June 12, 1934. W. H. NOBLE ET AL 1,962,457

CANOPY

Filed Oct. 31, 1932

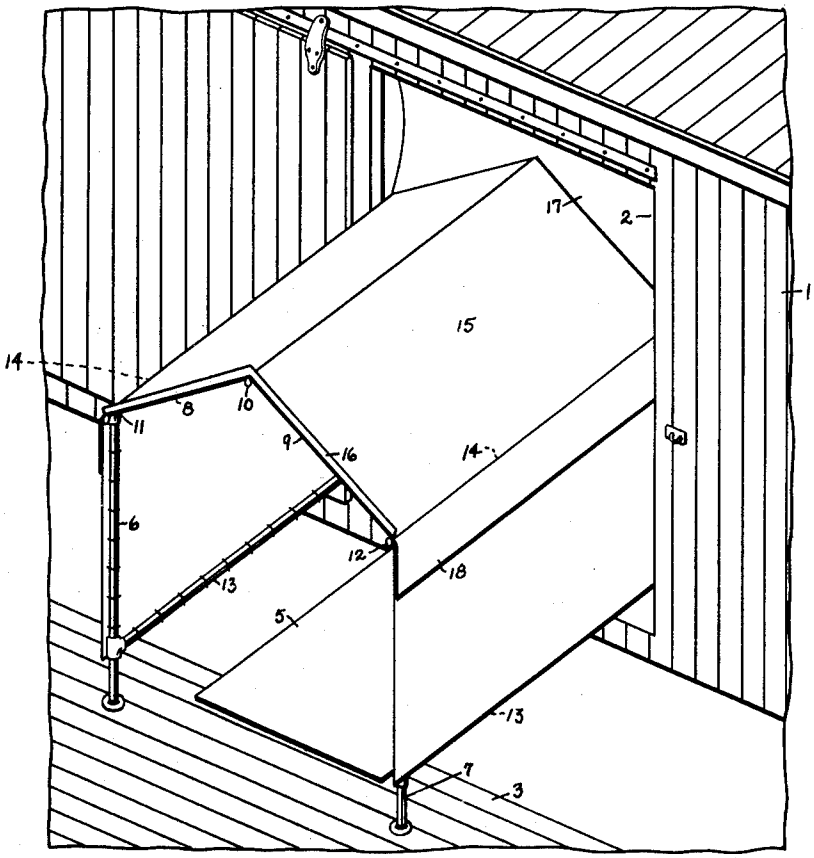



FIG 1.

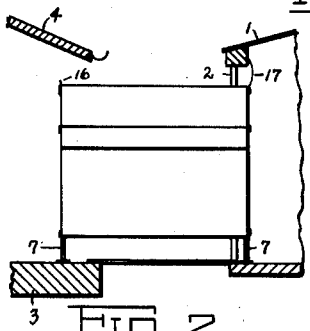



FIG 2.

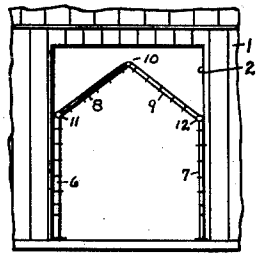



FIG 3.

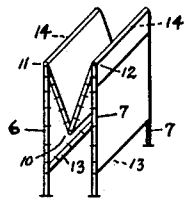



FIG 4.

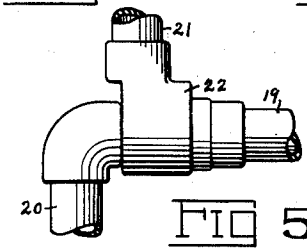



FIG 5.

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# UNITED STATES PATENT OFFICE

1,962,457

## CANOPY

William Homer Noble and Clint Hollady, Houston, Tex.

Application October 31, 1932, Serial No. 640,380

5 Claims. (Cl. 135—5)

This invention relates generally to canopies and specifically to canopies adapted for use in connection with the loading and unloading of railway freight cars.

It has for its object to provide a new and improved canopy that will serve as an effective shelter, comprising but few parts that can be manufactured cheaply, and constructed to be quickly and easily installed and removed.

Various other objects and uses of the invention will be apparent to those skilled in the art.

The preferred embodiment of the invention is illustrated by the accompanying drawing, wherein Fig. 1 is a perspective view of the canopy installed; Figs. 2 and 3, a sectional side view and a front view thereof, respectively; Fig. 4, a detail view showing the canopy partly collapsed; and Fig. 5, a detail view illustrating the connection between the frame rods.

In the drawing, the freight car 1 has a door 2. It is shown adjacent the depot which includes a platform 3, covered by a roof 4. To protect the goods being loaded or unloaded across the gangplank 5, this invention provides the canopy which will now be described:

The canopy comprises a pair of end sections, each of which includes side rods 6 and 7 and top rods 8 and 9. The top rods 8 and 9 are pivotally connected to each other at 10 and to the side rods 6 and 7 at 11 and 12, respectively. The end sections are connected by longitudinal rods 13 and 14, the rods of said end sections and said longitudinal rods being at substantially right angles to each other.

Upon and secured to the frame by conventional means is a cover 15 of canvas or the like. The cover 15 includes an upright shield 16 in substantially the same plane with that end section beneath the roof 4; and an end shield 17 substantially in the same plane with that end section within the car 1. The shield 17 may be tacked to the car 1 as indicated. The cover also includes a longitudinal flap 18.

The pivotal connection between the rods may be as indicated by Fig. 5 wherein one rod is indicated at 19, another at 20 and another at 21. The rods 19 and 20 are fixed at substantially a right angle to each other. The rod 21 is pivotally connected to the rods 19 and 20 by the collar 22. It will be apparent that this pivotal connection may be used to connect the top rods of one of the end sections, and one of the longitudinal rods, in which event the top rods would be 20 and 21 and the longitudinal rod 19. It may also be used to connect one of the top rods with one of the side rods and one of the longitudinal rods, in which event the top the top rod would be 21, the side rod 20 and the longitudinal rod 19.

It will be apparent from the foregoing that the canopy may be quickly and easily installed, and that it will be held in its upright position by the door 2 to effectively serve as a shelter for the freight being loaded or unloaded; and that it may be as quickly and easily removed and collapsed for storage.

We claim:

1. For use with a railway car having a door, and a building having a platform and a roof, a canopy in said door and extending onto said platform beneath said roof; said canopy comprising a frame; said frame having a pair of end sections; each of said end sections having two side rods and two top rods, said top rods being pivotally connected to each other and to said side rods; said pivotal connections being such that said frame may be collapsed so that said top rods are substantially side by side with said side rods; longitudinal rods connecting said end sections; the rods of said end sections and said longitudinal rods being at substantially right angles to each other; and said frame adapted to support a cover secured thereto and having upright shields in substantially the same plane with said end sections; said frame being held in an upright position by said door; said cover having a longitudinal flap in contact with the sides of said door.

2. For use with a railway car having a door, and a building having a platform and a roof, a canopy in said door and extending onto said platform beneath said roof; said canopy comprising a frame; said frame having a pair of end sections; each of said end sections having two side rods and two top rods, said top rods being pivotally connected to each other and to said side rods; said pivotal connections being such that said frame may be collapsed so that said top rods are substantially side by side with said side rods; longitudinal rods connecting said end sections; the rods of said end sections and said longitudinal rods being at substantially right angles to each other; and said frame adapted to support a cover secured thereto; said frame being held in an upright position by said door.

3. For use with a railway car having a door, and a building having a platform and a roof, a canopy in said door and extending onto said platform beneath said roof; said canopy comprising a frame; said frame having a pair of end sections; each of said end sections having two side

rods and two top rods, said top rods being pivotally connected to each other and to said side rods; said pivotal connections being such that said frame may be collapsed so that said top rods are substantially side by side with said side rods; longitudinal rods connecting said end sections; and said frame adapted to support a cover secured thereto; said frame being held in an upright position by said door.

4. For use with a railway car having a door, and a building having a platform and a roof, a canopy in said door and extending onto said platform beneath said roof; said canopy comprising a frame; said frame having a pair of end sections; each of said end sections having two side rods and two top rods, said top rods being pivotally connected to each other and to said side rods; said pivotal connections being such that said frame may be collapsed; longitudinal rods connecting said end sections; and said frame adapted to support a cover secured thereto; said frame being held in an upright position by said door.

5. For use with a railway car having a door, and a building having a platform and a roof, a canopy in said door and extending onto said platform beneath said roof; said canopy comprising a frame; said frame having a pair of end sections; each of said end sections having two side rods and two top rods, said top rods being pivotally connected to each other and to said side rods; said pivotal connections being such that said frame may be collapsed; longitudinal rods connecting said end sections; and said frame adapted to support a cover secured thereto.

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