

(No Model.)

H. ARMS.

STOCK CAR.

No. 382,934.

Patented May 15, 1888.

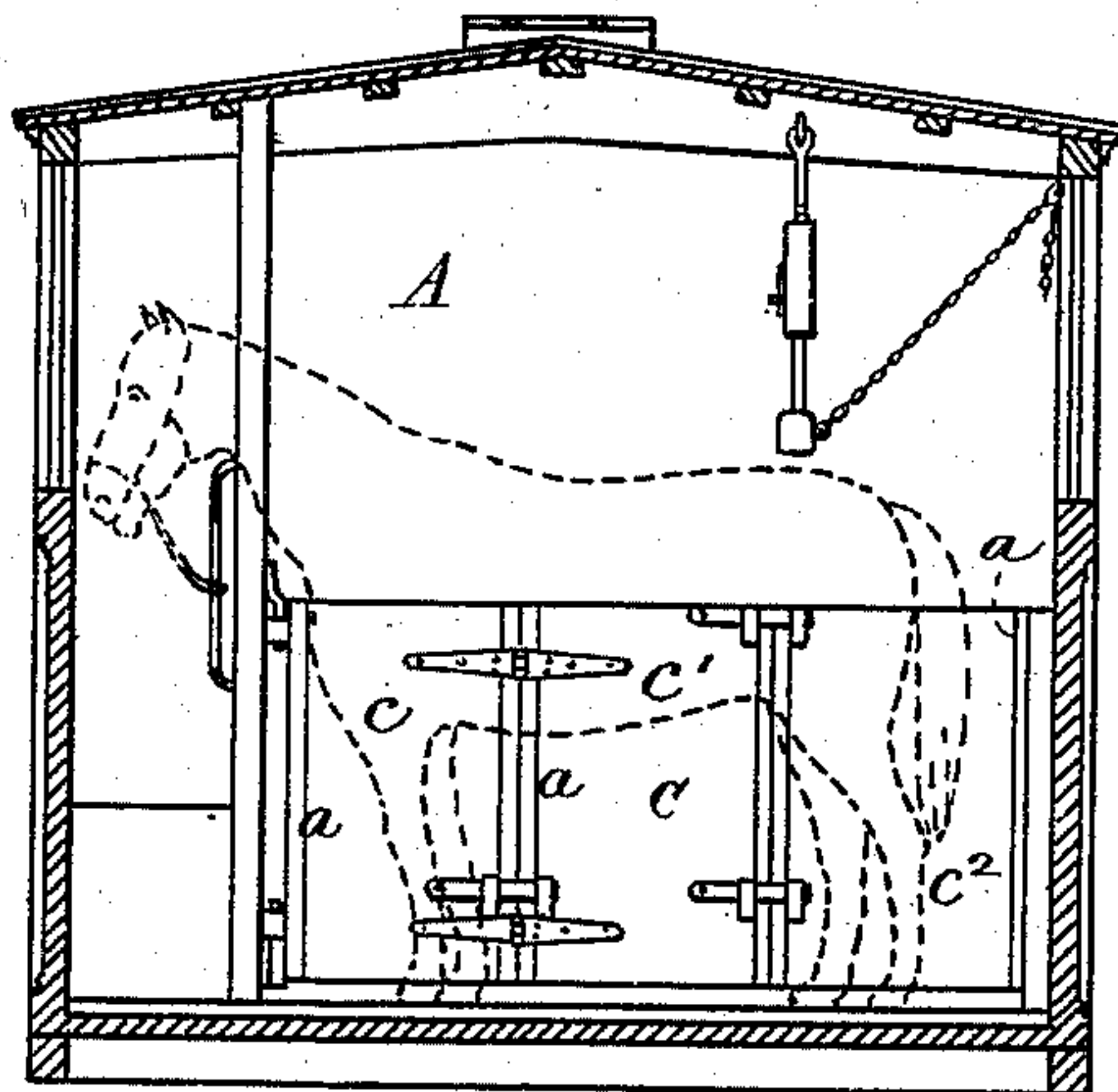


Fig. 1.

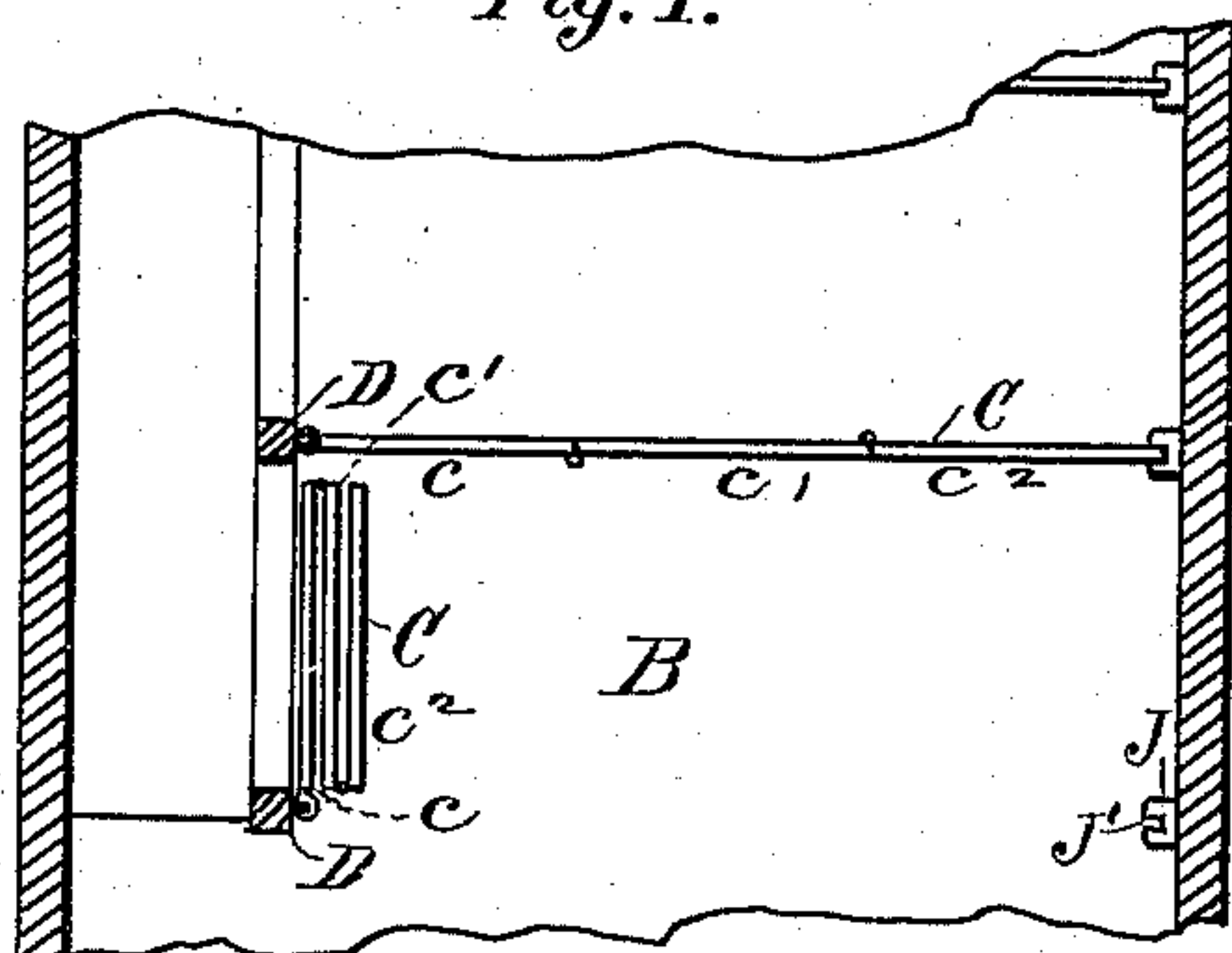


Fig. 2.

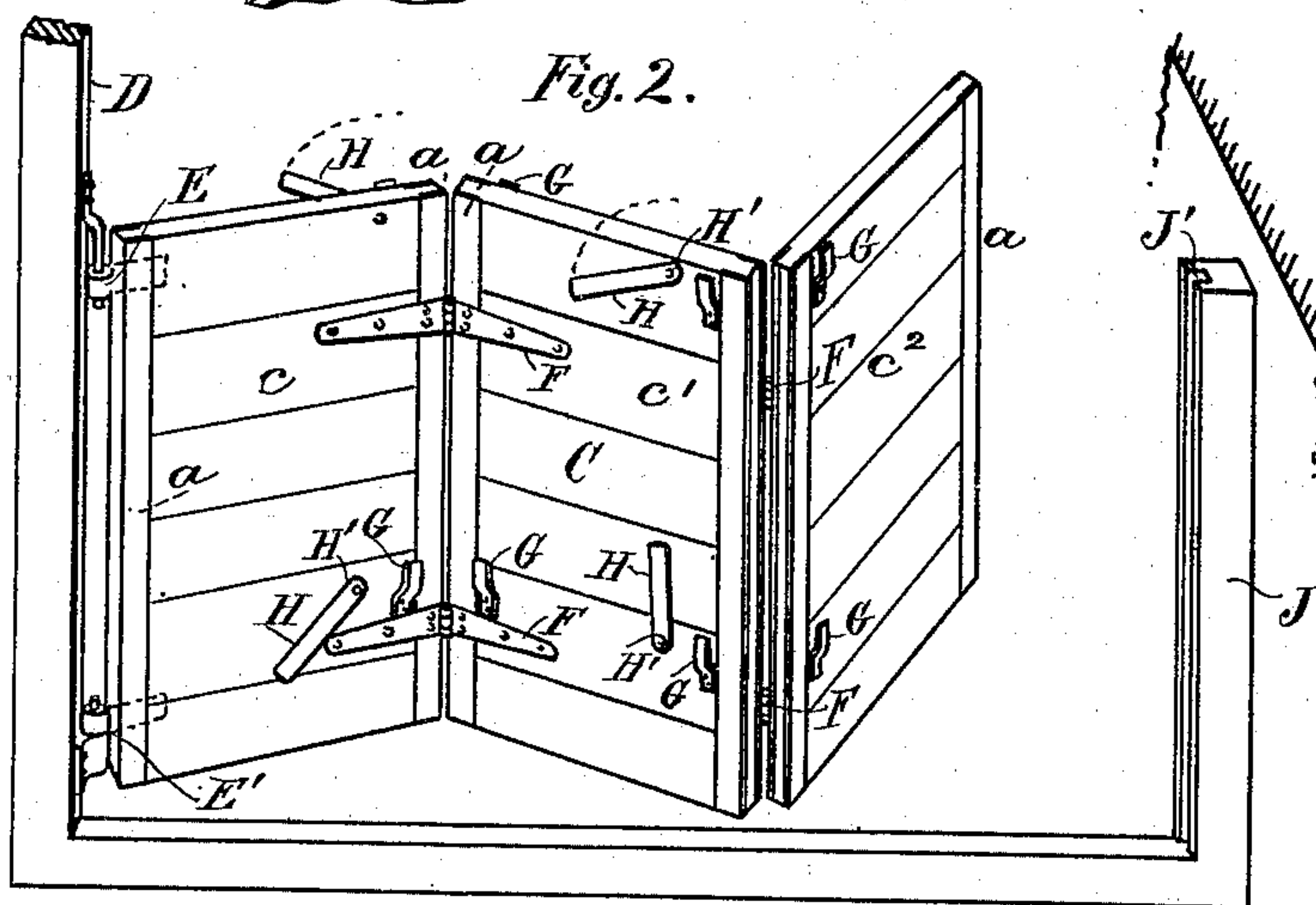


Fig. 3.

Witnesses.

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# UNITED STATES PATENT OFFICE.

HARRISON ARMS, OF TOLEDO, OHIO.

## STOCK-CAR.

SPECIFICATION forming part of Letters Patent No. 382,934, dated May 15, 1888.

Application filed February 25, 1888. Serial No. 265,230. (No model.)

*To all whom it may concern:*

Be it known that I, HARRISON ARMS, of Toledo, in the county of Lucas and State of Ohio, have invented certain new and useful Improvements in Stock-Cars, of which the following is a specification, reference being had to the accompanying drawings, and to the letters of reference marked thereon.

The object of my invention is to provide a partition for stock-cars, the said partition being formed of sections hinged together and provided with securing devices for the joints, so that when in use the sections will form a rigid dividing-wall, and when not in use can be folded together so as to leave an open space from one end of the car to the other.

My invention consists in the details of construction and arrangement hereinafter set forth.

In the drawings, Figure 1 is a vertical transverse, and Fig. 2 a horizontal, section of a portion of the body of a stock-car. Fig. 3 is a side elevation of the improved partition.

Similar letters of reference indicate similar parts in the respective figures.

A is the stock-car, of which B is the floor.

C C are the partitions, each consisting of three sections,  $c$   $c'$   $c^2$ . The sections  $c$  and  $c^2$  are hinged to  $c'$ , the hinges F being on opposite sides, as shown, so that the sections  $c$  and  $c^2$  will fold on opposite sides of the section  $c'$ .

D D are standards secured at intervals to the floor and roof of the car near one side thereof, to which standards the section  $c$  of each partition is hinged.

J are standards secured to the opposite side of the car, each being provided with a groove,  $J'$ .

H H are bars pivoted at  $H'$  to the sections of the partition, and G represents keepers secured to the several sections, into which the bars H are adapted to enter for the purpose of rendering the partition when in use rigid at its joints. The edges of the several sections are strengthened and protected by metallic plates or shoes  $a$ .

The operation of the device will be easily understood. When not in use, the partition can be folded as shown in Fig. 2; but when required for use its sections are unfolded and the free edge of the section  $c^2$  admitted to the groove  $J'$  of the standard J. By straightening out the partition, and securing it at its joints, by means of the bars H and keepers G, the entire partition will be maintained rigidly in position.

Having described my invention, I claim—

The combination, with a stock-car provided with a standard near one side thereof, of a partition composed of sections hinged together, one of the sections being also hinged to the said standard, a standard secured to the opposite side of the car and provided with a groove into which the free end of the partition is made to fit, and bars and keepers secured to said sections and adapted to engage with each other to hold the partition rigid at its joints, substantially as specified.

In testimony whereof I have hereunto set my hand and seal.

HARRISON ARMS. [L. S.]

Witnesses:

F. A. KUMLER,

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