

(No Model.)

W. A. MORTON.  
STOCK CAR PARTITION.

No. 567,544.

Patented Sept. 8, 1896.

FIG. 1.

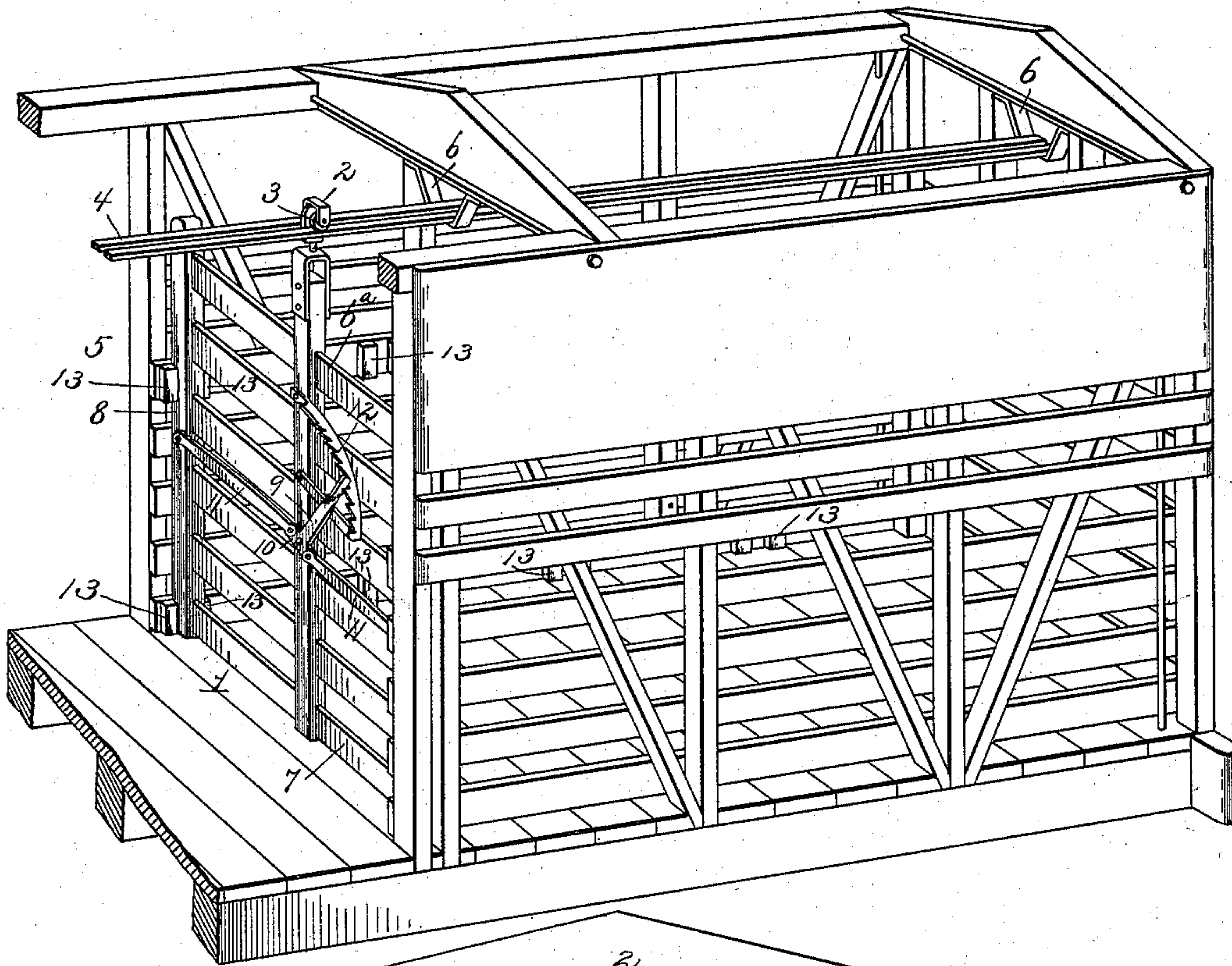
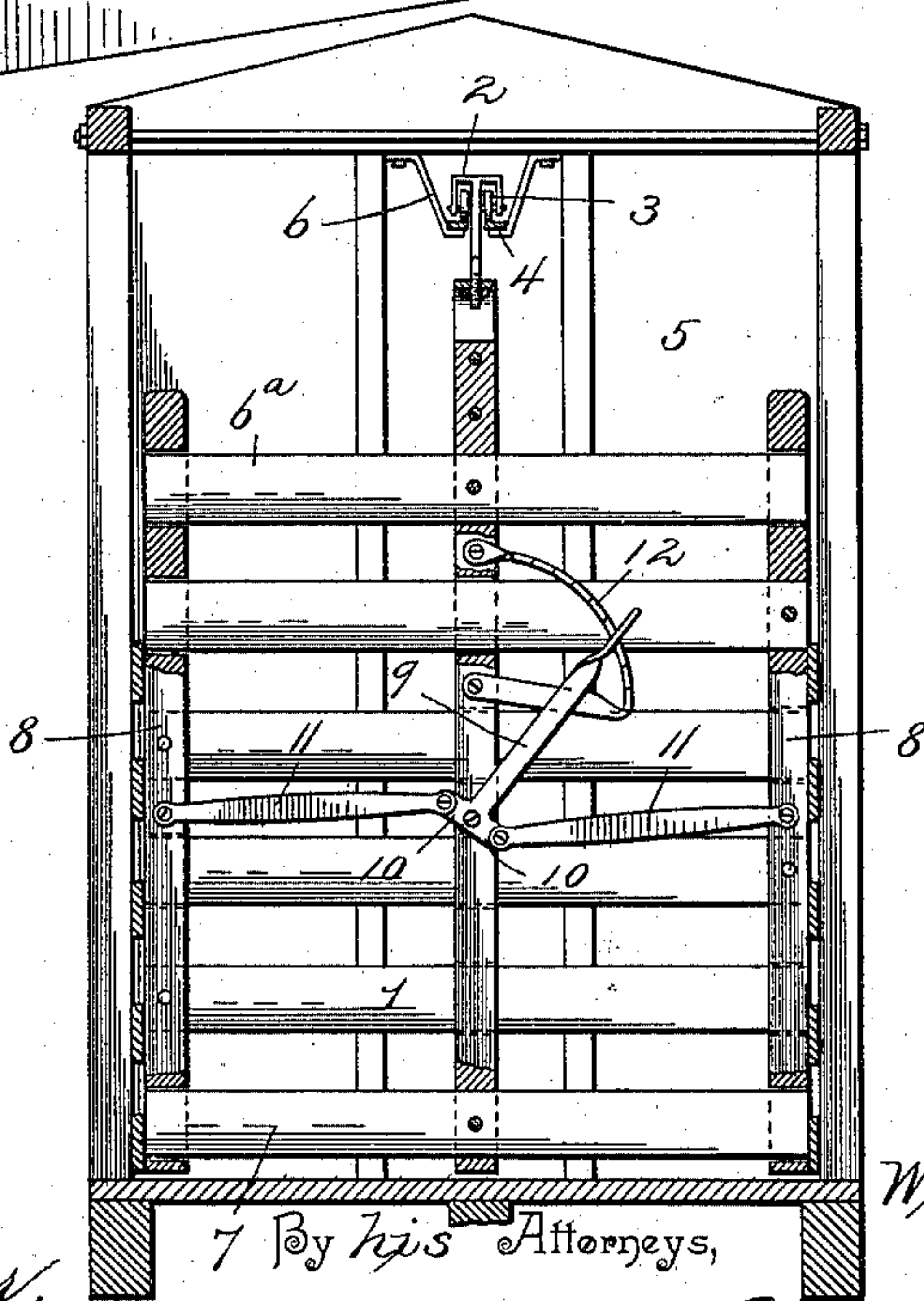


FIG. 2.



Inventor

Witnesses

Harry L. Amer.  
J. H. Riley

By his Attorneys,

William A. Morton

C. A. Snow & Co.



# UNITED STATES PATENT OFFICE.

WILLIAM A. MORTON, OF LEAVENWORTH, KANSAS, ASSIGNOR OF ONE-HALF  
TO BRYSON BROTHERS, OF OVERBROOK, KANSAS.

## STOCK-CAR PARTITION.

SPECIFICATION forming part of Letters Patent No. 567,544, dated September 8, 1896.

Application filed March 4, 1896. Serial No. 581,797. (No model.)

*To all whom it may concern:*

Be it known that I, WILLIAM A. MORTON, a citizen of the United States, residing at Leavenworth, in the county of Leavenworth and State of Kansas, have invented a new and useful Stock-Car Partition, of which the following is a specification.

The invention relates to improvements in stock-car partitions.

10 The object of the present invention is to provide a simple, inexpensive, and efficient partition which may be readily adjusted to the desired point in a stock-car to enable the same to be divided or partitioned off to accommo-  
15 date various kinds of animals and to keep the same separated, and the like.

The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated  
20 in the accompanying drawings, and pointed out in the claims hereto appended.

In the drawings, Figure 1 is a perspective view of a portion of a car provided with a partition constructed in accordance with this in-  
25 vention. Fig. 2 is a transverse sectional view.

Like numerals of reference designate corresponding parts in both the figures of the drawings.

1 designates a stock-car partition provided  
30 with a centrally-swiveled hanger 2, carrying a pair of rollers 3, arranged to run on a horizontal track which is disposed longitudinally of a car 5 and supported by suitable brackets 6, secured to the top of the car and depending  
35 therefrom. The track consists of a pair of track-bars spaced apart and receiving between them a shank or stem of the swiveled hanger, the rollers being disposed at opposite sides of the shank or stem and arranged to  
40 run on the track-bars. The hanger and its rollers serve as a support for the partition and enable it to be readily transferred from one position to another.

The partition 1 comprises a central bar or  
45 post 5, horizontal rails 6 and 7, and end bars 8, capable of inward and outward movement, and adapted to be extended to clamp firmly the sides of the car to hold the partition in the desired adjustment. The central and end  
50 bars are provided with openings or mortises for the reception of the rails. The top and bot-

tom rails are fixed to the central bar, and the intermediate rails are alternately secured at their terminals to the end bars and slide freely in the openings or mortises of the central bar. 55

The end bars 8, which are adapted to slide on the horizontal rails 6 and 7 of the partition, are operated to engage them with and disengage them from recesses of the sides of the car by a substantially T-shaped operating-lever 9, fulcrumed centrally between its laterally-extending arms 10 on the central bar, and the laterally-extending arms 10 of the operating-lever are connected with the end bars by link-bars 11. The link-bars 11  
60 are pivoted to the end bars and to the terminals of the laterally-extending arms 10 of the lever 9, and the recesses of the sides of the car are formed by blocks 13, arranged in pairs and adapted to engage the upper and  
70 lower portions of the ends of the partition to prevent any liability of the latter slipping longitudinally of the car. The handle portion of the operating-lever is arranged to engage a curved or segmental ratchet 12,  
75 mounted on the central bar of the partition. When the partition is not in use, it may be compactly arranged against either end of the car, and a suitable lock is designed to be provided for securing the partition to the car  
80 when it is stored at one end thereof.

The operating-lever is adapted to draw the end bars inward or throw them outward, and by engaging the said ratchet the end bars of the partition are firmly held in engage-  
85 ment with the sides of the bar.

It will be seen that the stock-car partition is exceedingly simple and inexpensive in construction, that it is strong and durable, and that it is capable of adjustment to divide a  
90 car into compartments of the desired size. It will also be apparent that the partition may be compactly arranged against one end of a car when it is not in use.

Changes in the form, proportion, and minor details of construction may be resorted to without departing from the spirit or sacrificing any of the advantages of the invention. 95

What I claim is—

1. The combination with a car, of a transverse partition comprising a central vertical 100



bar, vertical end bars and horizontal rails arranged in openings or mortises, the top and bottom rails being fixed to the central bar, and the intermediate rails being alternately  
5 secured to the end bars, and a locking device mounted on the central bar, connected with the end bars and adapted to move the same outward and hold them in engagement with the sides of the car, substantially as described.  
10 2. The combination with a car, of a transverse partition comprising a central vertical bar, vertical end bars and horizontal rails arranged in openings or mortises, the top and  
15 and the intermediate rails being alternately

secured to the end bars, a substantially T-shaped lever fulcrumed on the central bar adjacent to its laterally-disposed arms, link-bars connecting the arms of the operating-lever with the end bars, and a segmental  
20 ratchet mounted on the central bar and arranged to be engaged by the operating-lever, substantially as described.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in  
25 the presence of two witnesses.

WILLIAM A. MORTON.

Witnesses:

E. W. CRANCER,

W. W. HOOPER.