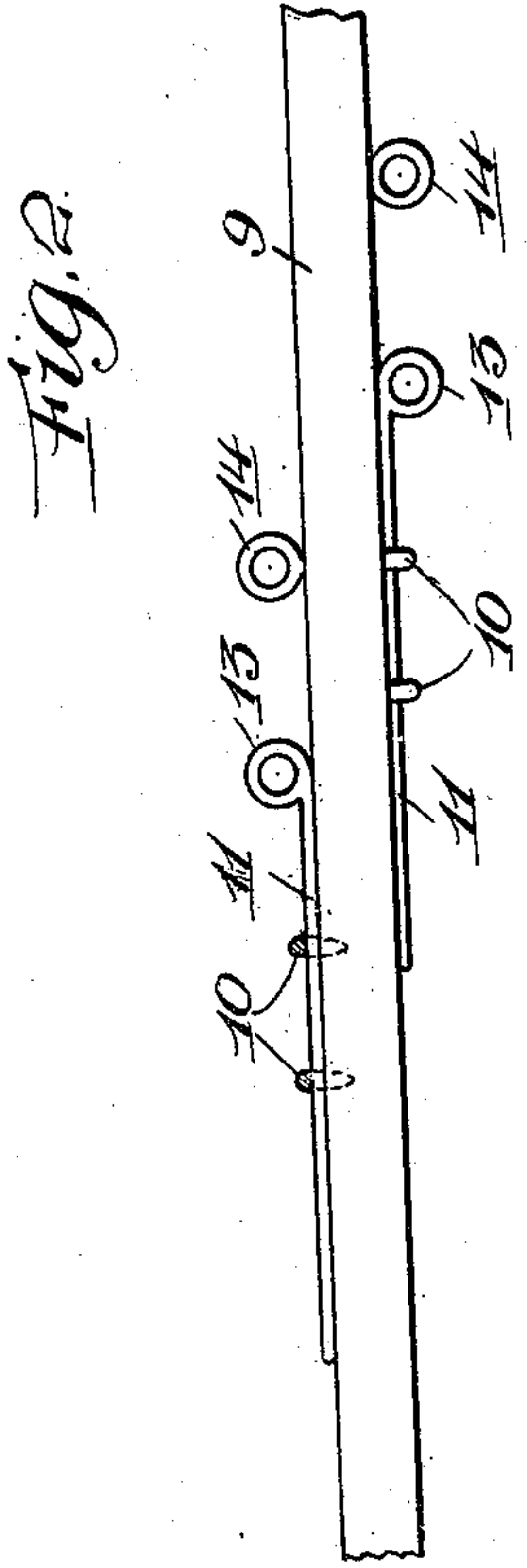
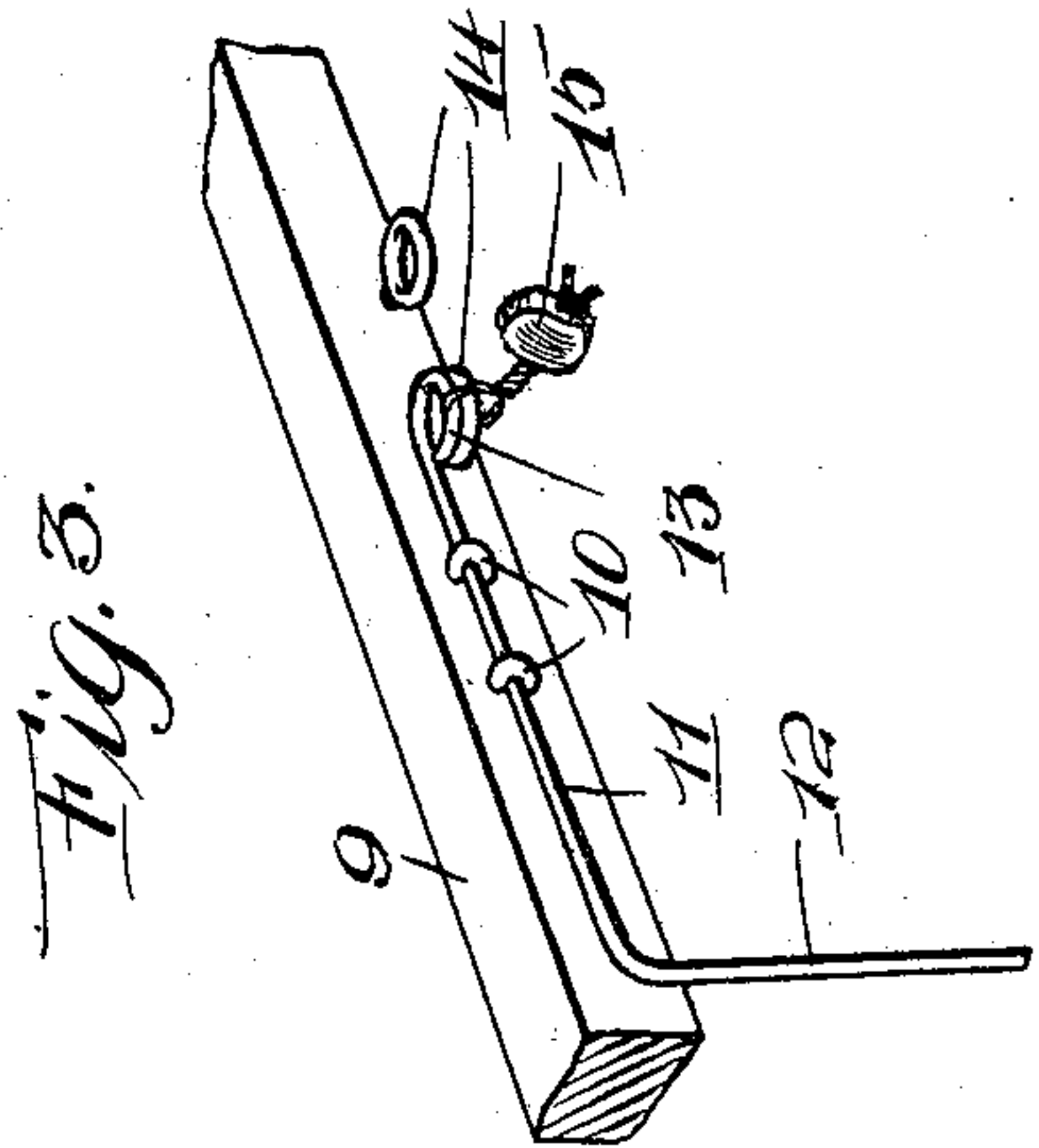
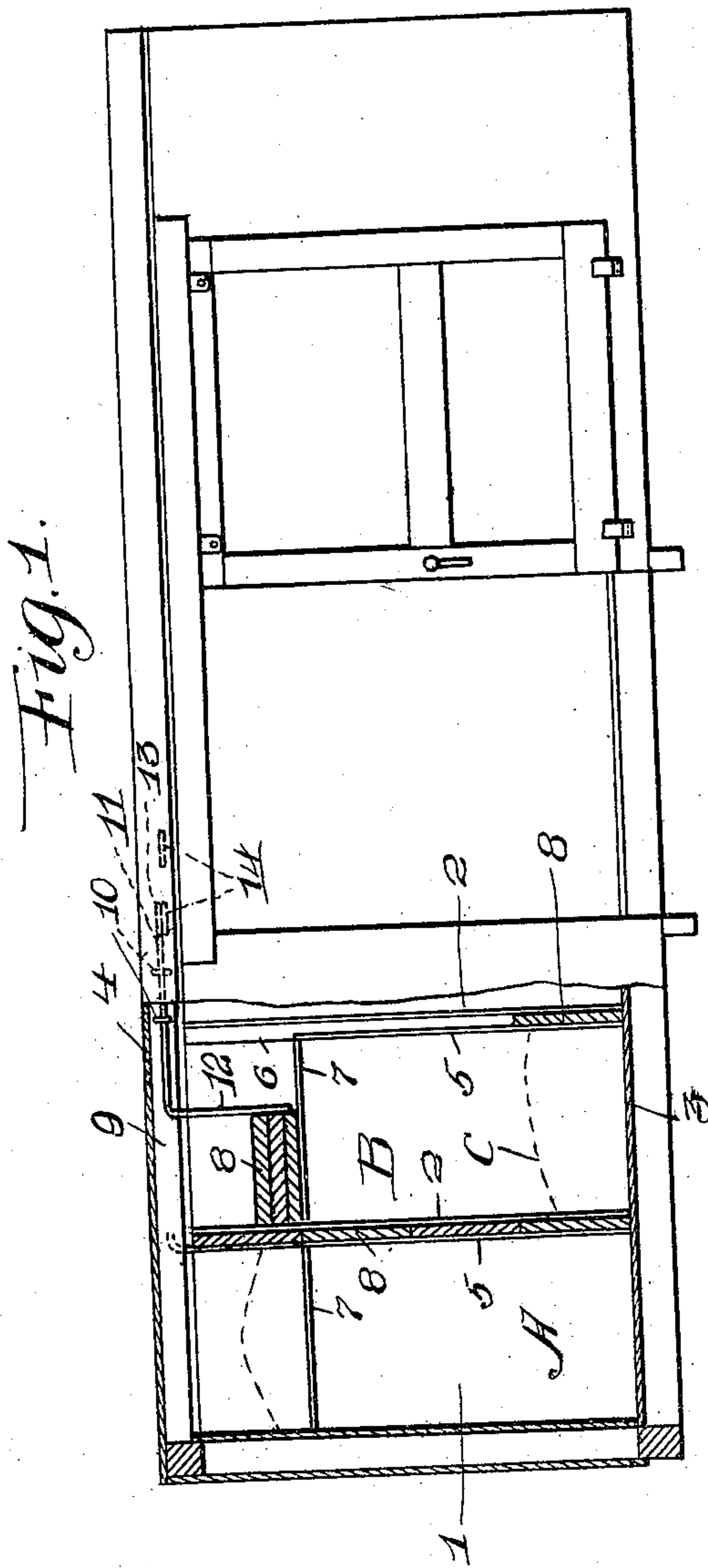


J. W. SWARTZ.  
FREIGHT CAR.  
APPLICATION FILED OCT. 12, 1910.

Patented Jan. 17, 1911.  
2 SHEETS—SHEET 1.

982,024.



WITNESSES

*Samuel Payne*  
*K. H. Butler* by

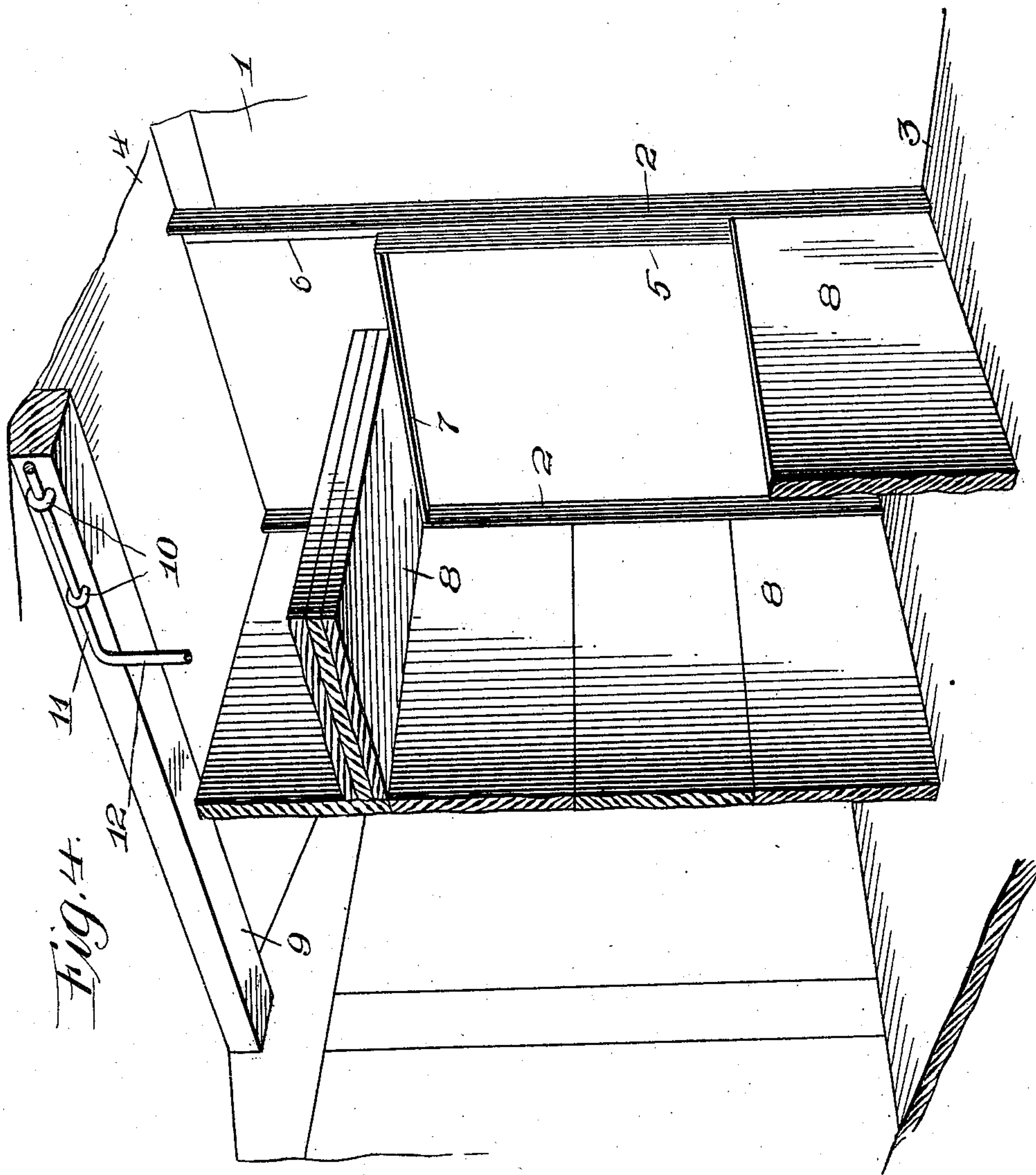
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WITNESSES  
*Samuel Payne*  
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# UNITED STATES PATENT OFFICE.

JOHN W. SWARTZ, OF EAST LIVERPOOL, OHIO.

FREIGHT-CAR.

982,024.

Specification of Letters Patent.

Patented Jan. 17, 1911.

Application filed October 12, 1910. Serial No. 586,725.

*To all whom it may concern:*

Be it known that I, JOHN W. SWARTZ, a citizen of the United States of America, residing at East Liverpool, in the county of Columbiana and State of Ohio, have invented certain new and useful Improvements in Freight-Cars, of which the following is a specification, reference being had therein to the accompanying drawing.

10 This invention relates to freight cars, and the primary object of the invention is to furnish a freight car with collapsible and shift-able partitions arranged in a manner as will be hereinafter set forth whereby the parti-  
15 tions can be stored in the car when not in use.

Another object of the invention is to provide simple and effective means for dividing a car into a plurality of compartments, each  
20 of which can be closed and locked, whereby the compartments can be packed with merchandise for various destinations without the merchandise of one compartment being tampered with during the removal of merchan-  
25 dise from another compartment.

A still further object of this invention is to provide a car that can be advantageously used for transporting consignments of grain or other cereals, the car being divided where-  
30 by a consignment of wheat can be readily kept separate from a consignment of oats without the employment of stationary par-  
titions.

It is a well-known fact that in the ship-  
35 ment of grain from the West to the East that a large amount of lumber is used in the formation of partitions in grain cars, a large amount of the lumber being discarded or stolen after the grain has reached its desti-  
40 nation. It is in view of this waste of lum-ber, the expense of installing partitions, that I have devised a shiftable partition that will always form a part of a car, the partitions  
being easily and quickly placed in position  
5 for use or in storage and means employed for locking the partitions in either position.

With the above and such other objects in view as may hereinafter appear the inven-  
tion consists of the novel construction, com-  
bination, and arrangement of parts to be  
hereinafter specifically described and then  
claimed.

Reference will now be had to the draw-  
ings forming a part of this specification,  
wherein:

Figure 1 is a side elevation of the body of

a car partly broken away and partly in sec-  
tion, showing one of the partitions in posi-  
tion for use and another partition partly  
stored away. Fig. 2 is a plan of one of the  
60 roof beams of the car, showing the partition  
locks. Fig. 3 is a perspective view of one of  
the locks, and Fig. 4 is an enlarged perspec-  
tive view of a portion of a car equipped with  
the partitions.

The number of the partitions used in con-  
65 nection with the car depends upon the length  
of the car and the size of the compartments  
desired, and as an illustration I have shown  
a freight car with two partitions in each end  
70 thereof, and as the partitions and their sup-  
ports are identical in construction, it is  
deemed only necessary to describe one of  
said partitions.

The inner smooth side walls 1 of the car  
75 are provided with oppositely disposed verti-  
cal channel bars 2 extending from the floor  
3 of the car to the roof 4 thereof. Each  
channel bar has a flange 5 thereof cut, as at  
6, and bent downwardly at right angles to  
80 provide a horizontal ledge 7, said ledge ex-  
tending from one of the channel bars to an-  
other channel bar upon the same side of the  
car, as best shown in Fig. 4, the ledge 7 hav-  
ing the end thereof suitably secured to the  
85 said channel bar. The channel bars 2 pro-  
vide guides and supports for a sectional par-  
tition, consisting of sections 8 preferably  
made of wood. Each of the sections 8 are  
90 of a less depth than the distance between the  
ledges 7 and the roof 4 of the car, whereby  
the sections 8 when not in use can be stored  
upon the ledges 7, in a superimposed posi-  
tion. The amount of the space above the  
95 ledges 7 permits of the uppermost partition  
section being shifted into the channel bars,  
the uppermost section that was in storage  
occupying the lowermost position in the  
channel bars 2, resting upon the floor 3.  
100 With this section in position merchandise  
can be easily placed in the compartment and  
after it has reached the height of the first  
section upon the floor, another section can  
be shifted from off of the ledges 7 onto the  
105 upper edge of the floor section, additional  
merchandise placed in the compartment and  
the operation continued until all the sections  
have been assembled in a vertical form.

To lock the sections of each partition either  
in a set-up form or a knocked down form  
110 when in storage, the roof beam 9 of the car  
is provided with staples or eyelets 10 serv-



ing functionally as supports and guides for slidable rods 11, a rod being provided for each partition. One end of each rod is bent at right angles, as at 12, and the opposite end thereof provided with an eye 13. The eye 13 is adapted to register with an eye or staple 14 whereby it can be locked either in position to hold the uppermost section of the partition in a set-up position or to hold the sections of the partition in a knocked down position upon the ledges 7. A seal 15 or an ordinary padlock can be placed in engagement with the eyes 13 and the staples 14 for securing the locking rods 11 in position.

With the sections of the partition in a set-up form, the angular end 12 of the locking rod can be shifted behind the uppermost section of the partition to hold the same against the channel bars 2 and thereby prevent a compartment from being entered without breaking the seal 15. This is best seen in Fig. 1 of the drawings where the compartment A is closed and the uppermost section 8 of the partition held by the angular end 12 of the locking rod 11. In this figure of the drawings the compartment B has the lowermost section 8 in position to retain merchandise C in the compartment, and the other sections 8 are retained upon the ledges 7 by the angular end 12 of another locking bar. The locking bars are made of a sufficient length whereby they can be locked to the roof beam 9 approximately central of the car, and it is apparent that some judgment must be used when packing the car in order that one compartment will not have to be disturbed to reach the other compartment. For instance if matter is shipped from San Francisco to Chicago and New York, the Chicago consignment must occupy the compartment B, whereby it can be unloaded without disturbing the consignment for New York contained within the compartment A.

From the foregoing it will be observed that I have devised a car construction that can be advantageously used by large pottery concerns in the shipment of pottery ware and matter of a fragile nature, the construction of the car permitting of the various compartments thereof being thoroughly packed whereby the ware can be transported with safety.

It is thought that the construction and utility of the car will be apparent without further description, and while in the drawings there is illustrated a preferred embodi-

ment of the invention, it is to be understood that the structural elements thereof are susceptible to such changes as fall within the scope of the claims hereunto appended.

What I claim, is:

1. In a freight car, oppositely disposed channel bars carried by the inner walls of the car, each channel bar having a flange thereof cut and bent to provide a ledge extending from one channel bar to the other channel bar upon the same side of the car, sectional partitions arranged upon said ledges and adapted to be shifted into said channel bars, and means carried by the roof beam of the car and adapted to lock said sectional partitions in adjusted position.

2. In a freight car, sectional partitions adapted to be arranged transversely of said car either in a set-up position or a knocked down position, and means adjacent to the roof of said car and adapted to lock said partitions in either position.

3. In a freight car, sectional partitions adapted to be arranged transversely of said car either in a vertical position or in a superimposed position adjacent to the roof of said car, and means including slidable locking rods arranged adjacent to the roof of said car for locking said partitions either in a set-up or knocked down position.

4. In a freight car, collapsible partitions, means carried by the sides of said car for retaining said collapsible partitions in a set-up position, means carried by the sides of said car for supporting said partitions in a collapsed position adjacent to the roof of said car, and means adjacent to the roof of said car and adapted to lock said partitions in either position.

5. In a freight car, collapsible partitions, means carried by the sides of said car for retaining said collapsible partitions in a set-up position, means carried by the sides of said car for supporting said partitions in a collapsed position adjacent to the roof of said car, and means adjacent to the roof of said car and adapted to lock said partitions in either position, said means including slidable locking rods carried by the roof beam of a car and adapted to be locked thereto.

In testimony whereof I affix my signature in the presence of two witnesses.

JOHN W. SWARTZ.

Witnesses:

H. P. McCARRON,  
O. B. PROUTS.