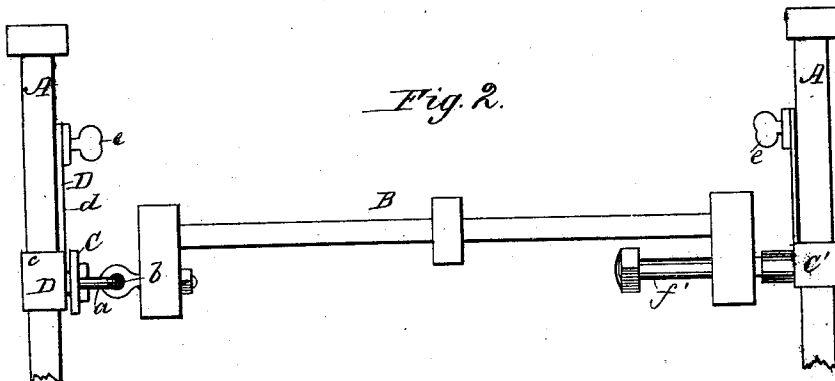
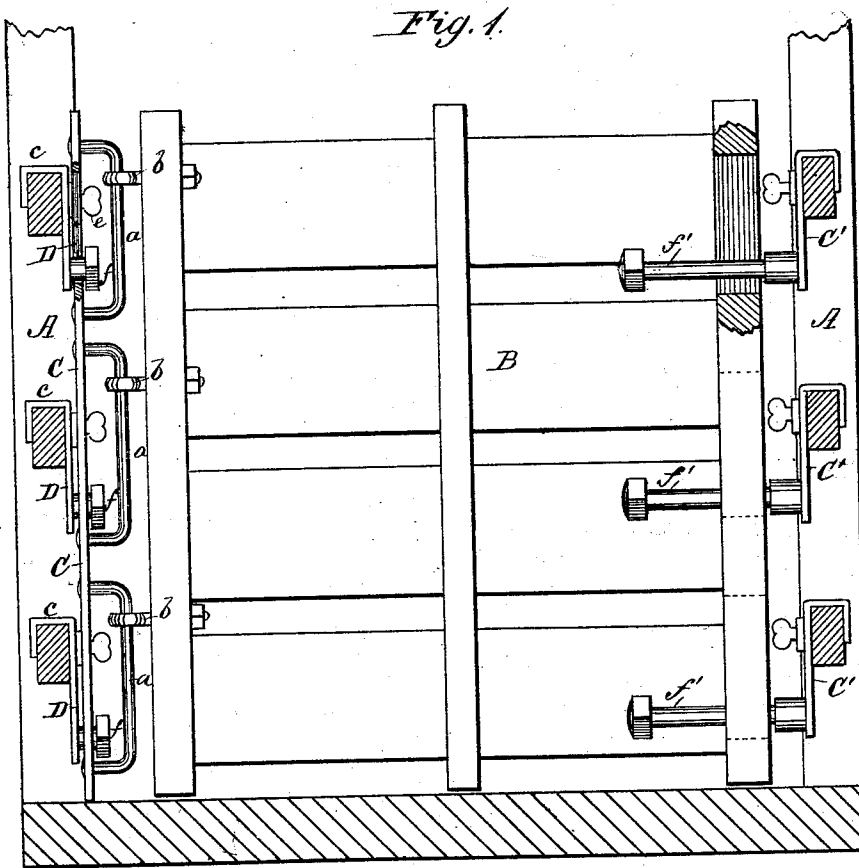


(No Model.)

W. MARTIN.
STOCK CAR.

No. 273,570.

Patented Mar. 6, 1883.



WITNESSES:

W. W. Hollingsworth
Edw. W. Byrne

INVENTOR:

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ATTORNEYS.

UNITED STATES PATENT OFFICE.

WATTS MARTIN, OF PENNSBOROUGH, ASSIGNOR OF ONE-HALF TO THOMAS E. DAVIS, OF HARRISVILLE, WEST VIRGINIA.

STOCK-CAR.

SPECIFICATION forming part of Letters Patent No. 273,570, dated March 6, 1883.

Application filed August 8, 1882. (No model.)

To all whom it may concern:

Be it known that I, WATTS MARTIN, of Pennsborough, in the county of Ritchie and State of West Virginia, have invented a new and Improved Stock-Car Partition; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a cross-section through a car, showing my improved partition applied thereto; and Fig. 2 is a top view of the same.

The object of my invention is to provide an improved stock-car partition for separating the stock during transportation, which partition may be readily applied and removed without injury to the car, and which may be easily opened sufficiently to allow the stock to be driven out to be fed and watered. The stationary partitions which are now used are fixed in the car by being nailed to the sides, which seriously injures the car in the course of time, and which partitions do not afford any facilities for letting the stock on and off after once fixed in place.

My invention consists in the peculiar construction and arrangement of parts for fastening a detachable partition in place by a hinge-joint on one side, which permits the partition to swing back like a gate, and for fastening the other edge when the partition is in place, as will be hereinafter more fully described.

In the drawings, A represents the walls of an ordinary slatted stock-car, and B is the removable partition. On one side of this partition I arrange a vertical iron bar, C, about five feet high, which bar is about two inches wide and one-half inch thick. This bar is provided with three (more or less) loops, *a*, made of iron rods, bent as shown, which pass through eyes in the gudgeons *b*, fixed in the partition, which loops form the pintles of the hinge upon which the gate turns. The bar C is detachably connected to the side bars of the car by clamp-plates D. These plates are preferably made of Norway iron about one-quarter of an inch thick and three inches wide. These plates are formed with hook-shaped upper ends, *c*, which hang over the top edges of the slats of the car. They have also right-angular offsets

d, which rest in the plane of the slat of the car, and are provided with set-screws *e* for fastening the clamp-plate D to the sides of the car, while at the lower end each clamp-plate carries on its inner side a headed projection, *f*, which passes through vertical slots in the bars C to attach this bar (which forms the gate-post of the partition) to the side of the car. The object of the slots in the bar C and the loose connection of the same with the heads *f* of the clamp-plates is to adapt the clamp-plates to the different widths of space existing between the slats of different cars. Upon the opposite side of the car is arranged a series of clamp-plates, C', corresponding to those on the other side, but having headed studs or stems *f'*, that are made much longer than those on the first side, which headed studs *f'* pass through vertical slots in this end of the partition. The object of these elongated studs or stems *f'* is to permit the partition to be applied to cars of greater width, while the vertical slots in this end of the partition allow the clamp-plates to be adjusted to suit the distances between the slats of the car. With this construction of partition and the devices for connecting it to the sides of the car, it will be seen that it may be applied to any of the cars of ordinary construction without alteration of or injury to the same, and when so applied it serves all the benefits of a stationary partition, with the additional advantages of a saving in the cost of applying, there being no cost except the first cost, while the hinging of the partition on the loops of bar C readily allow the opening and closing of the same to let the stock in or out to be fed in transit.

When applied to single-deck cars, as shown, the partition will be about five feet high; but it may also be applied to double-deck cars, in which case the height will only be about three feet or whatever the distance between the decks may allow.

I am aware that partitions have been devised which are adapted for being raised to the roof of a car and there turned into horizontal position, so as to occupy as little as possible of the space available for shipping grain or other merchandise. Such arrangement of partitions I disclaim.

Having thus described my invention, what I claim as new is—

1. The combination, with a stock-car, of a bar, C, and clamp-plates for securing it to the slats of the car, the partition and hinges for attaching it to said bar, as shown and described, whereby the partition is adapted to swing laterally and also to be detached, as specified.
2. The combination, with the stock-car and the partition, of the bar C, slotted vertically and provided with looped rods, forming pintles, and the clamp-plates D, having hooked upper ends, a set-screw, and a headed stud at the lower end passing through the slot of bar C, as described.

3. The clamp-plates constructed with a hooked upper end, an offsetting projection with a set-screw, and a headed stud at its lower end for holding bar C on the partition, as described.

4. The combination, with the partition having vertical slot in its opening end, of the clamp-plates C, constructed with hooks at their upper ends, a set-screw, and an elongated headed stem, *f'*, passing through the slots of the partition, substantially as and for the purpose described.

WATTS MARTIN.

Witnesses:

J. N. PEIRPOINT,
THOS. E. DAVIS.