M. SCHEDLBAUER.

COVER FOR RAILROAD CARS.

APPLICATION FILED APR. 27, 1918.

1,274,789.

Patented Aug. 6, 1918.

2 SHEETS—SHEET 1.

Fig. 1.

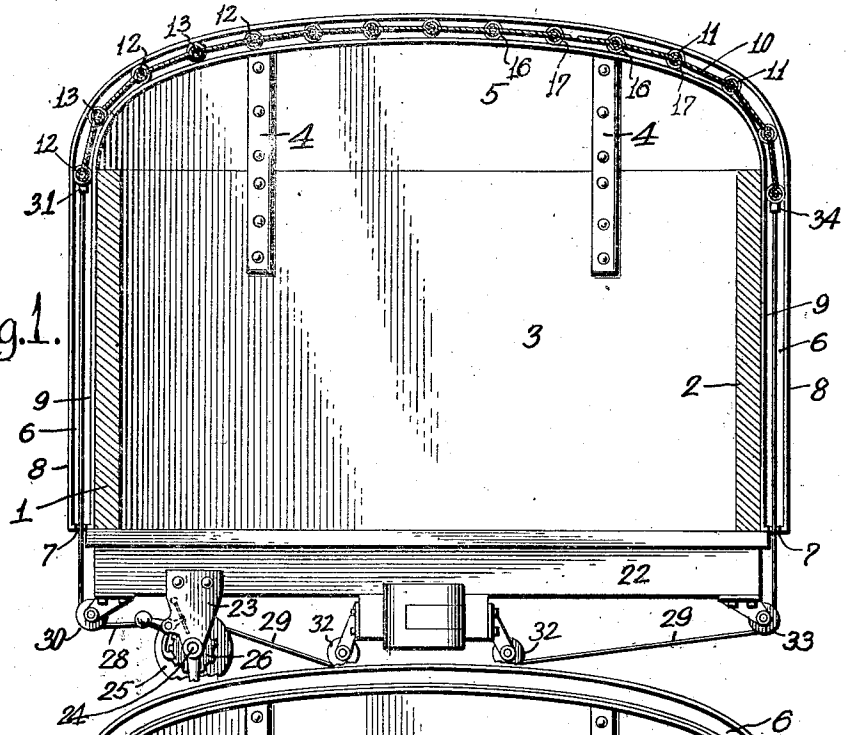
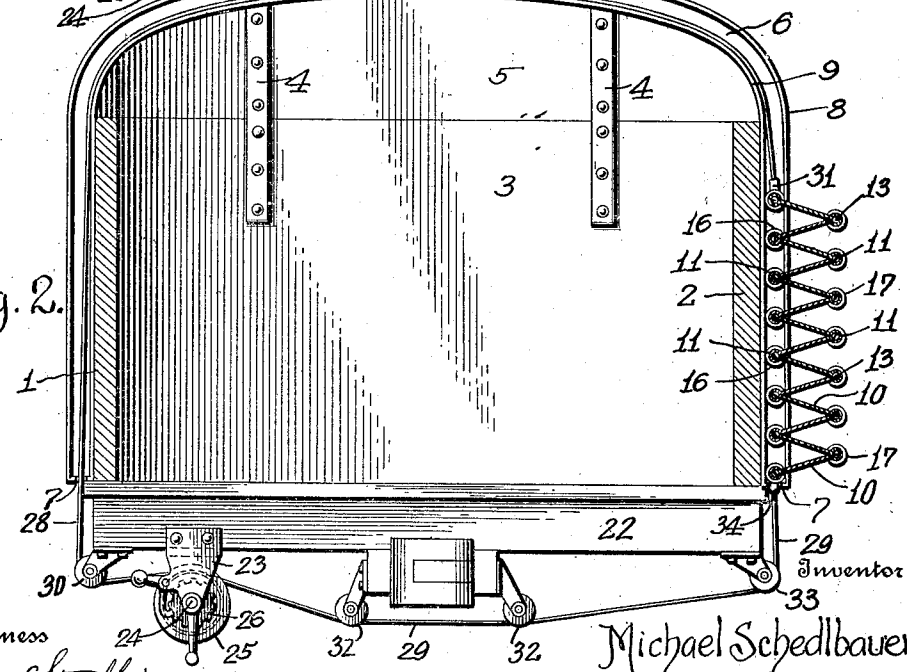


Fig. 2.



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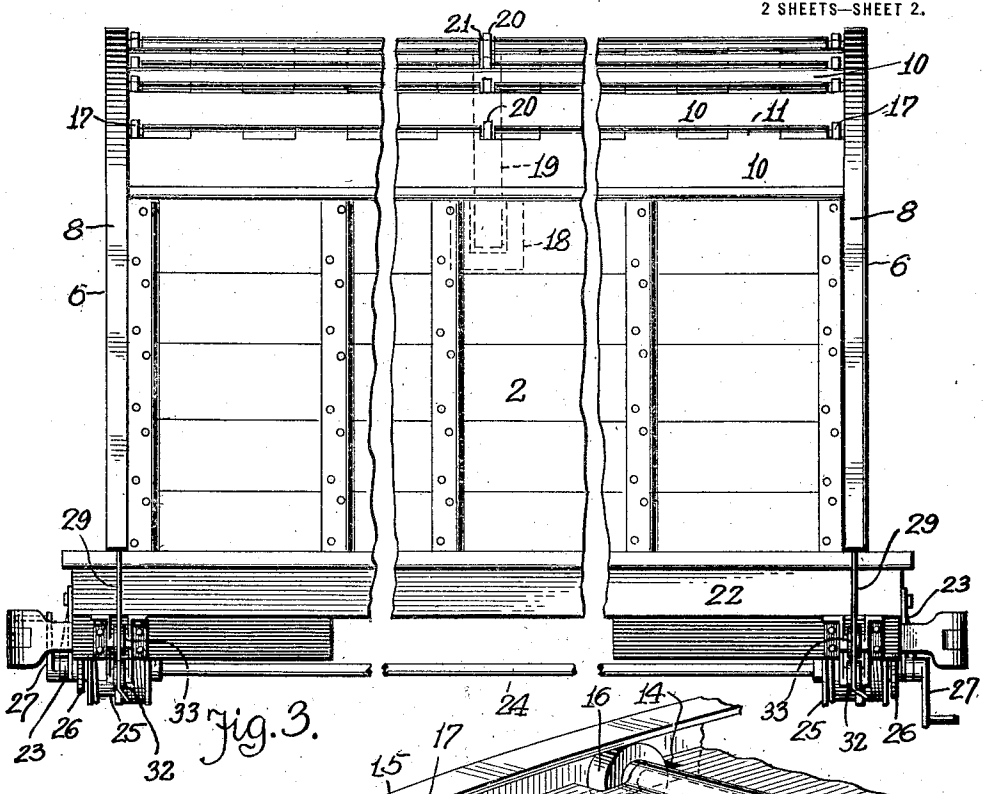


Fig. 3.

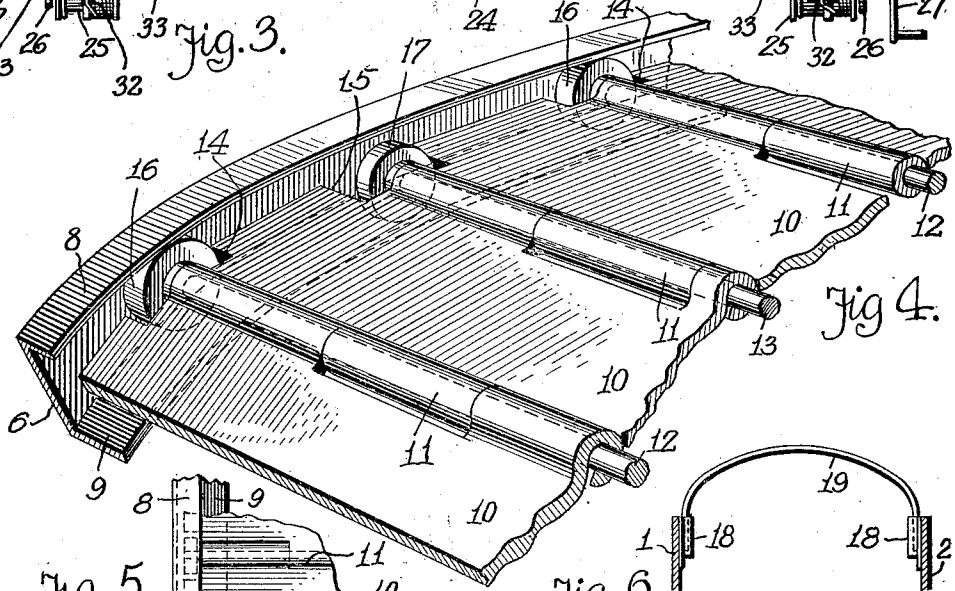


Fig 4.

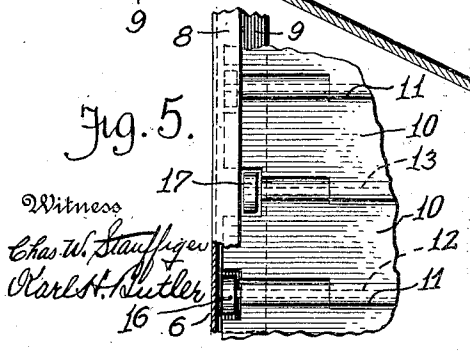


Fig. 5.

Fig. 6.

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UNITED STATES PATENT OFFICE.

MICHAEL SCHEDLBAUER, OF WARREN, MICHIGAN.

COVER FOR RAILROAD-CARS.

1,274,789. Specification of Letters Patent. Patented Aug. 6, 1918.

Application filed April 27, 1918. Serial No. 231,087.

To all whom it may concern:

Be it known that I, MICHAEL SCHEDLBAUER, a citizen of the United States of America, residing at Warren, in the county of Macomb and State of Michigan, have invented certain new and useful Improvements in Covers for Railroad-Cars, of which the following is a specification, reference being had therein to the accompanying drawings.

This invention relates to a cover for railroad cars, and more particularly gondolas and open top cars used for transporting coal, coke and other merchandise.

My invention aims to furnish an open top car with a cover that may be collapsed and remain inactive at one side of the car, and be easily and quickly extended over the top of the car so as to protect the contents thereof from the elements, and particularly from being stolen or jarred from the car, especially when overloaded. With the cover collapsed and in an inactive position it does not interfere with the loading of the car in the usual manner, and said cover is made to withstand the rough usage to which a car is subjected at loading and unloading station and when in transit.

My invention further aims to provide a simple, durable and inexpensive car cover, and a preferred embodiment of the invention will be hereinafter described and then claimed.

Reference will now be had to the drawings, wherein—

Figure 1 is a cross sectional view of the body of a coal car, provided with the cover and showing the same in an extended and active position;

Fig. 2 is a similar view showing the cover collapsed or in an inactive position at one side of the car;

Fig. 3 is a side elevation of the coal car, partly broken away, showing the cover in an extended active position;

Fig. 4 is a perspective view of a portion of the cover, showing one of the guide rails thereof;

Fig. 5 is a plan of a portion of the cover and one of its guide rails, and

Fig. 6 is a front elevation on a small scale of an intermediate rail or support.

In the drawings, I have shown a conventional form of coal car body as having side walls 1 and 2, and end walls 3. The end walls 3 have the inner sides thereof provided with upwardly extending cleats 4, and connected to said cleats are auxiliary end walls 5, which rest on the upper edges of the walls 3 and are arched or curved at their upper edges from one side wall of the car to the other.

On the arched auxiliary end walls 5 are channel guide rails 6 that extend downwardly at the outer sides of the walls 1 and 2 as far as the bottom of the car body where the ends of the channel rails are closed, as at 7. Each channel rail has two flanges 8 and 9, the latter being secured to the arched auxiliary end walls and to the side walls 1 and 2. The flange 9 is of greater width than the flange 8 and constitutes the main bearing surface for the cover, while the flange 8 serves to prevent accidental displacement of the cover when in a collapsed inactive position or when being shifted.

The cover comprises a plurality of metallic plates 10 corresponding in length to the car body, and said plates have their longitudinal edges thereof provided with barrels or hinged members 11, through which extend hinged or pivot rods 12 and 13, said rods alternating for a purpose that will presently appear. The plates 10 are made of sheet metal and with said plates comparatively narrow, compared to the length of the car, the cover may be easily folded or collapsed as shown in Fig. 2, or as readily extended, as shown in Fig. 1.

The ends of the plates 10, extend into the channel rails 6, and said plates have the ends thereof cut away, as at 14 and 15, so as to provide clearance for wheels or rollers 16 and 17 on the ends of the rods 12 and 13 respectively. The rods 12 are of a greater length than the rods 13 so that the wheels 16 will be confined between the flanges 8 and 9 of the channel guide rails, while the rods 13 are simply long enough to maintain wheels 17 on the flanges 9 and set in from the flanges 8, as best shown in Fig. 5. This construction maintains the wheels 16 normally in engagement with the flanges 8 and 9, but permits of the wheels 17 being swung out of the guide rails when the cover is collapsed, as shown in Fig. 2.

The side walls 1 and 2 of the car body, intermediate the ends thereof and at the upper inner edges, have sockets or brackets 18 supporting the ends of an arched intermediate rail 19, and adapted to travel on this arched rail are wheels 20 on the rods

12 and 13 and in cut away portions 21 provided therefor at the hinged edges of the plates 10, as best shown in Fig. 3.

The car body has the sills 22 thereof, provided with hangers 23 for a longitudinal shaft 24 having drums 25, locking mechanisms 26 and cranks 27 at the ends thereof. The locking mechanisms 26 are preferably in the form of toothed wheels and gravity pawls so that the shaft 24 may be locked against accidental rotation. The drums 25 are adapted to have cables 28 and 29 attached thereto and wound thereon, the cables 29 being employed to extend or open the cover, and the cables 28 to collapse or close the cover. The cables 28 extend under sheaves 30 at the ends of the sills 22 and upwardly to the channel guide rails 6, the lower closed ends of said channel rails being apertured to permit of said cables entering the rails. The cables 28 are attached to the cover at the ends thereof, as indicated at 31.

The cables 29 extend under sheaves 32 supported from a draft rigging at each end of the car body and also under sheaves 33 carried by the sills 22, said cables being attached to the cover, as at 34.

Considering the car body relative to north bound or south bound tracks or a two track railway system, it is preferable to locate the shaft 24 at what may be considered the outer side of the car body and allow the cover to collapse at the inner sides of the car body. With such an arrangement, a laborer may safely operate the shaft 24 without any danger of being struck by a passing train. Then again, with the cover collapsed at the inner side of the car body, it is out of the road and the car can be loaded, particularly at a tipple, without any danger of the cover being injured.

By rotating the shaft 24 in one direction, the cover is gradually extended and carried over the open top of the car to close the same, as shown in Fig. 1, and by rotating the shaft 24 in the opposite direction, the cover may be collapsed at the inner side of the car, as shown in Fig. 2.

It is thought that the operation and utility of the invention will be apparent without further description, and while in the drawing there is illustrated a preferred embodiment of my invention, it is to be understood that the structural elements are susceptible to such variations and modifications as fall within the scope of the appended claims.

What I claim is:—

1. The combination of a car body, channel rails at the ends thereof, a cover composed of plates having the ends thereof extending into said channel rails, rods hingedly connecting said plates, wheels on the ends of said rods, with some of said wheels normally engaging said guide rails, and other of said wheels adapted to swing out of engagement therewith so that said cover may be collapsed, and means connected to said cover, at the ends thereof, adapted for shifting said cover relative to said rails.

2. The combination with a car body, of auxiliary arched end walls carried thereby, channel rails on said auxiliary end walls, an arched rail intermediate the ends of said car body, a cover composed of hingedly connected plates having the ends thereof extending into said channel rails, means supporting the ends of said plates in said channel rails, and said plates on said intermediate rail, and means extending into said channel rails and connected to said cover adapted for shifting said cover relative to said rails.

3. The combination of a car body, rails carried thereby, a cover composed of hingedly connected plates with the ends of said plates extending into said rails, means supporting the ends of the cover plates in said rails, and means operatable at the ends of said car body for simultaneously moving the ends of said cover relative to said rails.

4. The combination of a car body, auxiliary end walls carried thereby, channel rails on said auxiliary end walls and extending downwardly at the sides of said car body, a cover composed of plates having the ends thereof extending into said channel rails, rods hingedly connecting said plates, wheels on the ends of said rods with some of said wheels normally in said channel rails and other of said wheels adapted to swing out of said channel rails so that said cover may be collapsed, and cables attached to the ends of said cover and adapted for shifting said cover in said channel rails.

5. The combination of a car body, channel rails at the ends thereof, a cover composed of plates extending from one end of said car body to the opposite end and said plates having the ends thereof extending into said channel rails, rods hingedly connecting said plates together, wheels on the ends of said rods, adapted to support said cover relative to said rails, means carried by said car body intermediate the ends thereof adapted for supporting said cover, and means operatable at one side of said car body adapted for shifting said cover relative to said rail.

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

MICHAEL SCHEDLBAUER.

Witnesses:

KARL H. BUTLER,

ANNA M. DORR.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."