

(No Model.)

H. C. HICKS.

STOCK CAR.

No. 281,067.

Patented July 10, 1883.

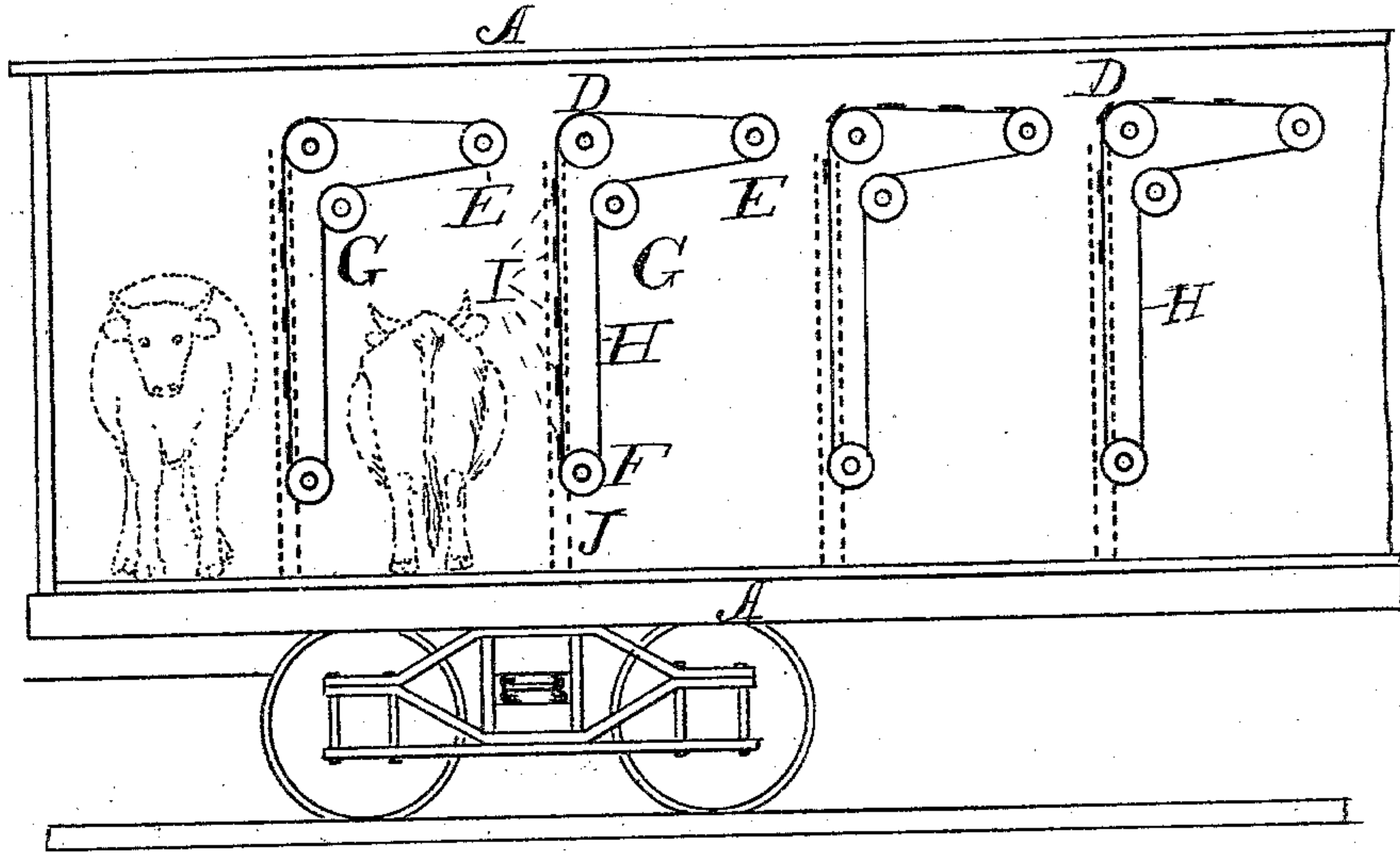


Fig. 1.

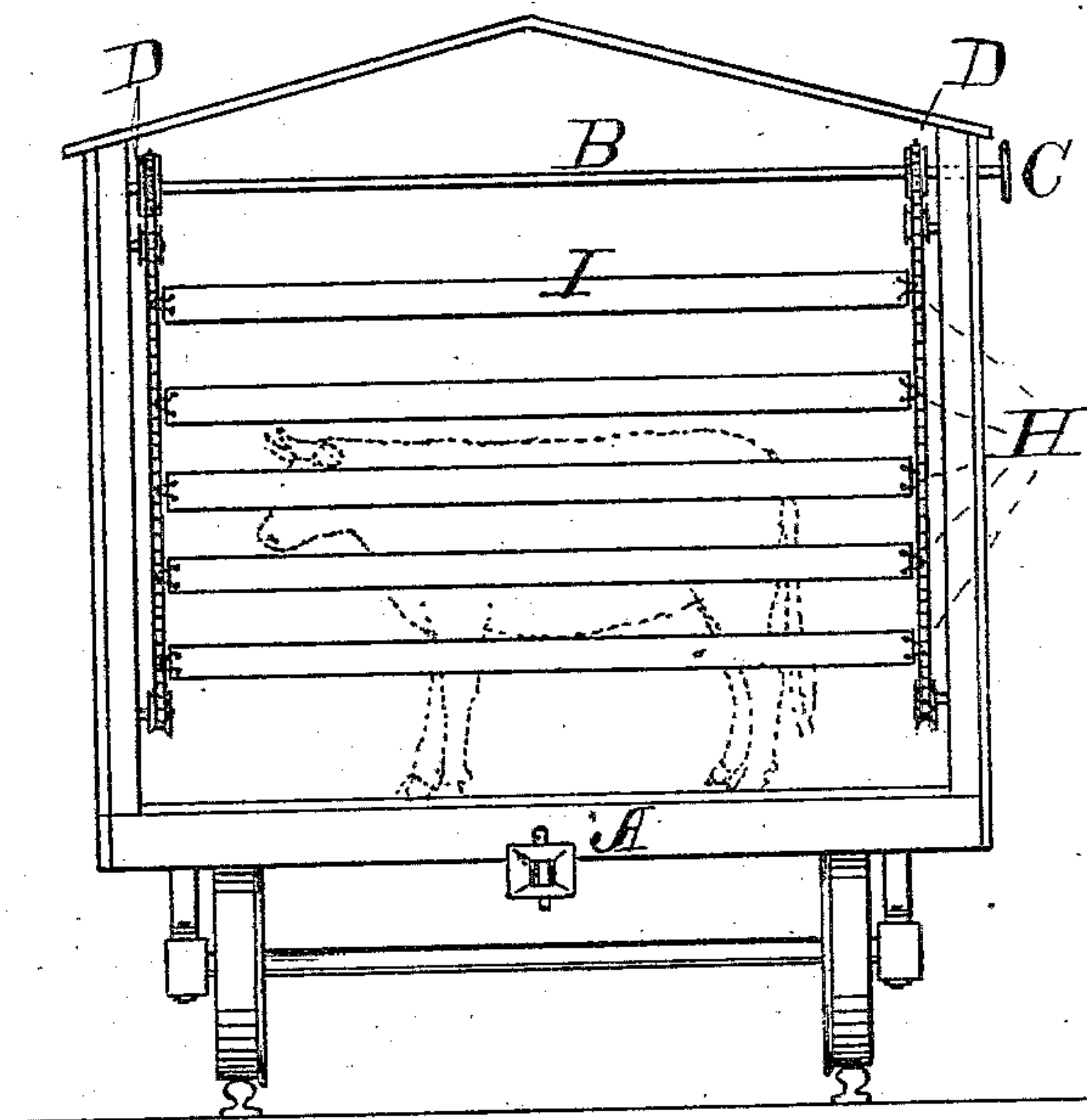


Fig. 2.

WITNESSES:

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By



# UNITED STATES PATENT OFFICE.

HENRY C. HICKS, OF MINNEAPOLIS, MINNESOTA.

## STOCK-CAR.

SPECIFICATION forming part of Letters Patent No. 281,067, dated July 10, 1883.

Application filed March 17, 1883. (No model.)

*To all whom it may concern:*

Be it known that I, HENRY C. HICKS, of Minneapolis, in the county of Hennepin and State of Minnesota, have invented a new and useful Improvement in Movable Partitions, which improvement is fully set forth in the following specification and accompanying drawings, in which—

Figure 1 is a longitudinal sectional view of a box-car with my movable partition. Fig. 2 is a transverse sectional view of the same.

The object of my invention is to construct movable partitions or stalls for box-cars, to provide for the shipment of stock, and to facilitate loading or unloading, or, in case the cars are used for any other purpose, to so arrange the car that the bars may be placed out of the way altogether.

To this end the car is built in the customary manner, with doors and openings as usual. Extending transversely across the car, and at a little distance beneath the roof, and at suitable distances apart, are transverse shafts B, journaled to the side of the car, having a hand-wheel, C, firmly fixed thereto. On each end of the shaft, within the car, near the side, is a sprocket-wheel, D, fastened securely to the shaft. Directly forward on the right, and in a horizontal line with the sprocket-wheel D, is a grooved pulley, E, journaled to the side of the car. On a vertical line below the sprocket-wheel, near the floor of the car, is a grooved pulley, F, also journaled to the side of the car. Just below the sprocket-wheel, and a little to the right of it, in a vertical line with the face of the pulley E, is a grooved pulley, G, also journaled to the side of the car. The sprocket-wheel D and the grooved pulley E F G are all on the same plane. An endless chain, H, extends from the wheel D over and around the pulley E, then back over the pulley G and down around the pulley F, thence up to the sprocket-wheel D, thus providing an endless chain. Both sides of the car are similarly provided with sprocket-wheels and grooved pulleys carrying the endless chain.

I represent bars, preferably made of wood, although metal may be used. These bars extend from the chain on one side to the chain on the other side. The bars are attached to the chain in any suitable manner; but since the attachment of the same forms no part of the present invention, no specific form of

fastening is shown. It will be observed that the bars should be so attached to the chains that they will not interfere with the sprocket D and pulley E when the bars are elevated. About five or six of these bars, from six to eight inches apart, will suffice for each partition or stall. On either side of the ends of the bars I I, and fastened to the sides of the car with bolts or rivets, are the guide-pieces J, being a sufficient distance apart to allow of a free movement to the bars. If desired, the sprocket-wheel D may have an annular V-shaped groove, so that a rope can be used in place of a chain, to which the partition-bars are fastened; but the sprocket-wheel is preferable. The bars I I being lowered and in position, when it is desired to fill the cars with stock, the wheel C is employed, which acts on the shaft B and turns the sprocket-wheel D; this in turn acts on the endless chain, and turns the bars up and over the sprocket-wheel D and pulley E, bringing the bars up close to the roof and out of the way. When the car is filled with stock that are to be divided, by employing the hand-wheel C, the shaft B, and the sprocket-wheel D, which acts upon the endless chain, the bars I are reversed and forced down between the cattle. When it is desired to unload the car in part or in bulk, the bars are turned up beneath the roof. In this position the car may be used for lumber or other freight.

I am aware that it is not broadly new to use flexible partitions in stock-cars.

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

1. In a stock-car, the shaft B and sprocket-wheels D, arranged near the upper and lower parts or sides, combined with pulleys E, F, and G and endless chain H, to which transverse slats I are attached, substantially as described.

2. The combination of the transverse shafts and sprocket-wheels and pulleys carrying the endless chain and the transverse bars, as shown, with the car, substantially as herein set forth.

In testimony that I claim the foregoing I have hereunto set my hand, this 27th day of February, 1883, in the presence of witnesses.

HENRY C. HICKS.

Witnesses:

JOHN M. WILLIAMS,  
BOHN C. HICKS.