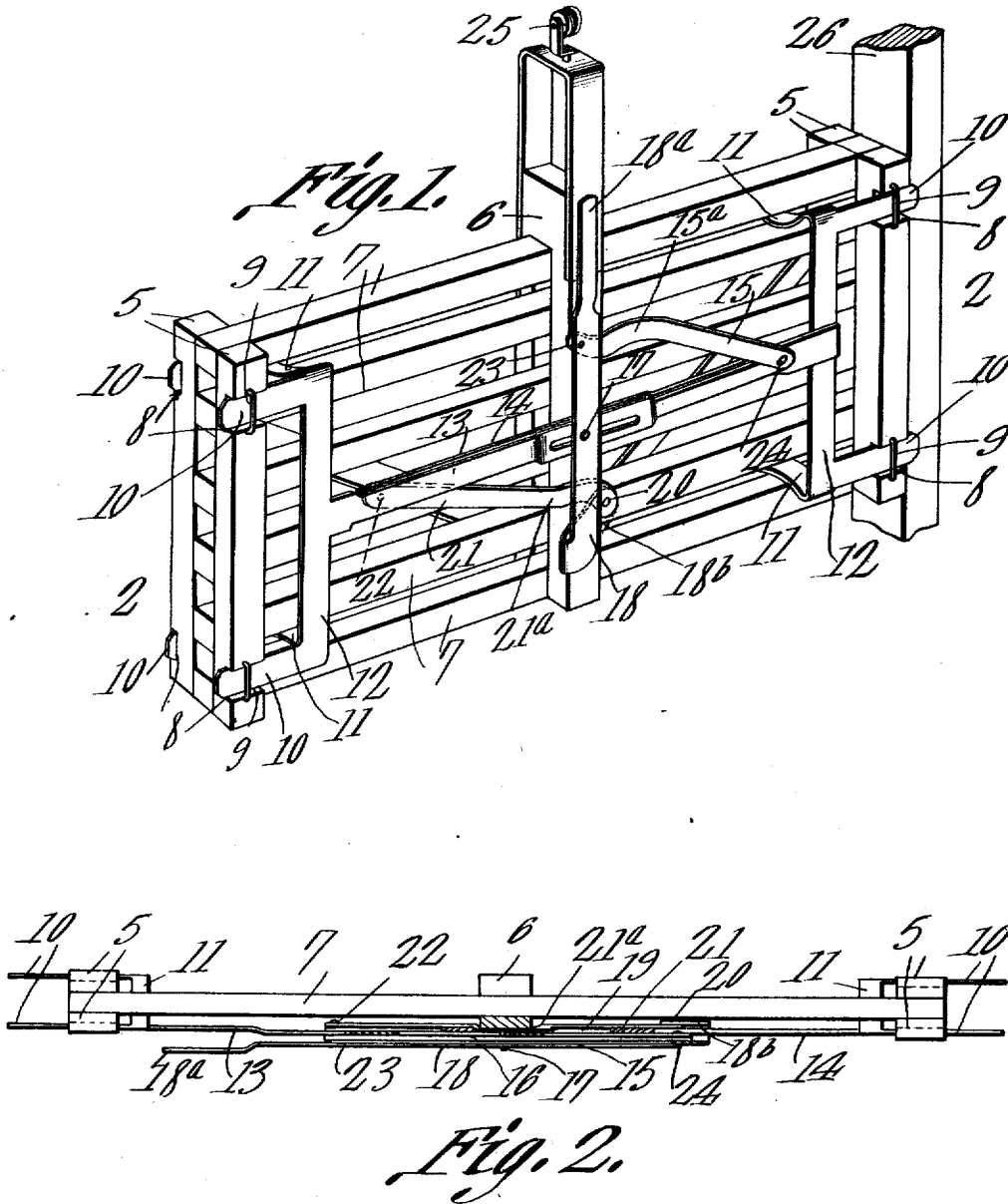


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STOCK CAR PARTITION GATE.
APPLICATION FILED JUNE 22, 1911.

1,012,126.

Patented Dec. 19, 1911.



Witnesses

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UNITED STATES PATENT OFFICE.

DAVID B. CREWS, OF EFFINGHAM, ILLINOIS.

STOCK-CAR PARTITION-GATE.

1,012,126.

Specification of Letters Patent.

Patented Dec. 19, 1911.

Application filed June 22, 1911. Serial No. 634,724.

To all whom it may concern:

Be it known that I, DAVID B. CREWS, a citizen of the United States, residing at Effingham, in the county of Effingham and State of Illinois, have invented a new and useful Stock-Car Partition-Gate, of which the following is a specification.

This invention relates to stock car partition gates.

10 The object of this invention is to provide an improved partition gate of this character which is simple, efficient and durable, and in which the relative operating parts are folded compactly together upon the partition gate being secured in position to eliminate obstructions which might be injurious to the cattle or other animals closed in by the same.

20 This invention is embodied in a novel arrangement, construction and combination of parts as is hereinafter described, and as is shown in the accompanying drawings, in which similar reference characters indicate similar parts, and in which—

25 Figure 1 is a perspective of the partition gate as in open or unsecured position; and Fig. 2 is a horizontal section on the line 2—2 of Fig. 1, parts being broken away, showing the relative parts of the gate when in secured position.

30 Before proceeding with a detailed description of this invention, it will be incidentally mentioned, that gates of this character are commonly employed to be moved longitudinally in stock cars to be secured transversely thereto at various points in the car, to partition the car off into sections to separate or divide the stock therein.

40 Referring specifically to the drawings, there is shown a common partition gate comprising a plurality of vertically arranged rails 7, vertical end standards 5 at each side of the said rails, and an intermediate post 6 having an upper truck 25 for engaging a longitudinal track in the upper part of the car to carry the said gate back and forth in the car. At their upper and lower ends and on their outer faces the respective standards 5 have guideways 8, and bolts 10 are slidably disposed therein. Staples 9 pass over the said bolts to retain the same in position. Horizontal yokes 11 connect the respective pairs of bolts 10 at their rear ends, passing between the rails 7, and on one side of the gate, which will be called the front side, a vertical yoke 12 connects

the respective vertically-arranged pairs of bolts at each end of the gate. The above parts comprise the locking members at each end of the gate and are preferably punched and bent from sheet metal, although they may be constructed in any well-known manner. At the intermediate portion of the vertical yokes 12 are secured horizontal bars 13 and 14 respectively, which project inwardly and pass the posts 6, terminating near the respective opposite yokes. These bars lie one over the other, the bar 13 being the forwardly disposed bar and the bar 14 being the rearwardly disposed bar, and have elongated slots 16 and 19, respectively, at the central portion thereof in the proximity of the post 6. The pin 17, secured at its inner or rear end to the post 6, passes through the respective slots 19 and 16 and on the outer end thereof is pivoted an operating lever 18. The said bars 13 and 14 are therefore slidable transversely of the car to carry the bolts 10 with the same.

80 The lever 18 has at one edge and arm thereof an ear 18^b bent backward therefrom in a spaced and oblique relation thereto, and a link-bar 21 is pivoted at one end to the free end and inner face of the horizontal bar 14 by a rivet or bolt 22 and at the other end to the forward face of the ear 18^b of the lever 18 by a rivet or bolt 20. A link-bar 15 has one end thereof pivoted to the free end and forward face of the bar 13 by a rivet or bolt 24 and the other end pivoted to the rear face of the upper end or arm of the lever 18 by a rivet or bolt 23. At the upper end this lever 18 has a handle 18^a. The link-bar 15 is raised or arched intermediate its ends, as shown at 15^a, and the link-bar 21 is depressed or dropped intermediate the ends thereof as shown at 21^a. Therefore, when the lever 18 is in the vertical position, as shown in Fig. 1, the bars 13 and 14 and the bolts 10 carried thereby are brought into retracted position by the links 15 and 21, and when swung to a horizontal position, as shown in Fig. 2, the bars 13 and 14 and the bolts 10 carried thereby are forced outwardly or are distended to protrude beyond the ends of the gate to engage the sides of suitable posts at the sides of the car. One of such posts is indicated at 26. When in such position the links 15 and 21, bars 13 and 14, and lever 18 assume a compact position one over the other as allowed by the specific construction of the

parts, the ear 18^b passing in back of the said bars 13 and 14, and the portion 15^a of the links allowing the links to be bent over the pin 17. By swinging the lever 18, therefore, the bolts can be simultaneously retracted or distended to secure or release the gate. In this manner the gate can be secured transversely in the car at any suitable position therein.

10 Having described my invention, what I claim as new is:

1. In a device of the character described, the combination of a partition gate, a horizontal bar having a longitudinal slot therein, a pin passing therethrough from the partition gate, a lever on the said pin, a link-bar pivoted at its ends to one end of the said horizontal bar and to one end of the said lever, and bolts slidably mounted in one end of the said gate and connected to the other end of the said horizontal bar.

2. In a device of the character described the combination of a partition gate, a horizontal bar having an elongated slot therein, a pin passing therethrough from the partition gate, a lever on the said pin having an ear bent back from one edge of one end of same, a link bar pivoted at its ends to one end of the said horizontal bar and to the said ear, and bolts slidably mounted in one end of the said gate and connected to the other end of the said horizontal bar.

3. In a device of the character described, the combination with a partition gate, horizontal bars having elongated slots therein and lying one over the other, a pin projecting through the said slots from the said gate, a lever pivoted on the said pin at one side of the said bars, a link bar connecting one end of the said lever with one of the horizontal bars, the lever having an ear bent back from one edge of the other end of same adapted to pass on the other side of the horizontal bars, a link bar connecting the said ear and the other horizontal bar, and bolts slidably mounted in the ends of the gate and connected to the said bars.

4. In a gate the combination with end standards having upper and lower guides in the respective sides thereof, of bolts slidably mounted therein, horizontal yokes connecting the rear ends of the respective pairs of bolts, and a vertical yoke connecting the respective vertically disposed pairs of bolts at one side of the gate, whereby the said bolts can be retracted or extended from the said standards simultaneously.

In testimony that I claim the foregoing as my own, I have hereto affixed my signature in the presence of two witnesses.

DAVID B. CREWS.

Witnesses:

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JAS. M. CREWS.