

(No Model.)

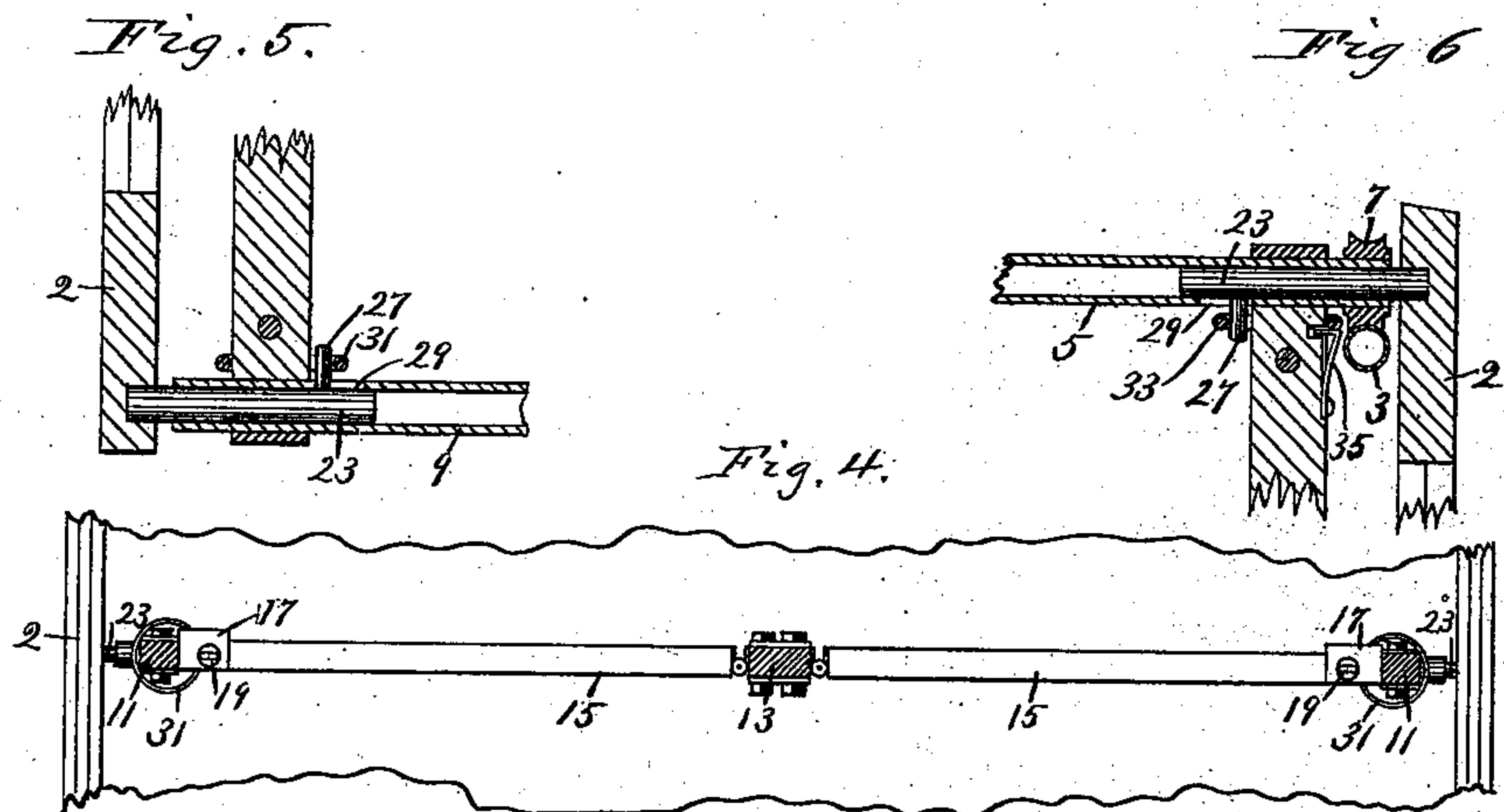
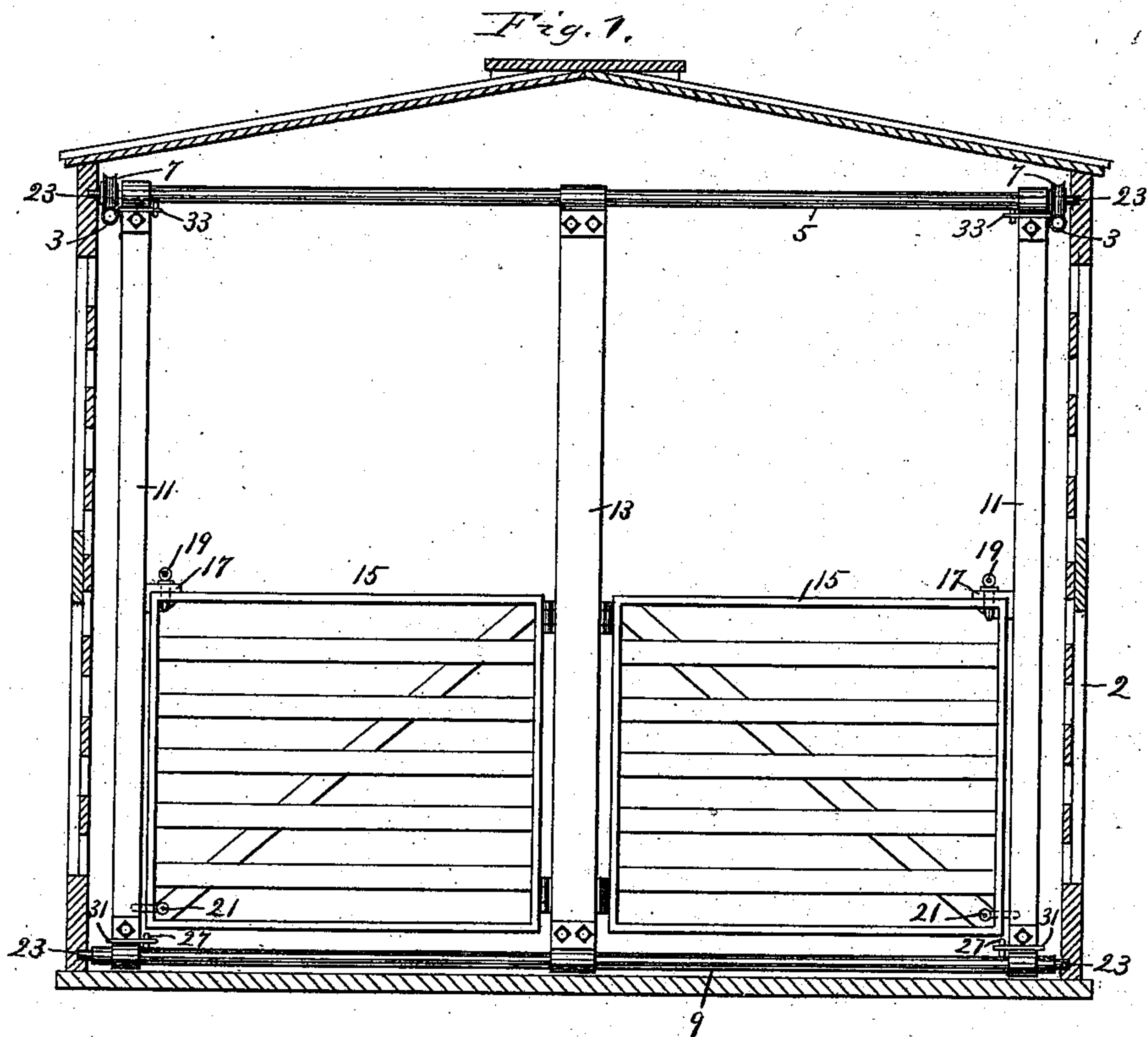
3 Sheets—Sheet 1.

R. H. RIPLEY.

STOCK CAR.

No. 377,959.

Patented Feb. 14, 1888.



Witnesses
S. J. Beardslee.
J. Jensen.

Inventor.
Royal H. Ripley.
By A. C. Paul, atty

(No Model.)

3 Sheets—Sheet 2.

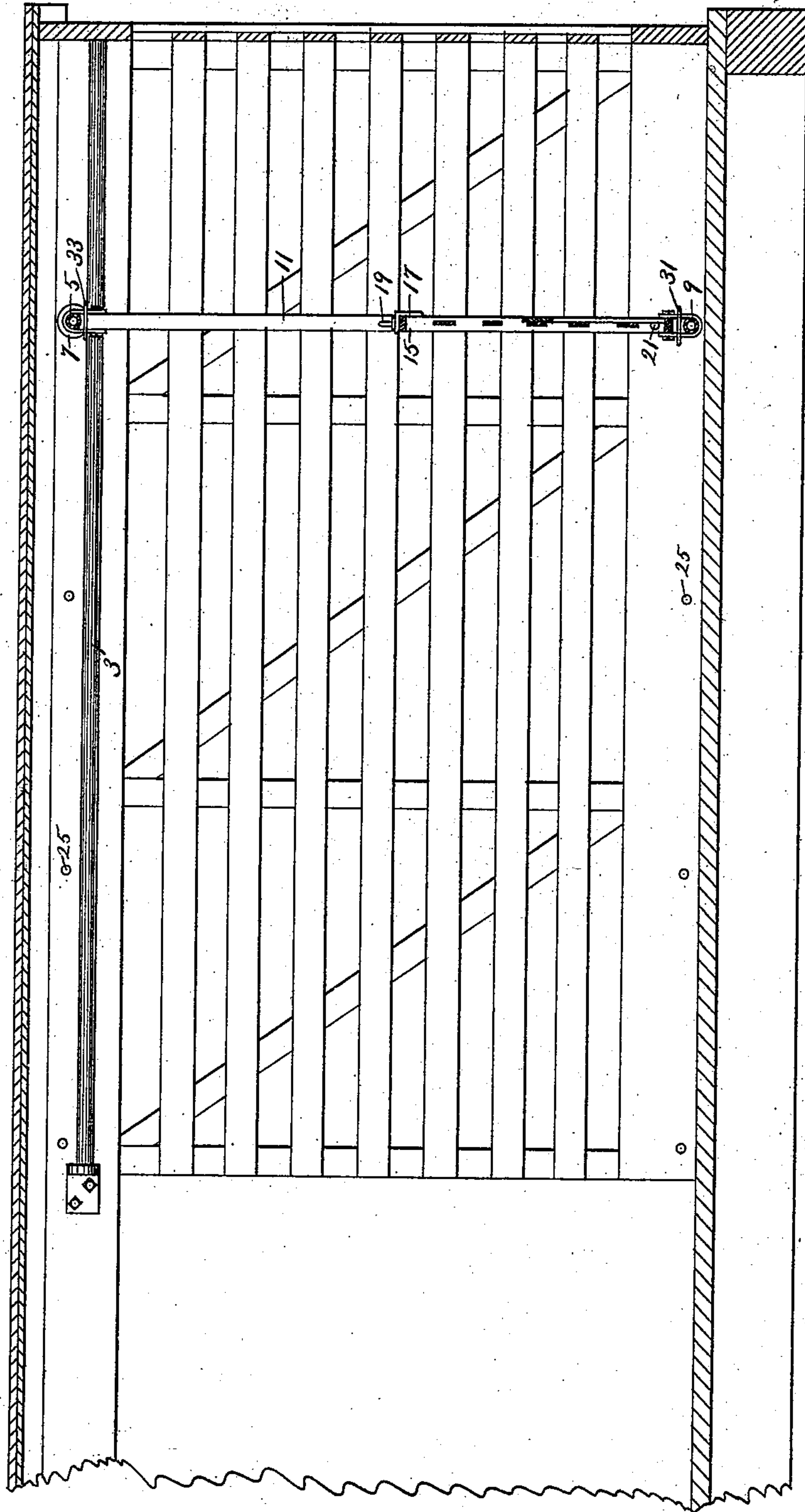
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Fig. 2



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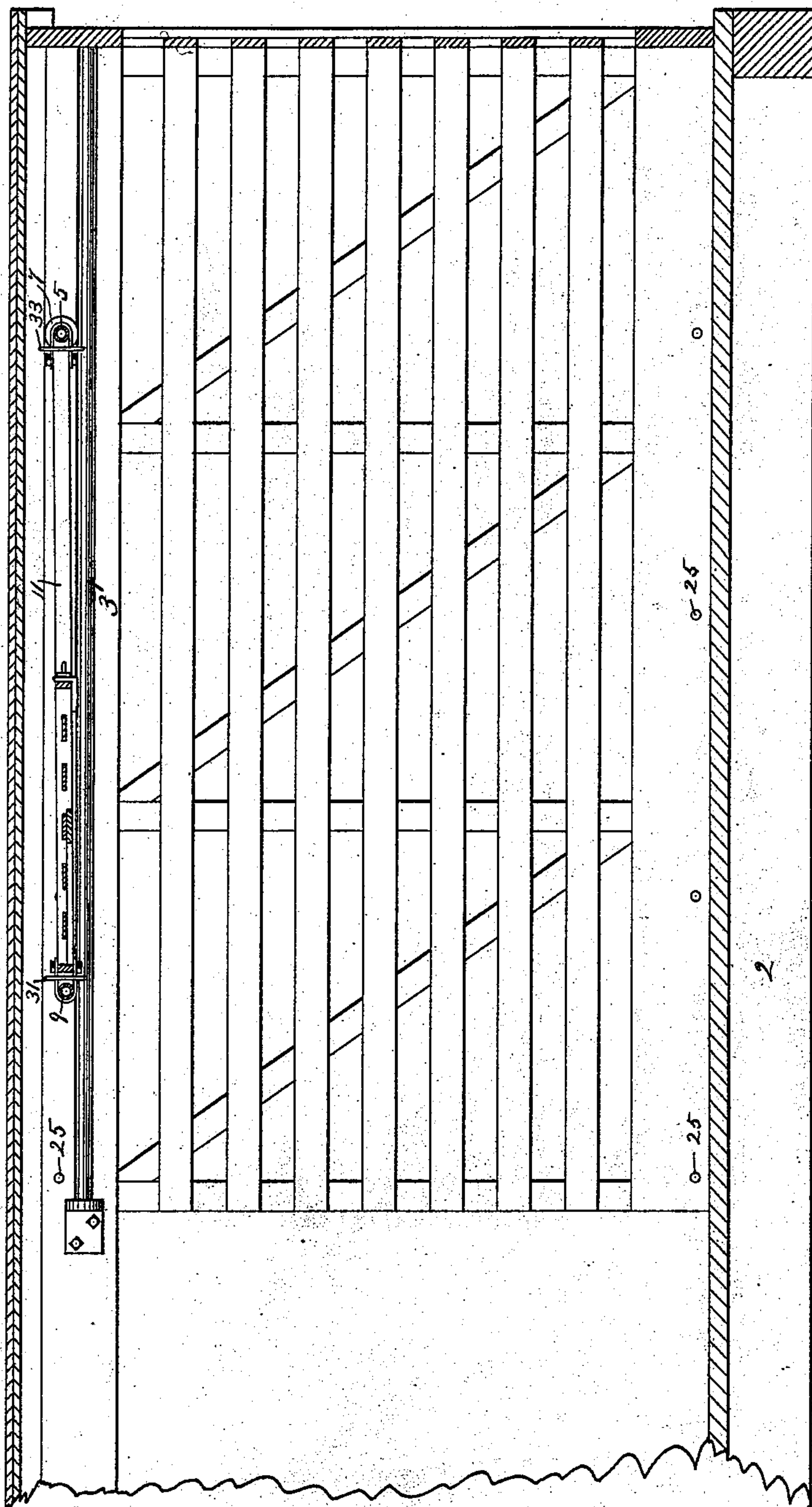
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Fig. 3.



Witnesses.

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UNITED STATES PATENT OFFICE.

ROYAL H. RIPLEY, OF MINNEAPOLIS, MINNESOTA.

STOCK-CAR.

SPECIFICATION forming part of Letters Patent No. 377,959, dated February 14, 1888.

Application filed August 22, 1887. Serial No. 247,517. (No model.)

To all whom it may concern:

Be it known that I, ROYAL H. RIPLEY, of Minneapolis, in the county of Hennepin and State of Minnesota, have invented certain Improvements in Stock-Cars, of which the following is a specification.

The object of this invention is to provide an adjustable partition for stock-cars which can be placed at any desired point in the car to divide it into compartments of any desired size, and can be turned up into a substantially horizontal position in the top of the car and secured when it is desired to use the car for shipping lumber or other freight for which the partition is not needed, and having one or more gates which can be opened when the partition is in use to permit putting live stock into or removing from the compartments of the car.

The invention consists, generally, in an adjustable partition hinged at its upper end to a suitable support and provided with one or more gates which may be opened or closed when the partition is in use.

The invention consists, further, in several features of construction hereinafter described, and particularly pointed out in the claims.

In the accompanying drawings, forming a part of this specification, Figure 1 is a transverse vertical section of a stock-car having my improvements applied thereto. Fig. 2 is a longitudinal vertical section of a portion of a car, showing the partition in position for use. Fig. 3 is a similar view showing the partition secured in the top of the car, where it is placed when not in use. Fig. 4 is a detail of a portion of the car and a horizontal section of the partition. Fig. 5 is a detail showing the preferred means for securing the lower end of the partition to the car. Fig. 6 is a detail showing the preferred means for securing the upper end of the partition to the car.

In Letters Patent No. 366,738, granted July 19, 1887, I have shown and claimed an adjustable partition hinged at its upper end to a suitable support. In the present invention I employ a similar partition provided with one or more gates, which may be opened or closed when the partition is in use.

In the drawings, 2 represents a stock-car of any suitable construction. Secured to the car

at each side near the top are horizontal supporting-bars 3 3, which may be of any preferred form and supported by any suitable means. These bars preferably extend from the end of the car to a point at or near the door. The bars may be arranged in one end of the car only, in which case but a single partition should be used; or they may be arranged in both ends of the car, when two partitions should be used.

A transverse bar, 5, is supported upon the bars 3, and is preferably provided with wheels 7, which rest on the bars 3 and are arranged to roll thereon. Secured to the bar 5 is a suitable partition that is adapted to extend across the car and divide it into separate compartments. This partition may be of any suitable construction. I prefer to construct it with a transverse cross-bar, 9, at its lower end and vertical bars or posts 11 at its sides. The bars or posts 11 are secured at their upper ends to the cross-bar 5 and at their lower ends to the cross-bar 9.

The partition is provided with one or more gates, which may be of any suitable construction and may be arranged to open in any suitable manner. I prefer to hinge the gate or gates to a vertical post or posts in the partition.

As here shown, the partition is provided with a central post, 13, to which are hinged two gates, 15. The gates are preferably arranged to open outward or toward the door of the car. The free ends of the gates are provided with suitable devices by which they may be secured when closed to the posts 11. I have shown the posts 11 provided with plates 17, against which the gates close, and having pins 19, which may be passed through the plates into the top bars of the gates. Other pins, 21, may be inserted through the end of the gates into the posts 11. Other devices may be used to secure the gates to the posts, if preferred.

The top and bottom bars, 5 and 9, are preferably hollow, usually being formed of gas-piping.

Sliding bolts 23 are arranged in the ends of the cross-bars 5 and 9, and are adapted to be moved out until their ends engage sockets 25 in the walls of the car. The partition will

thereby be firmly secured at the top and bottom of the car. The bolts are preferably provided with the rods or handles 27, which project through slots 29 in the hollow bars, by means of which the bolts may be moved. Any suitable devices may be used to lock the bolts when they are in engagement with the sockets in the walls. I prefer to provide rings 31, which are arranged on the lower ends of the posts 11, and are adapted to be dropped over the handles 27 and prevent the bolts from being retracted.

Similar rings, 33, may be arranged on the upper ends of the posts 11 to lock the upper bolts. The posts may be provided with springs 35, for the purpose of holding the upper rings in position. The ends of the lower cross-bar, 9, preferably project beyond the posts 11, so as to come under the bars 3. When the partition is to be put out of the way, it may be turned up and the ends of the cross-bar 9 carried over the ends of the bars 3, and the partition pushed back until the ends of the bar 9 rest on the tops of the bars 3. The bolts in one or both of the cross-bars may be pushed out to engage the sockets in the walls, and the partition will then be securely fastened in the top of the car, so that it cannot possibly come down, and the car may be used for any purpose for which it could be used if there were no partition in it.

When the gates in the partitions are arranged to open toward the door of the car, as shown in Fig. 2, they could only open upward when the partition is in a horizontal position in the top of the car, and hence they could not become accidentally opened even should their fastening devices become displaced.

A single gate may be used in place of the two here shown, or the gates may be arranged to open by sliding vertically or horizontally.

The partition may be secured by a suitable hinge-joint to the upper transverse bar, or it may be secured rigidly thereto and the bar itself serve as a pivot upon which the partition turns, one construction being the equivalent of the other.

I claim as my invention—

1. The combination, with a suitable car, of a partition pivotally secured at its upper end upon a suitable support and adjustable longitudinally of the car, locking means for securing said partition in a vertical position or in

a substantially horizontal position in the top of the car, and a suitable gate or gates wholly supported and secured upon said partition.

2. The combination, with a suitable car, of an adjustable partition adapted to be moved lengthwise of the car and pivotally secured at its upper end upon a suitable support and provided with a suitable gate or gates wholly supported and secured upon said partition.

3. The combination, with a suitable car, of horizontal supporting bars or rails near the top of the car, a transverse bar supported on said bars and adjustable thereon lengthwise of the car, and a partition secured upon said bar and provided with a suitable gate or gates wholly supported and secured upon said partition.

4. The combination, with a suitable car, of the horizontal supporting-bars 3, arranged in the upper part of the car, the transverse partition provided with the lower hollow bar, 9, and the upper hollow bar, 5, supported in said bars 3 and forming a pivot for said partition, and the bolts 23, arranged in said bars 9 and 15, and adapted to engage sockets in the walls of the car at points near the top and bottom of the partition, substantially as described.

5. The combination, with a suitable car, of a partition hinged at its upper end upon a suitable support and provided with hinged gates adapted to open toward the door of the car, substantially as described.

6. The combination, with a suitable car, of the partition having the hollow bars 5 and 9 and the posts 11, the sliding bolts 23, arranged in the ends of said hollow bars and provided with the handles 27, and the rings on said posts 11, adapted to engage said handles, substantially as described.

7. The combination, with a suitable car, of a partition pivotally supported at its upper end and adapted to be moved lengthwise of the car, and provided with a hinged gate or gates, and a securing device for securing said gates when closed to said partition, substantially as described.

In testimony whereof I have hereunto set my hand.

ROYAL H. RIPLEY.

In presence of—

A. M. GASKELL,
R. H. SANFORD.