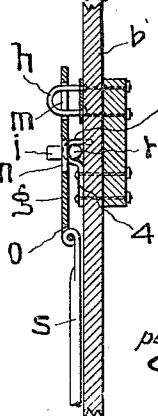
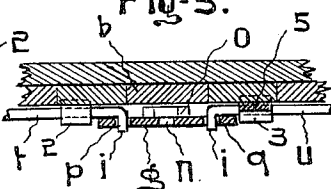


FIG-5.



Joseph H. Page.
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per Attorney

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ADJUSTABLE PARTITION FOR CARS.

1,052,747.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, JOSEPH HARRY PAGE, of the city of Montreal, Province of Quebec, Dominion of Canada, have invented certain new and useful Improvements in Adjustable Partitions for Cars; and I do hereby declare that the following is a full, clear, and exact description thereof.

My invention relates particularly to partitions for use in separating free from bonded baggage, expressage or freight in railway cars, and it has for its object to simplify the sealing operation.

The invention may be said briefly to consist of the combination with a multiple part partition for railway cars of a unitary locking device adapted to lock all the parts of the partition and consequently when sealed to also seal all the parts of the partition. For full comprehension, however, of my invention reference must be had to the accompanying drawings forming a part of this specification in which similar reference characters indicate the same parts, and wherein: Figure 1 is a transverse sectional view of a car having my invention applied thereto; Fig. 2 is a sectional view taken on line A A Fig. 1; Fig. 3 is an enlarged detail view of the locking device; Fig. 4 is a sectional view taken on line B B Fig. 3; and Fig. 5 is a sectional view taken on line C C Fig. 3.

The partition to which my invention is applied is known to railway baggage men as a "bonded rack" and consists of a main central part *b* and side parts *c* and *d* hinged together, locking means being provided to secure the partition in any desired transverse position in the car. According to my invention the locking means consists of a plate *g* and staple *h* the latter secured rigidly to the central part *b* of the partition and the plate *g* being supported on the staple and retaining the bolts and locking all the parts of the partition in place. This plate has a pair of spaced vertical slots *m n* one midway of its vertical measurement and the other half way therebetween and the top of the plate, and a socket *o* hinged to its lower end, a pair of holes *p* and *q* being formed in the opposite sides of the plate and at different levels. The slots *m* and *n* and the socket *o* are in the center line of the plate. Three bolts *s, t, u*, are locked in place by a bent pin or seal *v* through the medium of this plate and staple. The bolt

s is rigidly secured at its upper end in the socket *o* by any suitable means. The bolts *t* and *u* are horizontal and have their inner ends bent as at *i* at right angles to their length to engage the holes *p* and *q* when the plate is in locking position, and they are slidably supported in sleeves 2 and 3, respectively, secured by leaves 4 and 5 respectively, the sleeves 2 being alined with the hole *q* and the sleeves 3 with the hole *p* while the leaves 4 are turned downwardly and the leaves 5 upward. These leaves are bolted to the gate portions *c* and *d* and the bolts slidable therein are of sufficient length to extend from the plate to the sides of the car and engage in sockets 6 in the horizontal wall timbers.

The partition is preferably so divided that its central part *b* is substantially double the width of the side parts *c* and *d*, and the length of the horizontal bolts is such that when drawn fully back they are contained between the side edges of the middle part of the partition, thus permitting the side parts or gate perfect freedom to be swung full open. The distance between the slots *m* and *n* is sufficient to lift the bolt *s* clear of the floor when the lower slot *n* is fitted over the staple.

Operation: When the partition is not in use the bolts *t* and *u* are drawn full back and plate *g* is fastened upon the staple *h* with the latter engaging the slot *n* thus placing the lower end of bolt *s* above the lower edge of the partition, the gates *c* and *d* being then swung full back against the middle part *b*. The partition thus folded is moved to any desired transverse position in the car, the gates *c* and *d* are swung to closed position, pin or lock *v* removed, plate *g* swung off the staple thus permitting the bolt *s* to drop into its socket in the floor. The bolts *t* and *u* are then shot into their sockets in the sides of the car and plate *g* swung back with its slot *m* engaging the staple *h* and holes *p* and *q* engaging the bent inner ends *i* of the horizontal bolts; the locking pin *v* is then inserted into the staple thereby locking all the bolts, and affording unitary means whereby all the parts of the partition may be sealed by simply applying the usual seal *w* to the locking pin.

What I claim is as follows:—

1. A partition for railway cars comprising a main part and parts hinged to the main part, of a pair of bolts carried by the

main part and movable in opposite directions across the hinged parts, a bolt carried by the main part and having a relatively movable device carried thereby and constructed and arranged to prevent movement of the said pair of bolts for the purpose of retaining the same in locking position.

2. A partition for railway cars comprising a main part and parts hinged to the main part, of a pair of bolts carried by the main part and movable in opposite directions across the hinged parts, a vertical bolt carried by the main part and having a relatively ymovable device carried thereby and constructed and arranged to prevent movement of the said pair of bolts for the purpose of retaining the same in locking position.

3. A partition for railway cars comprising a main part and parts hinged in the main part, of a pair of bolts carried by the main part and movable in opposite directions across the hinged parts, a vertical bolt carried by the main part, a plate hinged to the top of the vertical bolt and having a pair of spaced and vertically alined slots, such plate being constructed and arranged to prevent movement of the said pair of bolts for the purpose of retaining the same in locking position, a staple rigidly fastened to the main part of the partition and engaged by the plate and a device engaging the staple and locking the plate and bolts.

4. A partition for railway cars comprising a main part and parts hinged to the main part, of a pair of horizontal bolts carried by the main part and movable in oppo-

site directions across the hinged parts such bolts having their inner ends bent at right angles to their main length, a vertical bolt carried by the main part, a plate hinged to the top of the vertical bolt and having a pair of spaced and vertically alined slots, such plate having therein at the opposite side of the center holes for the reception of the bent ends of the horizontal bolts, a staple rigidly fastened to the main part of the partition and a device engaging the staple and locking the plate.

5. In a railway car the combination with fixed parts of the interior of the sides thereof, of a partition extending from side to side of the car and comprising a main central part and side parts hinged together such side parts being less than the aggregate width of the main part, a pair of horizontal bolts carried by the main part and movable in opposite directions across the hinged parts such bolts having their inner ends bent at right angles to their main length and their main length substantially equal to the width of the main part of the partition and adapted when shot to engage the said fixed parts of the car sides and engaged by either slot in the plate, for the purpose set forth.

In testimony whereof I have signed my name to this specification in the presence of two witnesses.

Montreal, March 15th, 1912.

JOSEPH HARRY PAGE.

Witnesses:

E. R. PRITS,
GORDON G. COOKE.