(No Model.)

J. E. PIERCE & D. C. PRYOR.

STOCK CAR.

No. 345,601. Patented July 13, 1886.

Fig. 1.

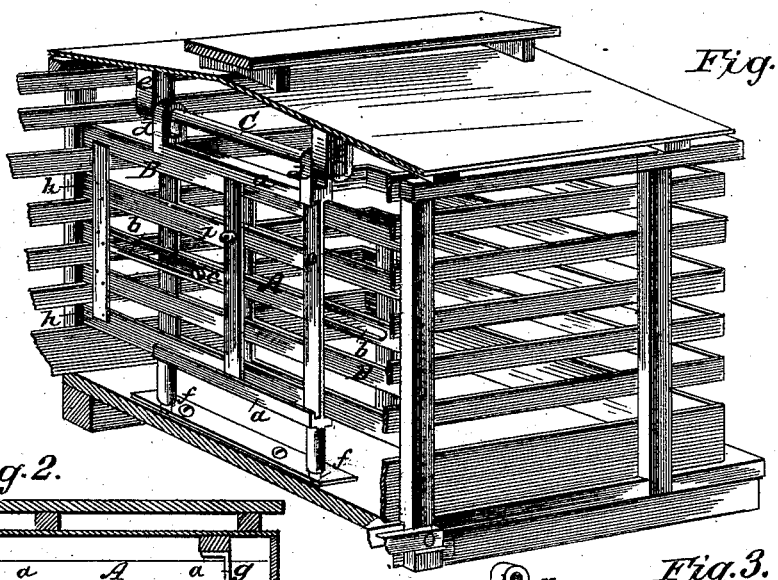


Fig. 2.

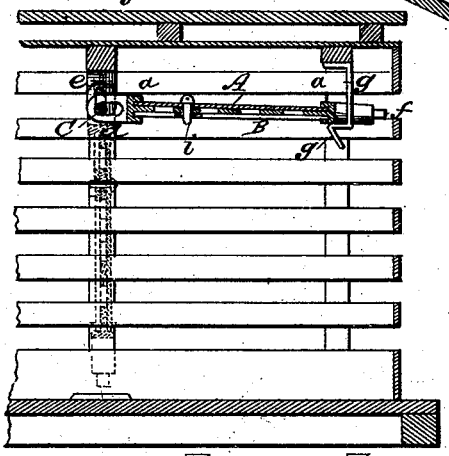


Fig. 3.

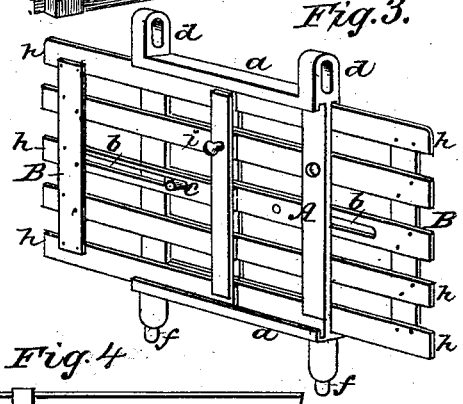
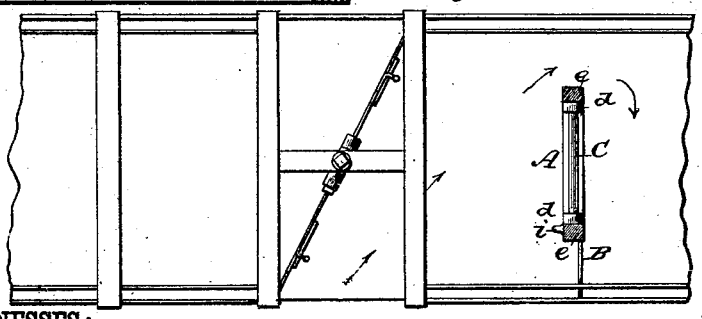


Fig. 4



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UNITED STATES PATENT OFFICE.

JONATHAN E. PIERCE, OF DEMING'S BRIDGE, TEXAS, AND DAVID C. PRYOR, OF CUCHARAS, COLORADO.

STOCK-CAR.

SPECIFICATION forming part of Letters Patent No. 345,601, dated July 13, 1886.

Application filed November 10, 1885. Serial No. 182,366. (No model.)

To all whom it may concern:

Be it known that we, JONATHAN E. PIERCE, of Deming's Bridge, in the county of Matagorda and State of Texas, and DAVID C. PRYOR, of Cucharas, in the county of Huerfano and State of Colorado, have invented a new and useful Improvement in Stock-Cars, of which the following is a description.

Our invention is an improvement in movable transverse partitions for stock-cars, which are employed for separating the animals by individuals or groups. It is more particularly an improvement on such partitions as are suspended by sliding loop-hinges from a horizontal rod, and provided at the bottom with feet that enter sockets in the floor of the car, whereby the partitions are adapted to be fastened or released by a vertical movement.

The features of novelty and improvement are as hereinafter described and claimed.

In the accompanying drawings, Figure 1 is a perspective view of a portion of the body of a stock-car provided with our improved partition. Fig. 2 is a central longitudinal section of the same parts, the partition being raised and held in the position intended when not in use. Fig. 3 is a perspective view of the partition detached from the car, its gates or sliding portions being extended. Fig. 4 is a plan view, with parts in section, illustrating the practical use of the invention, in connection with a central adjustable gate, in the operation of filling a car with stock.

The body A of the partition is a skeleton frame, and its top and bottom bars, *a*, have parallel grooves, as shown, to receive the lateral sliding portions or gates B B. The latter are also in the nature of skeleton frames, and have each a horizontal or lengthwise slot, *b*, to receive a pin, *c*, projecting from the body A of the partition, and serving as a stop to arrest the lateral movement of such parts B. The partition is suspended by slotted loops or hinges *d* from a horizontal rod, C, fixed in hangers *e*, attached to the car-roof.

On the lower end of the body A of the partition are formed projections or tenons *f*, that are adapted to enter sockets in the floor of the car, in which position they prevent the partition from being moved either way; but it will be seen that the slotted or loop hinges *d* allow vertical movement of the partition. Hence when the latter is raised the projections *e* are withdrawn from their sockets, and the partition may then be swung up parallel to the car-roof, as shown in full lines, Fig. 2, and secured by a pendent spring-catch, *g*, which engages its free end. There is, however, a danger that the stock on either side of the partition may raise it far enough to release the projections *f* from their sockets, so that the partition will swing free, and thus no longer subserve its intended purpose. To prevent such accidental displacement in the function of the projections *h* on the outer ends of the sliding gates B B, the same enter sockets or spaces, Figs. 1, 4, in the sides of the car when said gates are extended laterally, and thus serve to hold the partition down. To secure the gates B B in such extended position spring-pins *i* are inserted in holes formed coincidently in the body A of the partition and gates B B.

In use the body of the partition is secured in vertical position. Then one of the sliding gates B is moved out, Fig. 4, so as to close the space between the partition and the adjacent side of the car, and the animals enter the compartment by passing through the space (see arrows) on the other side. When the compartment is full, the other gate B is closed and the next compartment is filled, and so on until the whole car is full.

In discharging the cattle from the compartment the sliding gate B that was first closed is the one that must be opened, since it will be the one near the heads of the animals.

In practice we purpose placing one of our improved partitions about midway between each end and the center of the car, and in the center will be placed a shiftable gate, such as has been devised by Jonathan E. Pierce, one of the joint inventors in this case. Thus the car will be divided into four compartments.

It is obvious that our partition may be employed in stock-cars of common use.

What we claim is—

1. In combination with the body of the vertically-movable partition, a sliding gate, B,

adapted to engage with the side of the car, and means for locking it, as specified.

2. The body of the partition having grooves in its top and bottom bars, and a gate, B, adapted to fit and slide in said grooves, as shown and described.

3. The combination, with the car and a vertically-movable partition having projections entering sockets in the car-floor, of a laterally-sliding gate having projections adapted to engage the side of the car, all as shown and described.

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