

(No Model.)

E. R. MERES.  
ADJUSTABLE HORSE STALL.

No. 540,594.

Patented June 4, 1895.

Fig. 1.

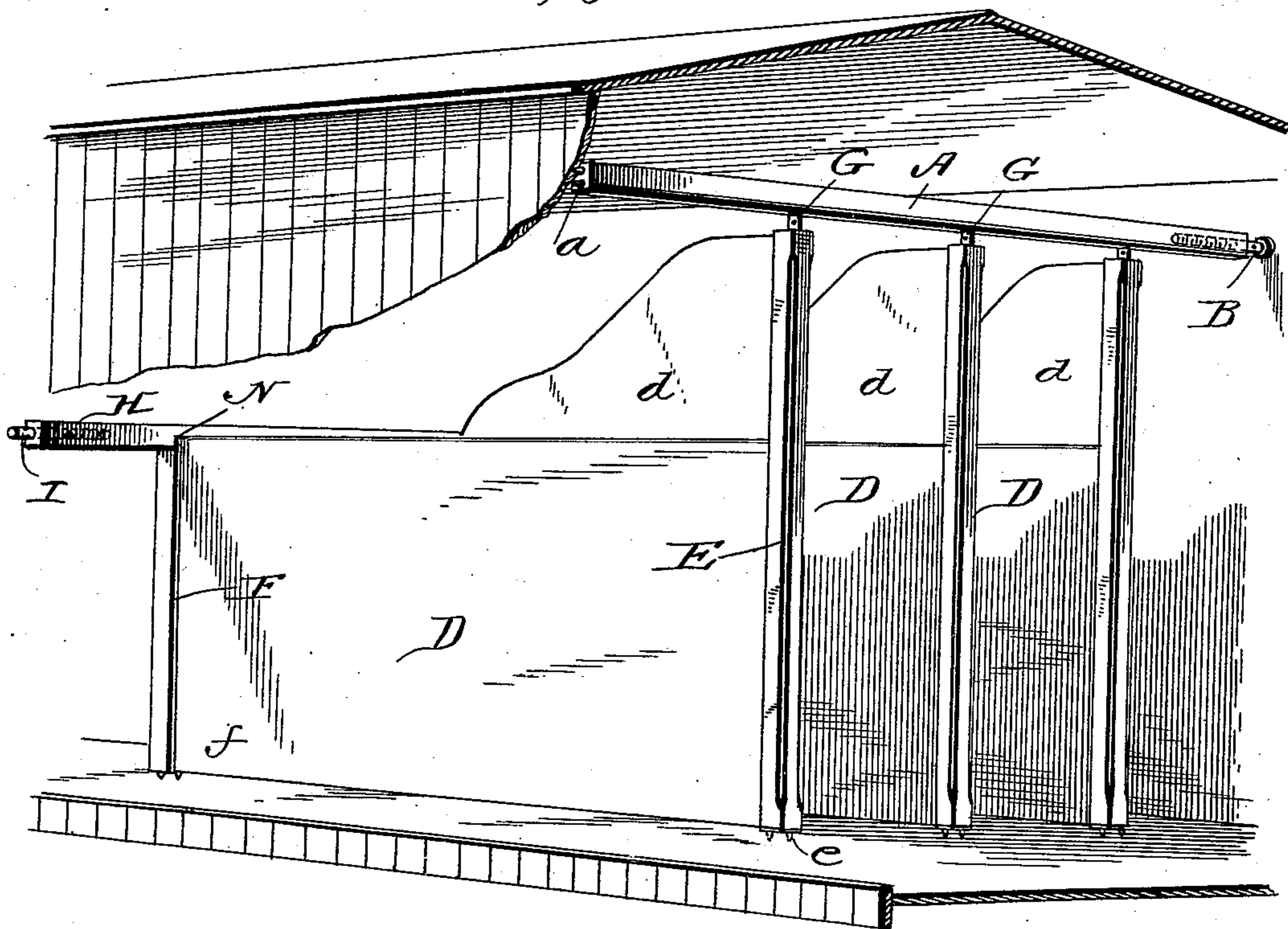


Fig. 2

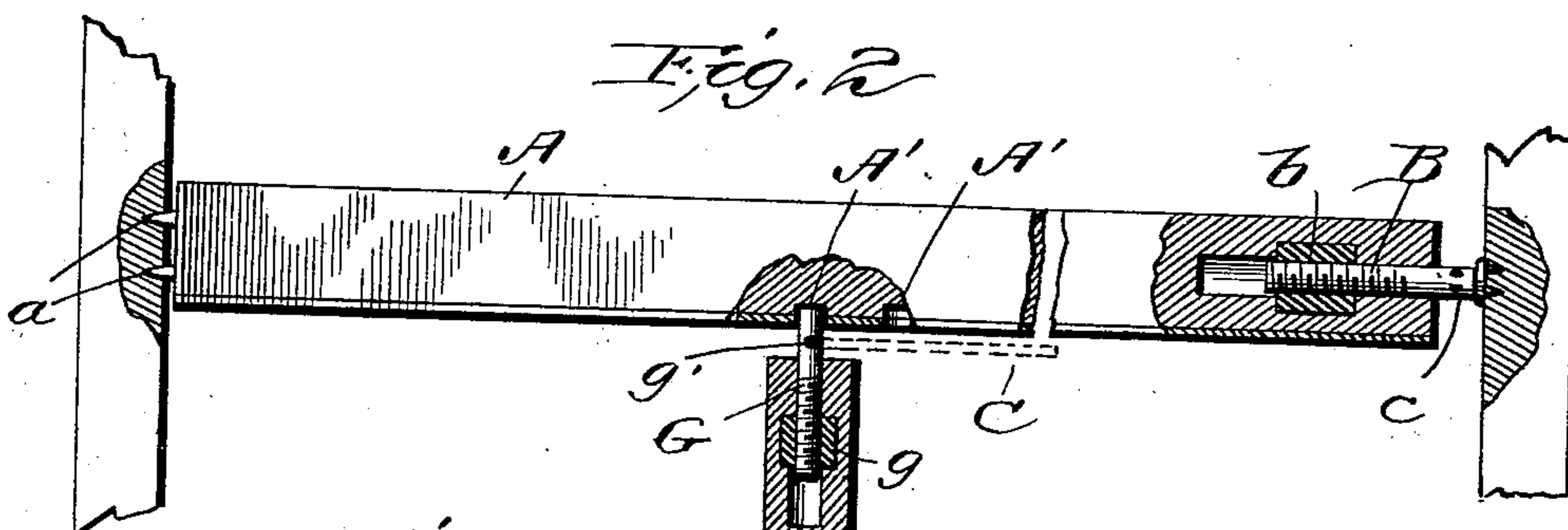
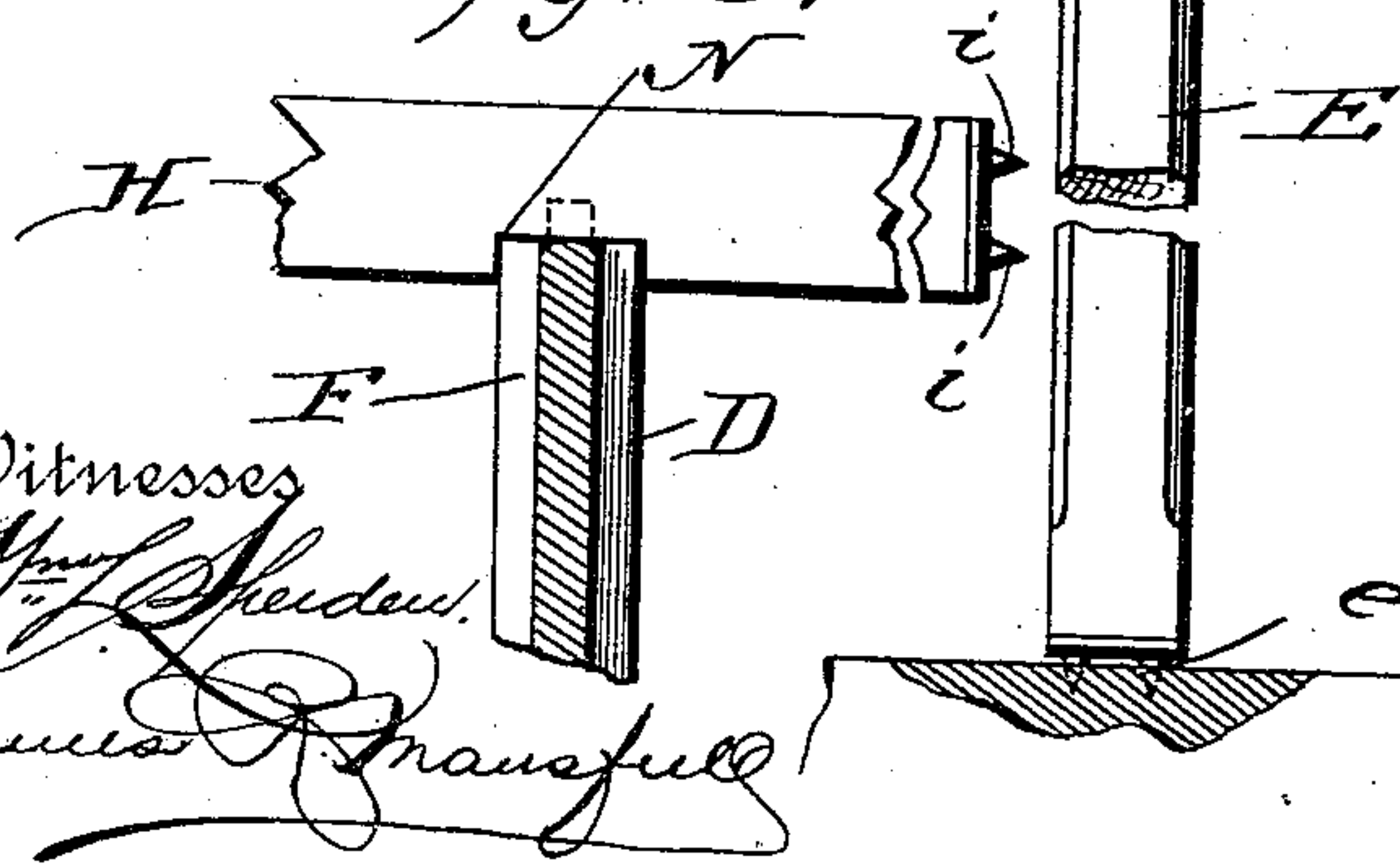



Fig. 3.



Witnesses

  
 Henry L. Sherden.  
 James R. Mansfield

Inventor

Inventor  
Ernest R. Meres

By

*Wesley W. Phillips & Attorneys*



# UNITED STATES PATENT OFFICE.

ERNEST R. MERES, OF LEXINGTON, KENTUCKY, ASSIGNOR OF ONE-HALF  
TO H. EUGENE LEIGH, OF SAME PLACE.

## ADJUSTABLE HORSE-STALL.

SPECIFICATION forming part of Letters Patent No. 540,591, dated June 4, 1895.

Application filed July 14, 1894. Serial No. 517,623. (No model.)

*To all whom it may concern:*

Be it known that I, ERNEST R. MERES, a citizen of the United States, residing at Lexington, in the county of Fayette and State of Kentucky, have invented a new and useful Improvement in Adjustable Horse-Stalls for the Shipping of Horses in Express or Box Cars of Any Size, of which the following is a specification.

10 This invention is an improvement in knock-down stalls especially designed for railway cars, by which part of or the whole interior of a car can be readily divided off into stalls for transportation of live stock and such stalls  
15 can be taken down at will and used in other cars, or stored away until wanted.

The chief object of this invention is to provide a knock-down stall which can be easily set up or taken down at will without expensive tools, or fittings in the car, and will not require a skilled party to arrange its parts,  
20 or a perplexing guide to be followed, in putting it up and to this end the stalls consist essentially of but three parts,—the divisions or side piece, and the front and rear holding bars.

Another object is to make the stalls adjustable and therefore applicable to various widths of cars.

30 The invention therefore consists in the novel construction and combination of parts hereinafter described and claimed.

Referring to the drawings, Figure 1 is a perspective view of a set of stalls as arranged in a car. Fig. 2 is a detail sectional front view of the front bar and one division. Fig. 3 is a detail sectional rear view of the rear bar and one division.

In said drawings A represents the front bar of the stalls, which has a spud or spuds *a* secured to one end, while its other end is an adjustable lengthening bolt B tapped through a concealed nut *b*, and having one or more transverse openings *c* in its outer end for the  
40 insertion of a rod C by which it can be rotated. In the under side of bar A is a series of sockets A', hereinafter referred to. This bar is secured transversely in the car body near the roof, as shown, by placing its spudded  
50 end against one side of the car, and then turning bolt B until it binds tightly against the

other side of the car and holds the bar rigidly in place. The division boards D which form the sides of the stalls are then put in place. Each division is a rigid structure of wood or metal, having a front upright E and rear upright F, the former being taller than the latter, and the divisions being also largest at this end having top pieces *d* to prevent animals in adjacent stalls biting each other. On the lower ends of uprights E, F, are spuds *e* f which stick into the flooring of the car. In the upper ends of uprights E are adjustable bolts G, engaging concealed nuts *g*, and provided with openings *g'* for engagement of rod C, like bolts B. The divisions are arranged parallel, with their front uprights E below the bar A, and their bolts G respectively below one of the sockets A', into which the outer ends of bolts G are moved, said bolts being rotated until the uprights E are firmly fastened by and between bar A and the floor of car. The rear bar H is then laid over the tops of rear uprights F the upper ends of which enter recesses N in the under side of bar, by which they are kept from moving laterally. One end of bar H is provided with studs *i* and the other end with a lengthening bolt I, like bar A, and after bar H is laid across the uprights F it is forced down thereon by manual pressure or hammering, and fastened by turning bolt I as is evident from the drawings.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent thereon, is—

1. The combination in a knock-down stall, of the front bar having an adjustable fastening bolt at one end and sockets on its under side, with the detachable divisions having rigidly connected front uprights provided with adjusting bolts in their upper ends adapted to engage the sockets of the said bar, and means for detachably fastening the lower edges and rear ends of said divisions, substantially as described.

2. The combination in a knock-down stall, of the detachable front bar, and the detachable divisions having rigidly connected front uprights detachably engaging said bar, and rigidly connected rear uprights, and means for detachably fastening the lower edges of said divisions to the floor; with the rear bar

having in its under side transverse slots for engaging the upper ends of the rear uprights of said divisions, and an adjusting bolt in its end, substantially as described.

- 5 3. The herein described knock-down stall for cars, consisting of the socketed bar having spuds on one end and an adjusting bolt in its other end; the stiff divisions each having a rigidly connected front upright provided  
10 with spuds on its lower end and an adjustable bolt in its upper end, to engage a socket

in the upper bar and also a rigidly connected rear upright having spuds on its lower end; with the rear bar having transverse slots, to receive the upper ends of the rear uprights 15 of said divisions, and an adjusting bolt in its end, substantially as described.

ERNEST R. MERES.

Witnesses:

RICHARD RYAN,  
LYMAN F. RYAN.