E. J. SHUR.

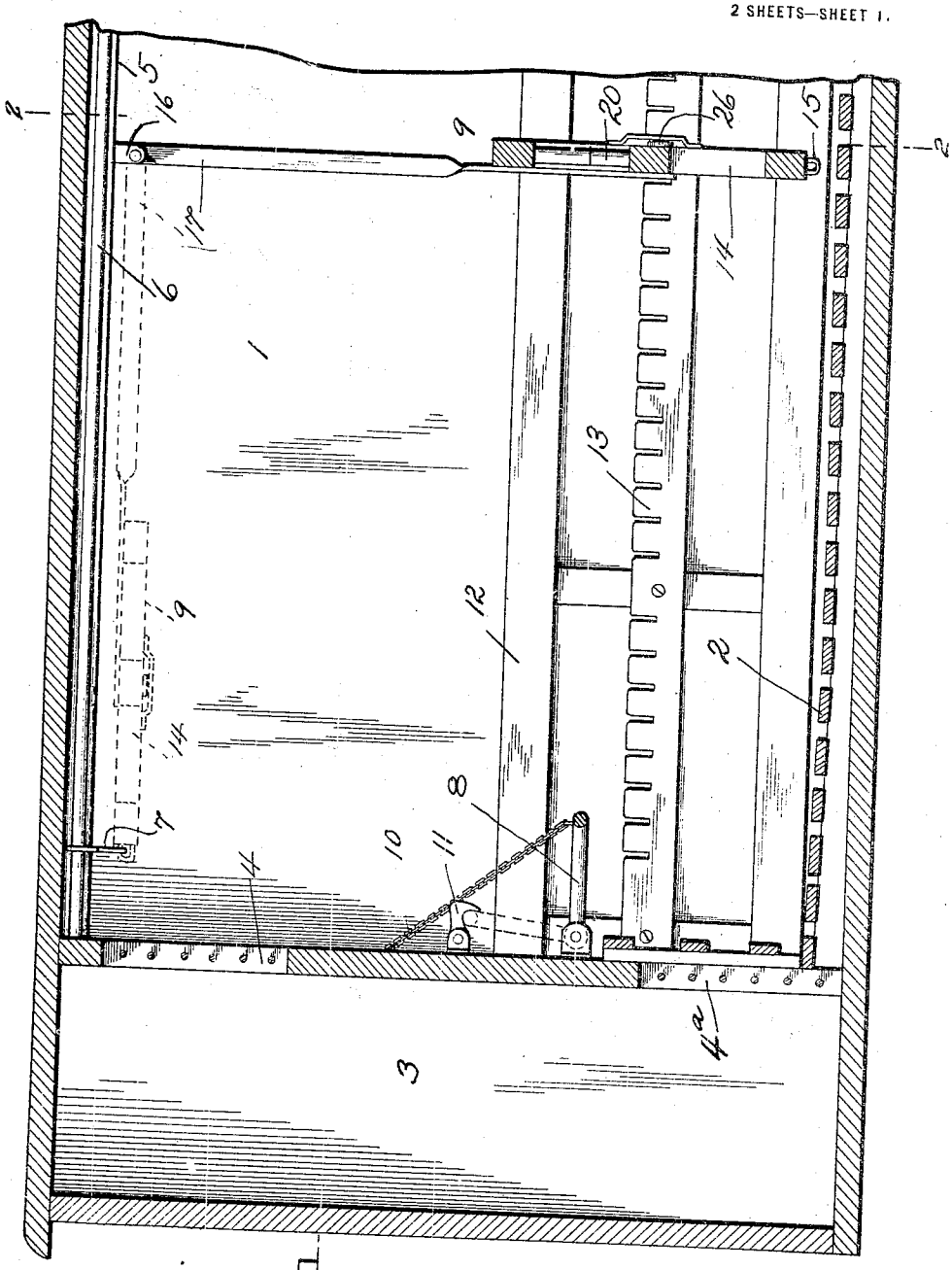
BULKHEAD CONSTRUCTION FOR CARS.

APPLICATION FILED NOV. 11, 1916.

1,250,370.

Patented Dec. 18, 1917.

2 SHEETS—SHEET 1.



Witness

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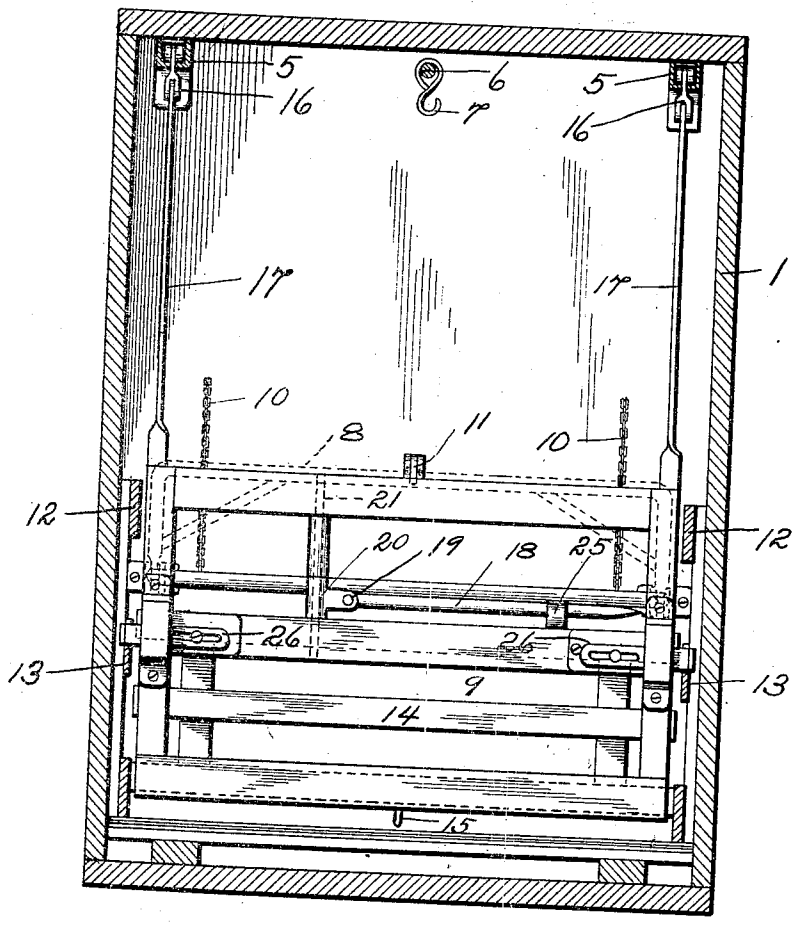


Fig. 2.

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UNITED STATES PATENT OFFICE.

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BULKHEAD CONSTRUCTION FOR CARS.

1,250,370. Specification of Letters Patent. Patented Dec. 18, 1917.

Application filed November 11, 1916. Serial No. 130,813.

To all whom it may concern:

Be it known that I, EDWARD J. SHUR, a citizen of the United States, residing at New Orleans, in the parish of Orleans and State of Louisiana, have invented new and useful Improvements in Bulkhead Constructions for Cars, of which the following is a specification.

My present invention pertains to bulkhead constructions for refrigerator cars; and it contemplates the provision of an improved bulk-head construction designed more especially for use in refrigerator cars for transporting bananas, and embodying elements so combined and relatively arranged that bananas or other cargo may be bulk-headed at any point intermediate the ice compartment of the car and the door thereof, with a view to precluding chilling and consequent deterioration of the bananas or other cargo.

The invention also contemplates the attainment of the foregoing end without the building of wooden racks in the car and the use of nails in the insulated portion of the car, with the formation of a multiplicity of nail holes which materially lessen the efficiency of the said insulated portion.

The invention also contemplates the provision of a bulk-head which may be suspended overhead in the car body when not in use, and a foldable brace for sustaining the bulk-head against the pressure of a load of bananas or the like.

Other advantageous characteristics of the invention will be fully understood from the following description and claims when the same are read in connection with the drawings, accompanying and forming part of this specification, in which:

Figure 1 is a longitudinal vertical section of a car constructed in accordance with my present invention.

Fig. 2 is a vertical transverse section of the same, taken in the plane indicated by the line 2—2 of Fig. 1.

Similar numerals of reference designate corresponding parts in both views of the drawings.

The car body 1 is shown as provided with the usual false floor 2, of spaced slats, and the usual ice or refrigerating compartment 3 which is connected with the interior of the cargo-carrying portion of the car through an opening 4, and an opening 4ª.

In furtherance of my present invention longitudinal rails 5 are provided on the underside of the car roof; the said rails being preferably of channel form with slots in their bottoms, as shown in Fig. 2. I also provide between the rails 5 a longitudinal rod 6 on which a hook 7 is freely movable, for a purpose hereinafter set forth.

Pivoted to the wall between the compartment 3 and the cargo-carrying portion of the car is a bail-shaped brace 8 which is designed when the bulk-head 9 is positioned near said wall to support the said bulk-head against the pressure of bananas or other cargo in the cargo-carrying portion. The downward movement of the said brace 8 is limited by chains 10, and when not in use the brace is held by a pivoted hook 11 in the idle position shown by dotted lines in Fig. 1 where it is out of the way and does not detract from the capacity of the cargo-carrying portion of the car.

The car body 1 is shown as provided with the usual open-work frames 12 for maintaining the cargo in spaced relation to its upright walls, as is always desirable, and on the side frames 12 I arrange longitudinal notched or rack bars 13, for coöperation with the bulk-head 9.

The bulk-head 9 is preferably made up of a gate 14, having an eye 15 for the engagement of the hook 7, wheeled carriers 16 movable in the rails 5, and hanger arms 17, fixed to the gate and pivotally connected to the carriers 16 so as to permit of said arms and gate being swung vertically in the direction of the length of the car. When the bulk-head is not in use it is swung upwardly to the position shown by dotted lines in Fig. 1, and is detachably secured in said position by the engagement of the hook 7 with the eye 15. For the purpose of enabling an attendant to conveniently manipulate the bulk head I provide the lever 18, best shown in Fig. 2. The said lever 18 is pivoted at 19 to a rotatable bracket 20, mounted on a vertical pintle 21 in one of the spaces of the gate 14, and hence it will be manifest that the lever 18 may be swung from the position shown, in the plane of the gate, to a position at right angles to the gate, and vice versa. When disposed at right angles to the gate the lever 18 serves for the convenient manipulation of the bulk-head, and when arranged in the plane of the gate as shown in Fig. 2 the lever is entirely out of the way. It will be

noticed in this connection that the lever 18 is detachably maintained in the latter position by a U-shaped resilient clip 25 into which the lever may be pressed and from which it may be pulled when it is desired to put it into use.

On one side of the bulk-head gate 14 are slidable and vertically swinging latch-bolts 26 which are designed to be extended and placed in notches of the bars 13, with a view to adjustably fixing the bulk-head at various points in the length of the car body. When the said latch bolts 26 are retracted or moved endwise inwardly they obviously will clear the bars 13, and will in no measure interfere with the adjustment of the bulk-head.

It will be gathered from the foregoing that notwithstanding the practical utility of my novel bulk-head construction, the same is simple and inexpensive, and embodies no delicate parts such as are liable to get out of order after a short period of use.

Having described my invention, what I claim and desire to secure by Letters Patent, is:

1. In a bulk-head construction, the combination of a body, longitudinal notched bars fixed to the side walls thereof, longitudinal rails maintained at the underside of the roof of the body, carriers movable on said rails, and a bulk-head connected with said carriers and having endwise extensible and vertically-swinging latches to seat in notches of the bars.

2. In a bulk-head construction, the combination of a body, longitudinal notched bars fixed to the side walls thereof, longitudinal rails maintained at the underside of the roof of the body, a longitudinal rod also maintained at the underside of the roof of the body, carriers movable on said rails, a bulk-head pivotally connected with said carriers to swing vertically in the direction of the length of the body, endwise extensible and vertically-swinging latches carried by the bulk-head to seat in notches of the bars, and a suspension device movable on the longitudinal rod and constructed and arranged to detachably engage the bulk-head and maintain the same in an over-head, idle position.

3. In a bulk-head construction, the combination of a body, a bulk-head adjustable in the direction of the length of the body, means complementary to the body and means complementary to the bulk-head for coöperating with the first-named means to adjustably fix the bulk-head in the body, a lever for manipulating the bulk-head, a clip for detachably securing said lever in idle position to the bulk-head, and a horizontally rotatable bracket connected to the bulk-head and serving for the connection of said lever.

4. In a bulk-head construction, the combination of a body having a refrigerating compartment and a cargo compartment separated by a wall from the refrigerating compartment, a vertically-swinging brace connected to the cargo side of said wall, means for maintaining said brace in working position, means for maintaining the brace in idle position, a bulk-head adapted to be supported by said brace when it is arranged against the same, and means for adjustably fixing the bulk-head in position against the brace.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

EDWARD J. SHUR.

Witnesses:
R. G. EUSTIS,
M. E. KNIGHT.