

(No Model.)

J. FROELICH.
Stock Car.

No. 232,256.

Patented Sept. 14, 1880.

Fig. 1.

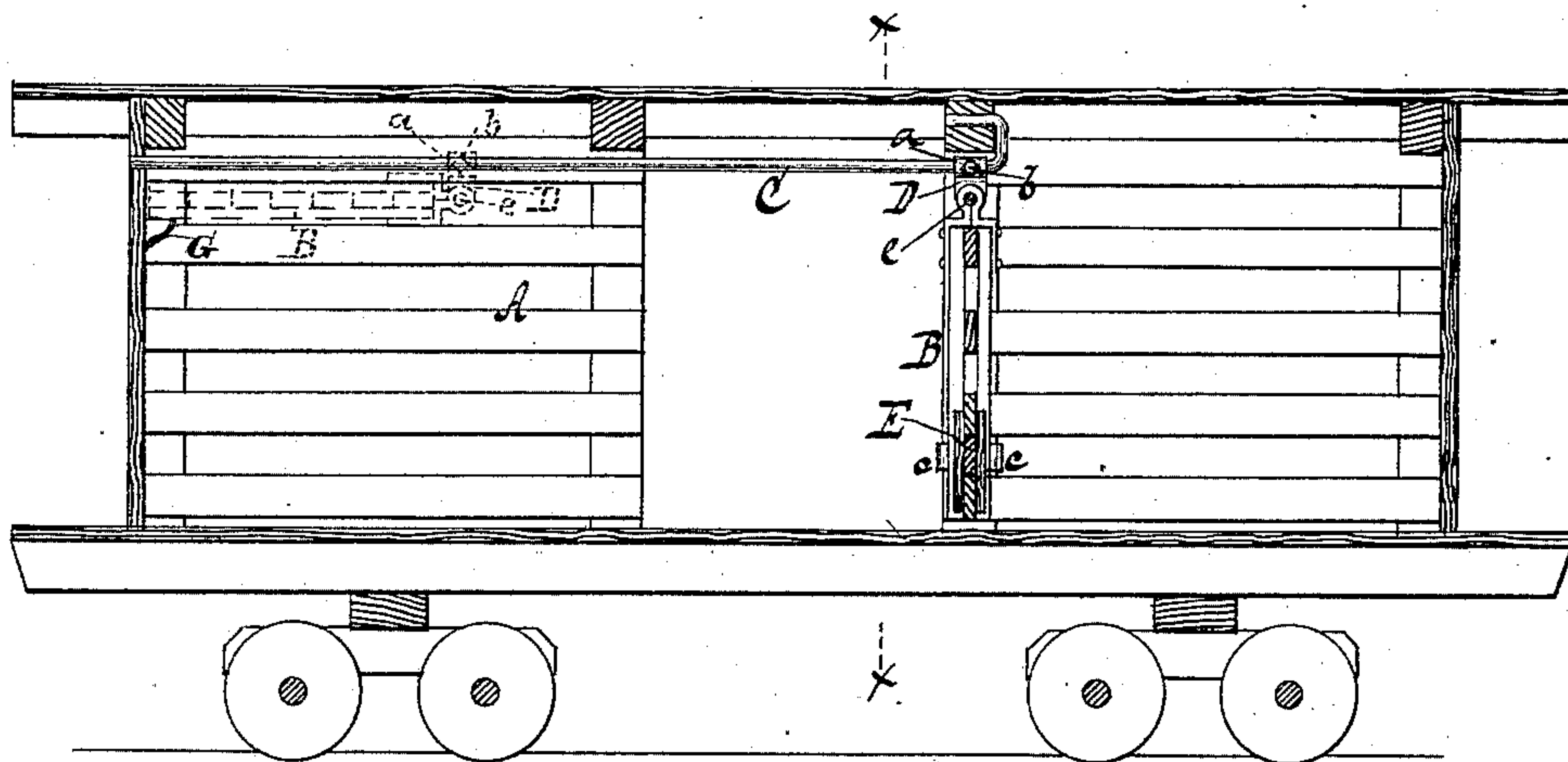


Fig. 2.

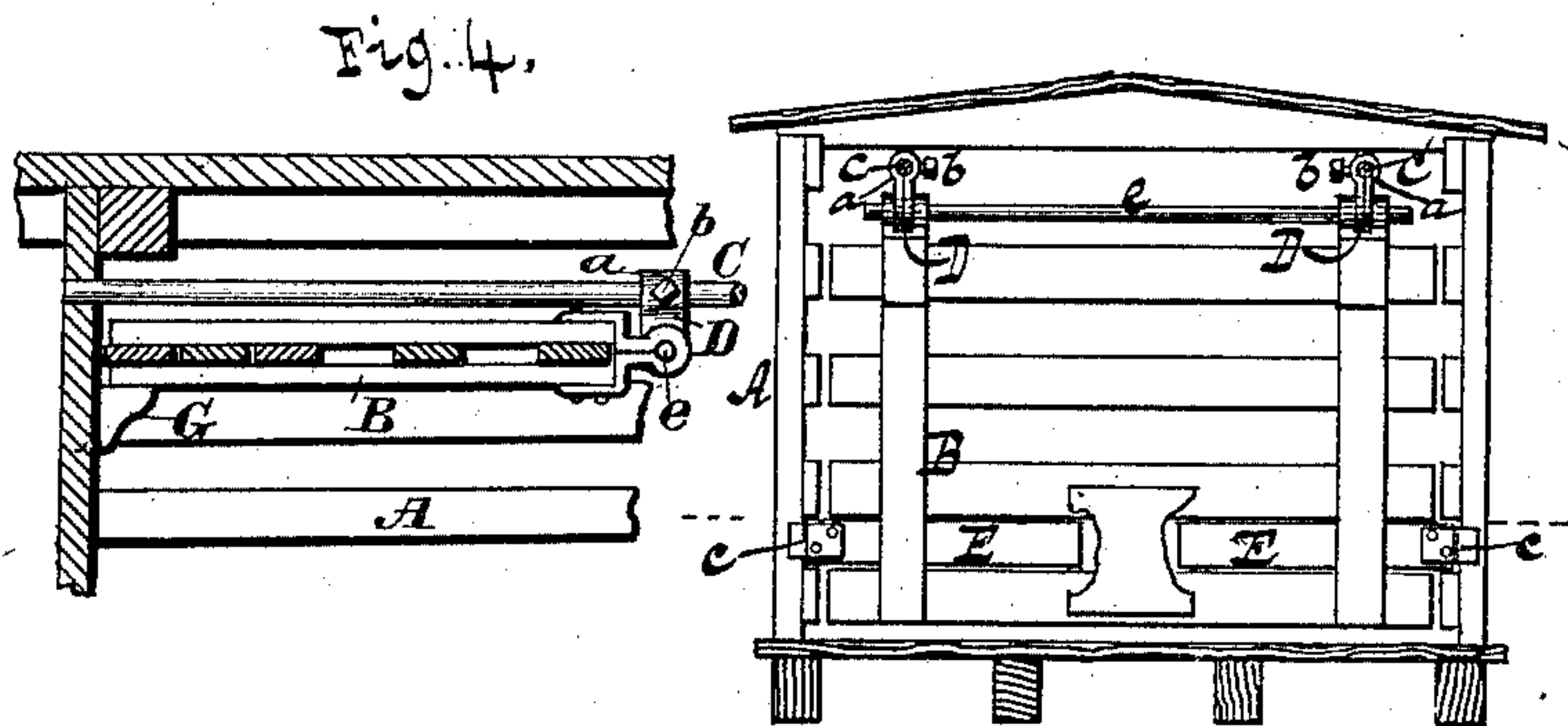


Fig. 4.

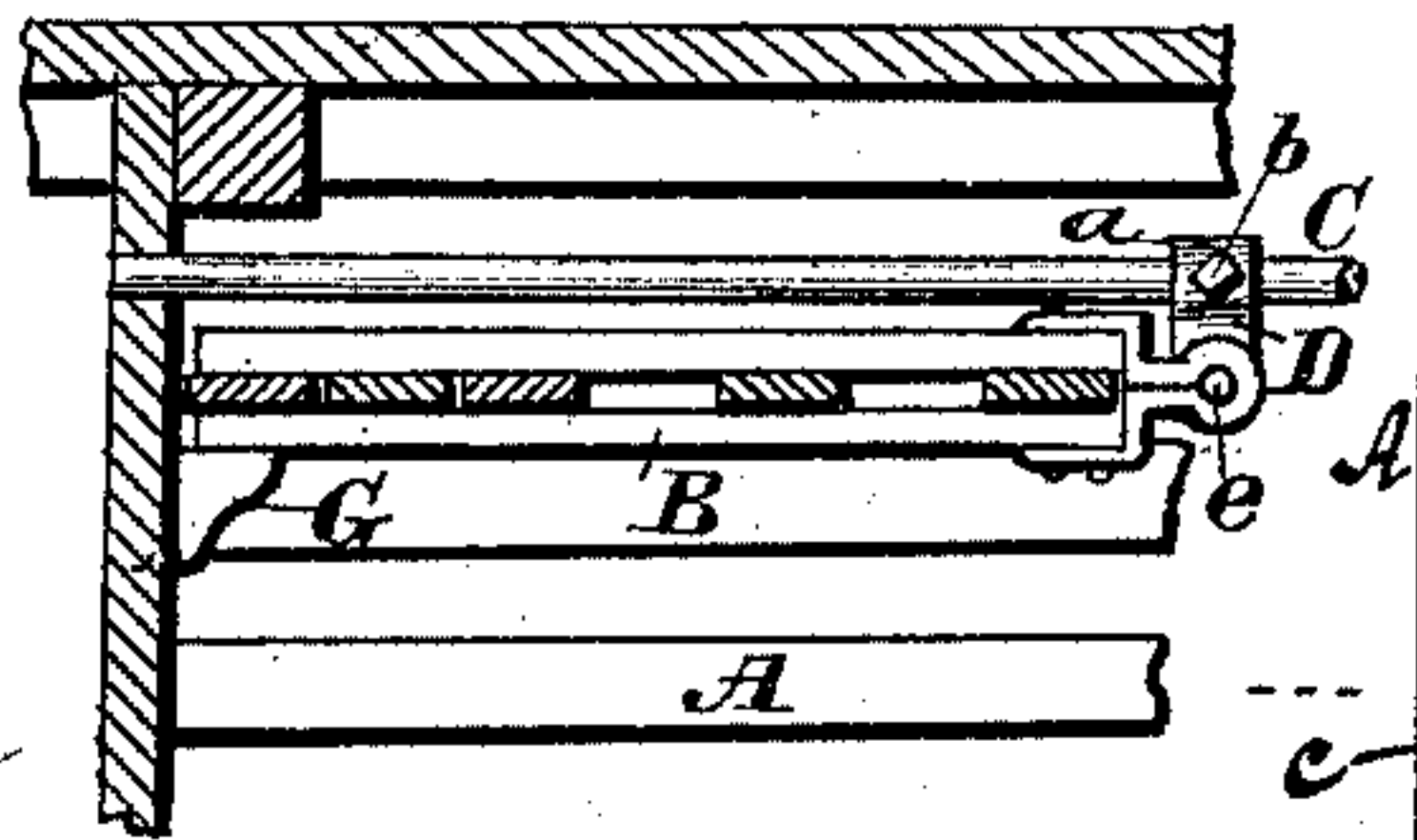
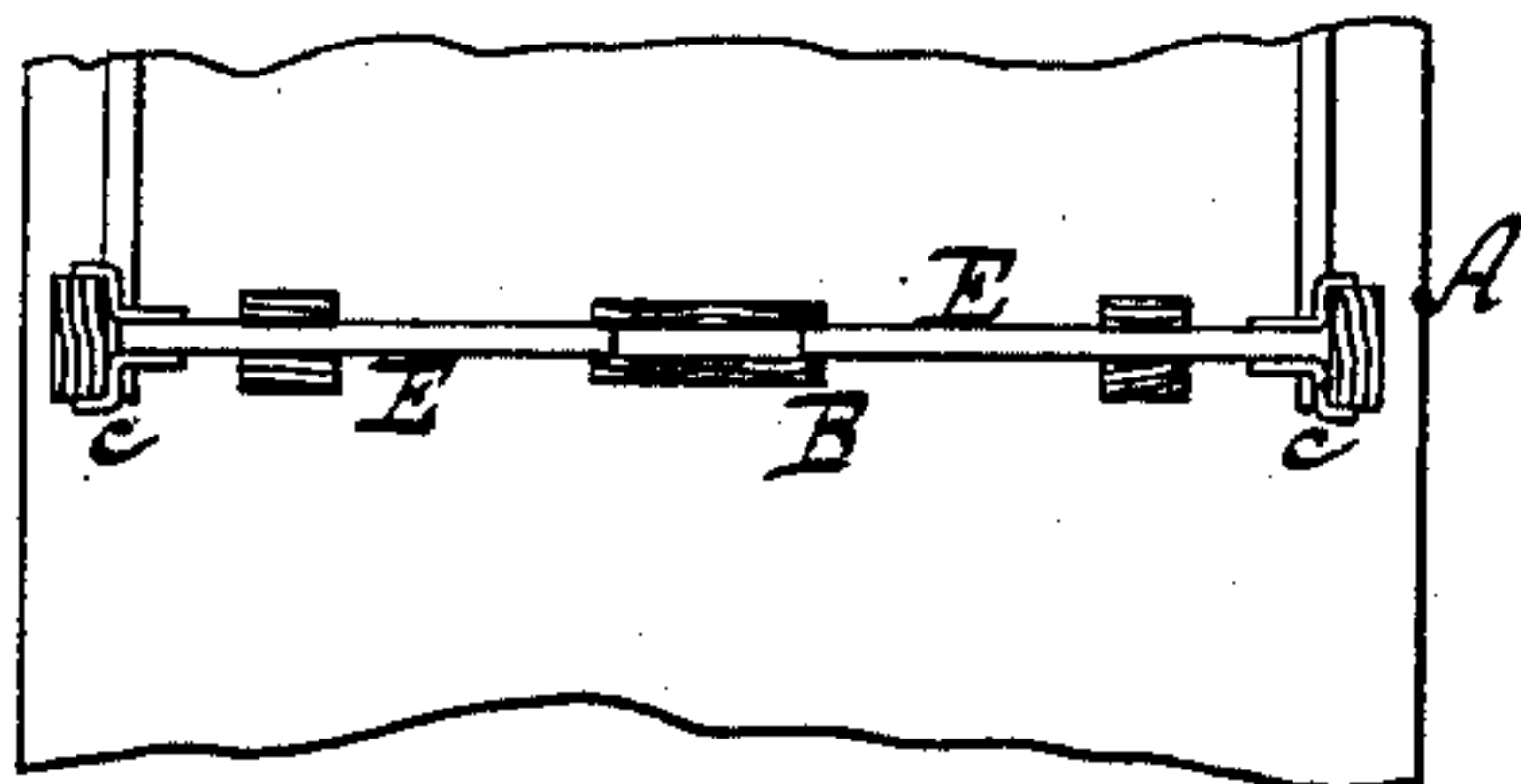


Fig. 3.



Witnesses

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UNITED STATES PATENT OFFICE.

JOHN FROELICH, OF BEULAH, IOWA.

STOCK-CAR.

SPECIFICATION forming part of Letters Patent No. 232,256, dated September 14, 1880.

Application filed May 21, 1880. (No model.)

To all whom it may concern:

Be it known that I, JOHN FROELICH, a citizen of the United States, residing at Beulah, in the county of Clayton and State of Iowa, have invented new and useful Improvements in Stock-Cars, of which the following is a specification.

It is a common practice for shippers of live stock to load a car partly with hogs and partly with another kind of cattle, and to separate the two it is customary to nail or otherwise fasten in the car a partition, which is taken down and thrown out when the car reaches the market. In this manner the car is liable to be damaged and shippers are put to repeated expense, to avoid which is the general object of my invention.

My invention is illustrated in the accompanying drawings, in which Figure 1 represents a longitudinal section. Fig. 2 is a cross-section in the line *xx*, Fig. 1. Fig. 3 is a horizontal section of the partition. Fig. 4 represents a sectional view of a portion of one end of the car broken away, illustrating the adjustable partition brought to a horizontal position and supported by the brackets or support.

Similar letters indicate corresponding parts.

The letter A designates the body of a stock-car, and B a partition combined therewith. This partition B is a fixture of the car; but it is constructed and arranged in such a manner that it is adjustable therein, so that it can be readily moved to any desired spot in the car to accommodate the stock to be shipped.

In order to render the partition B adjustable it is connected to parallel rails C C, situated in the top part of the car, these rails constituting both supports and guides to the partition, and the connecting mediums consisting of adjustable hangers D D engaging the rails.

In this example the parallel rails C C are cylindrical, and the hangers D D are provided with tubular portions *a*, which are fitted to the rails, respectively, and with each of which is combined a set-screw, *b*; but the hangers can be arranged to engage the rails in other ways—as, for instance, by means of rollers.

On the lower part of the partition B are bolts E E, which slide in horizontal guideways on the partition and work in opposite directions. These bolts E E have bifurcated ends *c*, and

by this means the bolts are adapted to catch or engage the vertical posts on opposite sides of the car, such sides being constructed, as is usual in stock-cars, of vertical posts opposite to each other, and of horizontal inside slats, which are placed a short distance apart from each other, leaving spaces between them, through which the bolts may pass to engage the posts.

When the car is applied to use the partition B is brought opposite to the posts nearest to the spot at which it is desired to locate the partition, and then the bolts E E are pushed outward, thus causing their bifurcated ends *c* to catch the posts, while the set-screws *b* are tightened, in which manner the partition is effectually held in the desired position. The number of posts on the sides of the car usually is such as to permit any desired adjustment of the partition by means thereof; but if it is desired to station the partition at a point between any two of the posts, suitable devices are applied to the sides of the car for connection with the bolts.

The connection of the partition B with the hangers D D is effected by means of pivots formed by a shaft, *e*, which extends in a horizontal plane parallel to the partition, the latter being provided with re-enforcing plates to receive the shaft.

By this pivotal connection of the partition with the hangers D D the partition is adapted to be swung from a lower or vertical position up under the roof of the car, and for the purpose of holding the partition in such upper or horizontal position, brackets or support G (one or more) are applied to the car at one end and the interior thereof, onto which the lower edge of the partition may be laid when the latter is swung upward, as indicated in Fig. 1. When the partition B is brought to an upper position and allowed to rest on the brackets or support G the set-screws *b* are tightened, and by this means the partition is firmly held in place. Thus when the partition B is not in use it can be readily brought out of the way.

What I claim as new, and desire to secure by Letters Patent, is—

1. In combination with the body of a stock-car, the brackets or support G and rails C, for sustaining the door up under the roof of the

car when changed from a vertical to a horizontal position, substantially as and for the purpose specified.

2. In a stock-car, the brackets or support
5 G, for supporting the adjustable hinged partition when it is brought from a vertical to a horizontal position with the rails C, and suitable fastening device for locking the partition upon the rails when supported by the brackets
10 or support, substantially as and for the purpose specified.

3. In combination with the longitudinal rails and the sliding and hinged partition of

a stock-car, the set-screws passing through the sleeves which support the partition, for fast- 15
ening the same upon the rails when in use, and the sliding bolts E, for fastening the lower part of the partition, all substantially as and for the purpose specified.

In testimony whereof I have hereunto set 20
my hand and seal in the presence of two subscribing witnesses.

JOHN FROELICH. [L.S.]

Witnesses:

JOHN WEISMILLER,
A. B. WILSON.